

PEACH, F/O Jack Harvey (J35048) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 8 February 1924 at Smokey Lake, Alberta; home in St.Michael, Alberta (student); enlisted Edmonton 31 July 1942. Granted Leave Without Pay until 25 December 1942 when posted to No.3 Manning Depot. To No.4 ITS, 25 January 1943; graduated and promoted LAC, 2 April 1943 but not posted to No.2 AOS until 11 April 1943; graduated and commissioned 3 September 1943. To "Y" Depot, 17 September 1943; taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Promoted Flying Officer, 3 March 1944. Repatriated 1 February 1945. To No.2 Air Command, 13 February 1945. To No.1 CNS, 18 March 1945. To Release Centre, 3 September 1945. Retired 7 September 1945. Medal presented 9 July 1949. Died in Edmonton, 8 October 1980. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) had recommendation dated 20 November 1944 when he had flown 28 sorties (141 hours 25 minutes), 14 July to 6 November 1944.

Flying Officer Peach has completed a large number of sorties over German territory and German-occupied territory and has displayed outstanding skill as a navigator throughout. At all times he has shown great determination and courage, and his work in the air has been responsible for the successful bombing of many important targets. In addition to his outstanding work as a navigator in the air, Flying Officer Peach has been a valuable member of the navigation section. He has been an inspiration to other air crew on the squadron, and his timing and track-keeping an example to all navigators.

The sortie list was as follows:

14 July 1944 - Anderbelck (3.45)  
18 July 1944 - Caen (4.45)  
18 July 1944 - Wesseling (5.20)  
20 July 1944 - Foret de Grand Bois (3.40)  
23 July 1944 - Donges (5.30)  
30 July 1944 - Villers Bocage (3.25)  
1 August 1944 - L'Hey (3.50)  
13 August 1944 - Falais (3.50)  
14 August 1944 - Falais (4.20)  
15 August 1944 - Tassily (4.25)  
17 August 1944 - La Marshalle (6.25)  
18 August 1944 - Anderbelck (3.40)  
25 August 1944 - Point Robert (4.35)  
27 August 1944 - Mimeyeques (4.00)  
28 August 1944 - Bois St. Bundy (3.25)  
6 September 1944 - Emden (5.00)  
11 September 1944 - Kiel (5.55)  
14 September 1944 - Wilhelmshaven (3.00, duty not carried out)

25 September 1944 - Calais (4.30)  
27 September 1944 - Sterkrade (5.30)  
28 September 1944 - Cap Gris Nez (4.05)  
6 October 1944 - Dortmund (5.55)  
9 October 1944 - Bochum (6.25)  
14 October 1944 - Duisburg (6.05)  
30 October 1944 - Cologne (5.35)  
1 November 1944 - Oberhausen (6.15)  
2 November 1944 - Dusseldorf (5.45)  
4 November 1944 - Bochum (6.05)  
6 November 1944 - Gelsenkirchen (5.30)

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PEACOCK, Sergeant Arthur Neil Ripley (R101133) - **Mention in Despatches** - No.52 Mobile Field Hospital (AFRO only gives "Overseas" as unit) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in Vancouver, 2 February 1921. Home in Vancouver (bank clerk); enlisted there 28 April 1941 as Medical Orderly and immediately posted to No.3 WS, Winnipeg. To No.7 AOS, Portage la Prairie, 2 May 1941. Promoted AC1, 28 July 1941. Promoted LAC, 28 October 1941. Promoted Corporal, 1 January 1942. To "Y" Depot, Halifax, 9 March 1942; posted overseas 30 April 1942. Disembarked in Britain, 13 May 1942. To No.420 Squadron, 13 June 1942. Reclassified as Hospital Assistant, 1 December 1942. Proceeded with No.420 Squadron to North Africa, 15 May 1943, returning to Britain on 25 October 1943 (disembarked UK again, 6 November 1943). To No.52 Mobile Field Hospital, 16 December 1943. Attached to MBTT, Nottingham for course, 7-13 February 1944 and another course at Halton Hospital, 30 April to 13 May 1944. Proceeded to the Continent with No.52 Mobile Field Hospital. Promoted Sergeant, 1 June 1945. Struck off strength of No.52 MFH, 11 August on posting to No.3 PRC. Embarked from Ostend, 19 August 1945, arriving in Britain that date. Repatriated 23 October 1945; released 5 December 1945. Died in North Vancouver, 12 August 1978 as per British Columbia Vital Statistics. Medical Orderly and Hospital Assistant.

**Note:** Although there is nothing on file to indicate exactly why he was singled out for a Mention in Despatches, he was described by F/L P.M. McLean on 8 April 1945 as "A superior NCO; excellent Senior NCO material" and the same officer wrote, on 10 June 1945, "A conscientious, hard working NCO, definitely Senior NCO material."

He intended to go into his father's lumber business after the war.

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PEACOCK, F/O Edward Bernard (J26634) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 26 April 1923 in Orillia, Ontario; home there (lab assistant); enlisted Toronto 18 February 1942. Granted Leave Without Pay until 15 March 1942 when posted to No.1 Manning Depot. To No.1 SFTS (guard duty), 7 May 1942; to No.6 ITS, 15

August 1942; graduated and promoted LAC, 6 October 1942 but not posted to No.9 EFTS until 7 November 1942; may have graduated 22 January 1943 but not posted to No.1 SFTS until 6 February 1943; graduated and commissioned 28 May 1943. To "Y" Depot, 11 June 1943; to RAF overseas, 22 June 1943. Promoted Flying Officer, 28 November 1943. Repatriated 12 February 1945. To No.16 SFTS, 8 April 1945; to Mountain View, 30 April 1945; to Release Centre, 8 June 1945; retired 13 June 1945. Postwar work in geophysical field. Died in Toronto, 16 March 2012. Medal sent by registered mail 21 December 1950. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C M.W. Gall dated 25 January 1945 when he had flown 31 sorties (198 hours five minutes), 25 August 1944 to 5 January 1945.

As captain of aircraft, Flying Officer Peacock displayed great skill, initiative and courage. His skilful pilotage and cool judgement led to the successful completion of 31 sorties, the majority of which were on heavily defended German targets. Despite being struck heavily by flak on many occasions, by skilful airmanship and with a great desire to press home the attack, he has reached the target on each occasion and bombed it successfully.

He has shown exceptional qualities of leadership and his cool, calm confidence was an inspiration to his crew and received their full co-operation with him. For his ability and devotion to duty I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

25 August 1944 - Russellheim (9.25)  
12 September 1944 - Dortmund (5.15)  
14 September 1944 - Wilhelmshaven (3.40, recalled )  
15 September 1944 - Kiel (7.00)  
17 September 1944 - Boulogne (4.20)  
18 September 1944 - Domburg (5.20)  
19 September 1944 - Domburg (3.50, recalled)  
25 September 1944 - Calais (4.20)  
26 September 1944 - Calais (4.25)  
27 September 1944 - Bottrop (5.35)  
28 September 1944 - Cap Gris Nez (4.10)  
4 October 1944 - Bergen (6.30)  
14 October 1944 - Duisburg (5.10)  
14 October 1944 - Duisburg (6.10)  
19 October 1944 - Stuttgart (7.20)  
23 October 1944 - Essen (6.40)  
25 October 1944 - Essen (5.55)  
28 October 1944 - Cologne (6.20)  
30 October 1944 - Cologne (6.25)  
1 November 1944 - Oberhausen (7.00)

2 November 1944 - Dusseldorf (6.15)  
6 November 1944 - Gelsenkirchen (5.15)  
16 November 1944 - Julich (5.35)  
18 November 1944 - Munster (6.50)  
21 November 1944 - Castrop (6.30)  
5 December 1944 - Soest (7.30)  
15 December 1944 - Ludwigshaven (6.40)  
18 December 1944 - Duisburg (6.25)  
21 December 1944 - Cologne (6.15)  
24 December 1944 - Dusseldorf (4.50)  
28 December 1944 - Opladen (6.20)  
2 January 1945 - Nuremberg (9.20)  
5 January 1945 - Hanover (5.30)

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PEACOCK, F/O James Edwin Malcolm (J29380) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 18 July 1922 in Timmins, Ontario; educated in Cochrane; home in Noranda, Quebec (drug clerk, 1938-1940, apprentice stationary engineer, 1940 to 1942); enlisted North Bay 16 February 1942. To No.1 Manning Depot, 9 March 1942. To No.1 ITS, 18 July 1942; graduated and promoted LAC, 11 September 1942; to No.1 BGS, 26 September 1942; to No.10 AOS, 22 November 1942; to Trenton, 22 January 1943. To No.4 BGS, 17 April 1943; may have graduated 7 July 1943 but not posted to No.9 AOS until 10 July 1943; graduated and promoted Sergeant, 4 September 1943 although subsequently commissioned with effect from 20 August 1943. Posted on 4 September 1943 to No.1 BGS. To "Y" Depot, 15 October 1943; embarked from Canada, 22 October 1943; disembarked in Britain, 30 October 1943. To Jurby I.O.M. (whatever that is), 29 November 1943 (ship recognition course). To No.5 AOS, 4 December 1943. To No.6 (Observer) AFU, 4 January 1944 (Anson aircraft, 27 hours 25 minutes). To No.30 OTU, 15 February 1944 (Wellington aircraft, 63 hours 40 minutes). Promoted Flying Officer, 20 February 1944. To No.11 Base, 11 May 1944, attending No.1656 Conversion Unit (Halifax, 19 hours 20 minutes) and No.1 Lancaster Finishing School (Lancaster, eleven hours 55 minutes). To No.12 Squadron, 29 June 1944 (Lancasters, 180 hours 50 minutes). Repatriated 14 December 1944. To No.3 Training Command, 25 December 1944. To No.10 BGS, Mount Pleasant, 15 January 1945; to Mountain View, 7 June 1945; attended course in Administration, 13 July to 9 August 1945. to No.17 Equipment Depot, 10 August 1945; to No.1 Equipment Depot, 24 January 1946; to Release Centre, 10 February 1946; retired 13 February 1946. Died in Brantford, Ontario, 1962. Medal sent by registered mail 6 August 1949. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9051 has recommendation dated 7 December 1944 when he had flown 30 sorties (154 hours 50 minutes), 6 July to 6 November 1944.

6 July 1944 - Foret Ducroc  
17 July 1944 - Caen  
20 July 1944 - Courtrai

23 July 1944 - Kiel  
24 July 1944 - Stuttgart  
28 July 1944 - Stuttgart  
3 August 1944 - Trossy St.Maximim  
5 August 1944 - Blaye  
7 August 1944 - Fontenay le Marmion  
12 August 1944 - Brunswick  
15 August 1944 - Volkel  
16 August 1944 - Stettin  
26 August 1944 - Kiel  
5 September 1944 - Le Havre  
6 September 1944 - Le Havre  
10 September 1944 - Le Havre  
16 September 1944 - Hopsten Rheine  
20 September 1944 - Calais  
23 September 1944 - Neuss  
26 September 1944 - Cap Griz Nez  
14 October 1944 - Duisburg  
14 October 1944 - Duisburg  
19 October 1944 - Stuttgart  
23 October 1944 - Essen  
25 October 1944 - Essen  
28 October 1944 - Cologne  
30 October 1944 - Cologne  
31 October 1944 - Cologne  
4 November 1944 - Bochum  
6 November 1944 - Gelsenkirchen

Flying Officer Peacock, a Canadian air bomber, has now completed a most successful tour of operations against the enemy including attacks on many such targets as Kiel, Stuttgart, Brunswick, Stettin, Duisburg, Essen, Cologne, Bochum and Gelsenkirchen. In addition he has bombed many small but vital targets in France, demanding the utmost accuracy and skill on the part of the Bomb Aimer.

He has proved himself more than equal to his task, pressing home every attack with exceptional skill, which has only been equalled by his courage and devotion to duty. He has been very largely responsible for the repeated successes achieved by his captain and crew and has set a shining example to the rest of the squadron.

I have no hesitation in recommending that this Canadian officer's magnificent record be recognized by the award of the Distinguished Flying Cross.

**Notes:** On repatriation form dated 4 December 1944 he stated he had flown 31 sorties (158 hours

45 minutes), the last on 6 November 1944, plus 144 hours 25 minutes non-operational.

**Training:** Course at No.1 ITS was 20 July to 11 September 1942. Course in General Studies (84/100), Mathematics (121/150), Armament, practical and oral (73/100), Signals (112/150), Meteorology (40/50), Navigation (111/150), Aircraft Recognition 97/100), 98/100), Drill (85/100), Law and Discipline (81/100). Placed seventh on a class of seven. "A clean, conscientious airman who has applied himself well at this unit. Department good."

Course at No.1 BGS was 28 September to 20 November 1942. Anson aircraft (21.55 day bombing and 5.50 night bombing) and Bolingbroke (7.45 day gunnery). Also 4.30 in turret manipulation. Dropped 65 bombs high level and 22 low level. Fired 400 rounds in Beam Test (two percent hits), 1,100 rounds in Beam Relative Speed Test (3.7 percent hits) and 400 rounds in Under Tail Test (1.3 percent hits). Examined in Bombing, written (99/150), Bombing, practical (104/150), Proficiency as Bomb Aimer (230/300), Gunnery, written (61/100), Gunnery, practical (78/100), Proficiency as Air Gunner (141/200). Average as both gunner and bomb aimer. Placed 25<sup>th</sup> in a class of 28. "He could have worked much harder. He has a limited sense of responsibility due possibly to his youth."

Course at No.10 AOS was 23 November 1942 to 12 April 1943. Anson aircraft - 13.10 as first navigator by day, 27.10 as second navigator by day, 6.15 as second navigator by night. Graded in Navigation air work (240/600), Elements of Navigation (190/500), Magnetism and Compasses (26/100), Maps and Charts (25/50). Given a failing grade. "Lacks mental alertness. Both air and ground work definitely below standard required," In general, "Hesitant and lacks self confidence. Recommended for ground duties". Placed 28<sup>th</sup> in a class of 28. Noted as anxious to remain aircrew.

Reassessed at No.10 AOS in January 1943 (even before completion of course), the conclusion was as follows: "Although he has done eight weeks B and G and is assessed as average, and also eight weeks of AOS, he says he would prefer to do the whole course as an Air Bomber and make a really good job. As he is reported as lacking in self-confidence and he is a bit immature this is probably the best idea. Quite a good type of lad, however." (F/O M.M. Smith and F/L E.G. Outram).

Given another chance at aircrew via No.4 BGS, 19 April to 9 July 1943. Anson aircraft (19.40 day bombing, 4.40 night bombing) and Bolingbroke (15.10 day gunnery). Dropped 54 bombs high level by day, 30 bombs high level by night, 16 bombs low level by day. Spent eleven hours in Turret Manipulation. Fired 400 rounds in Beam Test (5.2 percent hits), 1,800 rounds in Beam Relative Speed Test (4.4 percent hits) and 800 rounds in Under Tail Test (two percent hits). Examined in Bombing, written (203/250), Bombing, oral (205/250), Proficiency as Bomb Aimer (267/400), Gunnery, written (87/100), Gunnery, oral (82/100), Proficiency as Air Gunner (152/200), Aircraft Recognition (44/50). Placed first in a class of 54. Above average in bombing, recommended for special high level bombing course. Average in gunnery. "Very good student, cool headed, conscientious. Near in department. Commission material."

Course at No.9 AOS was 12 July to 20 August 1943. Anson aircraft - 23.30 by day, 21.50 by night. "Student is an extremely neat printer who turns in very good logs. Knows navigation very well and puts it into practice effectively. Reconnaissance reports fair. Night work faster in air." General remarks - "Student's appearance could be improved. Serious minded and intelligent. He is popular among his class mates. Recommended for special high level bombing course. Recommended for immediate commission." Air work grades were Air Navigation, Day (231/300), Air Navigation, Night (144/200), Bombing (227/300) and Photography (158/200). Ground marks in Elements of Air Navigation (148/200), Aircraft Recognition (190/250), Signals, practical (175/250), Reconnaissance (123/150) and Photography (111/150). Placed 16<sup>th</sup> in a class of 24.

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PEACOCK, F/L John Williamson Frederick (C7971) - **Mention in Despatches** - No.409 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Montreal, 9 March 1920. Home in Montreal. Attended Selwyn House School, Montreal, 1927-1935 and Trinity College School, Port Hope, Ontario, 1935-1938. Summer job in 1938 in Machine Shop of Manor and Coulson, Glasgow, Scotland. Summer job in 1939 was with the Instrument Department, Peacock Brothers (assembling instruments). Summer job in 1940 was Drawing Department of Peacock Brothers. Attended McGill University, 1938 to 1941, and from 12 September 1939 to 12 September 1940 he was a COTC Cadet. Cadet with Black Watch (Royal Highland Regiment of Canada) before joining RCAF. Enlisted in Montreal, 10 April 1941 as a Radio Mechanic. To RCAF Station Yarmouth, 3 May 1941. To Eastern Air Command for attachment to University of New Brunswick, 30 May 1941. Commissioned 6 September 1941. To "Y" Depot, date uncertain. Embarked for RCAF overseas, 2 October 1941, arriving in Britain about ten days later. Attached to No.85 Squadron (Havocs) to learn radar by flying with unit personnel. To No.3 Radio School, 22 December 1941. To No.60 OTU, 14 February 1942. Promoted Flying Officer, 6 March 1942 as per Appointments, Promotions and Retirements dated 13 July 1942. To No.141 Squadron, 14 March 1942. He stated in an undated letter that he had flown 60 hours with that unit and had taken part in the destruction of one Do.217. He was also apparently authorized to wear a Navigator Flying Badge under authority of AMO A.89.1942. To No.409 Squadron, 21 October 1942. To Station Acklington on 22 March 1943 where he completed Navigator Radio Leader Course. Reposted to No.409 Squadron, 10 May 1943. Promoted Flight Lieutenant, 28 May 1943. To RCAF General List (Radio Branch), with effect from 11 June 1943 (retroactive as per Appointments, Promotions and Retirements of 10 December 1943; see note below). Killed in action 7 August 1944 (Mosquito MM587); buried in France. DHist file 181.009 D.5529 (RG.24 Vol.20667) has recommendation dated 4 September 1943.

This officer is the Navigator Radio Leader of the Squadron. Through his efforts, skill and determination he is mainly responsible for the high degree of efficiency in the A.I. work being carried out by this squadron. A well above average

Navigator/Radio. During the course of operations he has assisted his pilot in destroying an enemy aircraft.

Although not related to his award, the circumstances of his death are most interesting. They are in a letter from W/C Massey Beveridge (himself killed soon afterwards) to Peacock's father, dated 16 August 1944 (RCAF file 046-11, Volume 1, National Library and Archives of Canada, RG. 24 Volume 17673); excerpt follows:

Dear Mr. Peacock;

Before you receive this letter you will have had a telegram informing you that your son, Flight Lieutenant J.W.F. Peacock, has been killed on operations.

I cannot express in full the deep regret that my entire squadron feel at this moment. I speak with particular feeling since I was with John until the last moment and it was he who saved my life by pushing me free from the aircraft, as we came down out of control.

We were on patrol over the Beach Head during the early hours of August 7th when we were suddenly attacked by fighters. John gave me the warning as they attacked, but before I could take avoiding action, we had been hit and were out of control - our tail had been cut off. We immediately set about getting clear of the aircraft in the conventional manner which is out of the side. Apparently John was having difficulty, for when I asked him what he was wrong, he only replied that he couldn't jettison the door. Accordingly I immediately jettisoned the hatch in the roof directly over my head and tried to get clear; however, I found myself stuck half-in-half out at the last minute, not being able to clear myself through my own efforts; I suddenly came clear. The only explanation I can give is that John, unable to get his hatch open, decided that one of us at least should get out and came to my rescue, unselfishly abandoning hope for himself and pushed me from behind. My parachute opened just in time, as I hit the ground a minute later. Thus John had no time to follow me, and was killed instantly when the aircraft crashed, about fifteen yards from me.

Fortunately, the incident occurred within our own lines. The following morning of August 8th, the funeral was held at the Canadian Cemetery at Beny-sur-Mer, near Courcelles. Squadron Leader M.G. Larkin (RCAF Padre) conducted the service. The cemetery is a newly established one and is devoted entirely to Canadians. John is buried in Grave 10, Plot 29.

John was without a doubt our most able navigator, and consequently had the responsibility of looking after the training of all our navigators - a job which he carried out with extreme efficiency. Not only was he highly respected for his



knowledge and ability, but for his personal qualities of leadership and the determination and enthusiasm he displayed on operations. He was most popular with everybody he came in contact with and I have had many calls since I returned to this country from people expressing their regret when they read the report.

**Training:** Course at University of New Brunswick, 2 June to 6 September 1941 in radio Mechanics, Subjects and marks as follows: Fundamental Theory (74/100), Applied Theory (91/100), Practical Laboratory Assessment (75/100) and Initiative and Leadership Assessment (85/100). Instructor A.I. Baird described him as “Good man in any capacity”, assessed him “above average” and deemed him suitable to be an instructor. Endorsed by F/O J.H. Kirk (Commanding Officer, RCAF Detachment, University of New Brunswick).

**Assessments:** On 21 June 1943 it was noted that he had flown 190 hours (53 in previous six months). His duties were Navigation/Radio Leader - “A hard working Nav/Radio leader, with a sound knowledge of his job. Possesses the additional advantage of having been a special signals officer to night fighter squadron before his present employment.” (W/C E. Graham).

As of 17 July 1943 he was described as having flown 205 hours (72 in previous six months); “An all round above average officer.” (W/C J.W. Reid.)

The matter of his status re General List was first raised 3 September 1943 (Air Commodore F.G. Wait to Minister of National Defence for Air). The proposal of that date was incorporated into a memo dated 1 December 1943 (A/V/M Robert Leckie to Minister of National Defence for Air) who wrote:

Flying Officer Peacock was posted Overseas and in June 1943, he completed the Navigator Radio Leader’s Course and was posted to No.409 RCAF Squadron as Navigator Radio Leader with the approval of Air Ministry. In the air this officer acts as operator for the Officer Commanding the unit who recommends him very highly, and in view of the fact that Flying Officer Peacock is no longer performing technical radio duties and is employed entirely on General List duties as a Navigator Radio Leader, it has been recommended by RCAF Overseas Headquarters that he be transferred to the General List with effect from 11<sup>th</sup> June 1943, the date he assumed such duties.

An undated form summarizing his career stated that at the time of his death he had flown 562 non-operational hours and 146 operational hours. He was also credited in participation of the destruction of three enemy aircraft plus one damaged. Another form (which appears to date from the end of July 1944) give his flying times as 660 hours total, 570 on “twins”, and 300 at night. It also mentioned two enemy aircraft destroyed (not three) and one damaged.

**Other Notes:**

Involved in an accident during a GCI exercise, 2115 hours, 16 February 1944 (Pilot W/C J.W. Reid with 2,406 hours on all types, 285 hours so on type), Navigator/Radio, F/L J.W.F. Peacock (475 hours on all types, 430 on Beaufighters). No injuries but Beaufighter HD268 damaged category AC. Aircraft landing at night; tail wheel either collapsed or was not down. Correspondence on file dated 31 July 1944 suggests that he need never have been flying the night he was killed. It began by noting that he was "tour expired off No.409 Squadron and is now awaiting posting." The memo recapitulated his career to date, then went on:

In view of the fact that there were no Navigation "R" positions on establishment in Canada, it was stated [in May 1943] that to retain his General List standing he must be employed in the United Kingdom only. This Headquarters [RCAF Overseas Headquarters] notified the O.C., No.409 Squadron of the conditions laid down by AFHQ and requested that F/L Peacock be advised and that this Headquarters be notified if he accepted the terms under which his transfer could be effected. In reply, the O.C. No.409 Squadron stated that F/L Peacock was remustered under RAF procedure from Signals RDF to Nav "R" G.L. effective 28<sup>th</sup> May 1943, under the authority of H.Q. Fighter Command postgram FC/874/43, to be promoted to Flight Lieutenant and subsequently employed as Squadron Navigation Leader. The letter went on to state that F/L Peacock was not anxious to be repatriated but should repatriation be effected at some future date, it was recommended that he be posted to a Navigation General Course in Canada and on completion of this be allowed to remain permanently on the General List.

It is now desired to ascertain whether F/L Peacock, who has been employed for nearly all his overseas posting on operational duty, was credited with two aircraft destroyed and one damaged, and who has completed an operational tour, could be repatriated for the purpose of completing a Navigation General Course with subsequent unqualified transfer to the General List under RCAF authority. If this could be arranged, it is suggested that this officer could, on completion of his Navigation Course, be most usefully employed at No.8 OTU in Canada.

A Wing Command Hammond in RCAF Overseas Headquarters minuted the memo on 2 August 1944 recommending that F/L Peacock be repatriated for the above-noted course.

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PEACOCK, F/O Wilfred George (J18009) - **Distinguished Flying Cross** - No.405 Squadron (deceased) - Award effective 25 September 1944 as per **London Gazette** dated 12 February 1946 and AFRO 322/46 dated 29 March 1946. Born 28 February 1921 in Everette, Simcoe County, Ontario; home there (student, one sister, no brothers); enlisted in Toronto 24 January 1941 and posted that date to No.2 Manning Depot, 26 January 1941. To No.2 Training

Command, 24 February 1941; to No.19 EFTS, Virden, 25 February 1941 (guard duty); to No.2 Manning Depot again, 16 April 1942; to No.2 WS, 27 April 1941; promoted LAC, 28 May 1941; graduated 12 September 1941 when posted to No.7 BGS; graduated and promoted Sergeant 11 October 1941. To Embarkation Depot, 15 October 1941; to RAF overseas, 2 November 1941. Taken on strength of No.3 PRC, 14 November 1941. Attached to No.14 Initial Training Wing, 22 November to 9 December 1941. To No.2 Signal School, Yatesbury, 9 December 1941 (Proctor aircraft). To No.23 OTU, Pershore, 13 January 1942 (Wellingtons). Promoted Flight Sergeant, 13 April 1942. To No.12 Squadron, 20 May 1942 (Wellingtons). Promoted WO2, 13 October 1942. To No.30 OTU, 15 October 1942. Promoted WO1, 13 April 1943. Commissioned 5 May 1943 as per Appointments, Promotions and Retirements dated 6 September 1943. Promoted Flying Officer, 5 November 1943. Special Leave in Canada, 20 January 1944 to 5 March 1944 when he embarked for overseas again. Arrived in Britain, 14 March 1944. To No.61 Base, 24 April 1944. Attached to Battle School, 24 April to 2 May 1944. Attached to No.1664 Conversion Unit, 2 May to 4 June 1944. To No.405 Squadron, 4 June 1944. Killed in action 26 September 1944 (No.405 Squadron, Lancaster PB129); buried in France. Medal presented to next-of-kin at Government House, 7 November 1949. Photo PL-48170 shows Mr. And Mrs. George Peacock (parents, Everett, Ontario) after presentation.

Flying Officer Peacock as bomb aimer has completed numerous operations against the enemy in the course of which he has invariably displayed the utmost fortitude, courage and devotion to duty.

**Training:** Interviewed on 14 September 1940; described as “Good type, rural chap. Well mannered. Average intelligence. Academic standing does not warrant commissioned rank.”

At No.2 WS he placed 52<sup>nd</sup> in a class of 199. Spent 25 minutes in flying classroom as First Operator, two hours 35 minutes on Listening Watch and six hours five minutes in a two-seat aircraft as sole operator. Ground courses and marks were: Theory (27/50), Radio Equipment (134/250), Morse (165/200, buzzer and lamp), Procedure (144/200), Signals Organisation (110/150), Armament (77/100), Drill and PT (33/50). Not recommended for commission.

Course at No.7 BGS involved Battle aircraft (nine hours 20 minutes by day plus two hours 30 minutes as passenger). Placed 15<sup>th</sup> in a class of 33. Described as “Slow and hesitant. Has average knowledge and ability but has no confidence in himself.” Scored 11 percent on Beam Test, four percent on Beam Relative Speed Test, seven percent under Under Tail Test. Scored 77 percent on written examination, 71 percent on oral, and graded 204/250 in “ability as firer.”

**Note:** On returning to Canada for leave he filled out a form on which he stated he had flown 25 sorties (150 operational hours) and a total flying time of 460 hours. On return overseas he stated that he wished to be posted to same unit as J18330 P/O L.J. Corbeil (who went to No.408 Squadron and was awarded DFC).

Assessed at No.30 OTU on 18 January 1944 when he was concluding tour as Bombing Instructor;

“A quiet but efficient officer who carried out his duties as a Flight Bombing Instructor well and conscientiously.”

**Particulars of Death:** Lancaster PB129, A/405, was detailed to bomb Cap Gris Nez on the morning of 26 September 1944. Took off at 1200 hours. Crew consisted of J15818 W/C C.W. Palmer, DFC (Captain), 145387 F/L W. Goddard (navigator), J85391 F/L J.J. Wilcock, DFC (navigator, survived with facial burns and broken ribs), 158131 F/O C.E. Laishley (WOP/Air), J85493 P/O F.J.A Frey (mid-upper gunner), J16959 F/O I. Lauckner, DFC (rear gunner, survived, returned to England on 28 September by landing craft), C17844 F/L H.J. Anderson, DFM (flight engineer, survived with broken ankle) and J18009 F/O W.G. Peacock (bomb aimer). En route to target aircraft received a direct hit. Fire burst out in port inner engine followed by observation that fuel was gone. At about 1,500 feet the aircraft was seen to go into a dive which became acute at about 1,000 feet. On orders of the captain, three crew managed to bale out. Approximately four minutes later the aircraft was bombed by a Main Force aircraft, despite warnings from the Long Stop Master (Master Bomber). Crashed and exploded on ground.

\* \* \* \* \*

PEACOCK, WO (now P/O) Wilfred Thomas Ferguson (R98453/J86654) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 5 September 1920 in Windsor, Ontario; home there (clerk and cashier); enlisted there 5 June 1941 and posted to No.1 Manning Depot. To No.4 BGS (guard), 16 July 1941. To No.1 ITS 6 August 1941; graduated and promoted LAC, 13 September 1941 when returned to No.1 Manning Depot; to No.4 AOS, 12 October 1941; to Trenton, 18 January 1942. To No.10 AOS, 23 May 1942; graduated and promoted Sergeant, 11 September 1942). To “Y” Depot, 26 September 1942. Disembarked in Britain, 4 November 1942. To No.10 (Observer) AFU, 14 December 1942 (Ansons, 20.05). To No.23 OTU, 23 February 1943 (Wellington, 88.50). Promoted Flight Sergeant, 11 March 1943. To No.428 Squadron, 14 May 1943 (Wellingtons, 28 hours). To Middleton St. George, 14 June 1943. To No.424 Squadron, 19 July 1943 on its move to North Africa; returning to United Kingdom, 6 November 1943 (Wellingtons, 107.40 and Halifaxes, 106.55). Promoted WO2, 1 September 1943. Attached to No.1664 Conversion Unit, 19 December 1943 to 29 January 1944 (Halifax, 14.55) when returned to No.424 Squadron. Commissioned 16 May 1944. Posted to No.22 OTU, 15 June 1944 as navigation instructor (Wellingtons, 14.30). Promoted Flying Officer, 16 November 1944. Repatriated, 7 February 1945. To No.1 Air Command, Trenton, 18 February 1945. To No.4 Release Centre, Toronto, 15 April 1945. Retired 28 April 1945. Medal sent to External Affairs, 15 January 1954 which advised presentation made in Detroit, 20 January 1954. Died in Windsor, Ontario, 13 July 1986 as per **Legion Magazine** of December 1986/January 1987 and **Airforce Magazine**, issued of January-February-March 1987. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9276 has recommendation dated 15 June 1944 when he had flown 27 sorties (177 hours), 27 May 1943 to 22 May 1944.

27 May 1943 - Essen (5.55)  
1 June 1943 - GARDENING (3.20)  
11 June 1943 - Dusseldorf (5.30)  
16 June 1943 - Ferry to Port Reath (14.10)  
8 August 1943 - Peloro (6.10)  
11 August 1943 - Peloro (5.30)  
12 August 1943 - Peloro (5.10)  
15 August 1943 - Viterbo (6.05)  
17 August 1943 - Lamezia (5.20)  
20 August 1943 - Villalierno (5.50)  
23 August 1943 - Naples (5.35)  
25 August 1943 - Taranto (6.15)  
31 August 1943 - Salerno (6.00)  
4 September 1943 - Grazzanise (6.00)  
1 October 1943 - Formia (5.55)  
3 October 1943 - Civitavecchia (6.45)  
4 October 1943 - Formia (5.40)  
13 March 1944 - Le Mans (6.00)  
30 March 1944 - Nuremburg (9.50)  
10 April 1944 - Ghent (4.00)  
18 April 1944 - Paris (6.10)  
20 April 1944 - Lens (4.30)  
8 May 1944 - GARDENING (5.20)  
9 May 1944 - St. Valery (4.05)  
10 May 1944 - GARDENING (5.15)  
12 May 1944 - GARDENING (3.30)  
22 May 1944 - Le Mans (5.10)

This Warrant Officer has completed an operational tour involving attacks on important and well defended targets. He is a skilful navigator whose faultless work has played a major part in the successes obtained. Not once has he failed to guide his pilot to the target and back to base. His accuracy, his resourcefulness and co-operative spirit have been highly commendable.

**Notes:** Application for Operational Wing dated 25 May 1944 stated he had flown 25 and two-thirds sorties (180 hours), 1 June 1943 to 23 May 1944.

Repatriation form dated 24 January 1945 mentioned 28 sorties (177 hours 35 minutes) plus 123 hours 50 minutes training overseas and 97.05 "miscellaneous" hours.

**Training:** Interviewed in Windsor, 19 May 1941 - "Good average type, sincere, fairly intelligent. Fair material."

Course at No.1 ITS was 8 August to 12 September 1941. Courses in Mathematics (96/100), Armament, practical and oral (72/100), Signals (90/100), Drill (83/100) and Law and Discipline (82/100), Placed 23<sup>rd</sup> in a class of 33. "Better than average type and a hard worker. Will require to concentrate on signals."

Course at No.4 AOS was 13 October 1941 to 19 January 1942. Anson aircraft - 27.25 as first navigator by day, 24.00 as second navigator by day, 4.55 as first navigator by night, 1.55 as second navigator by night, 55 minutes bombing, Dropped five bombs. Rated in Proficiency as Navigator (290/500), DR Plotting (67/100), DR and DF W/T, written (136/200), Compasses and Instruments (93/150), Signals (35/100), Bombing (58/100), Maps and Charts (47/100), Meteorology (72/100), Photography (80/100) and Reconnaissance (75/100). Placed 25<sup>th</sup> in a class of 25. "Educational background weak. Too slow and inaccurate to be a competent observer. Recommended as a Wireless Air Gunner."

Given another chance, course at No.10 AOS was 25 April to 13 September 1942. Anson aircraft - 26.45 as first navigator by day, 36.25 as second navigator by day, 15.10 as first navigator by night, 21.05 as second navigator by night. Rated in Navigation Air Work (531/700), Photography air work (72/100), Elements of Navigation (353/500), Magnetism and Compasses (69/100), Instruments (38/50), Signals, practical (95/100), Signals, written (36/50). Maps and Charts (34/50), Meteorology (65/100), Photography (41/50), Reconnaissance (62/100) and Aircraft Recognition (55/100). Placed 12<sup>th</sup> in a class of 24.

\* \* \* \* \*

PEAKE, F/O John (J20915) - **Distinguished Flying Cross** - No.514 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 27 June 1918 in Manchester, England; home in Regina. Served two years in Regina Rifles; enlisted Regina 31 October 1941 and posted to No.2 Manning Depot. To No.5 ITS, 28 February 1942, graduated and promoted LAC, 28 April 1942 but not posted until 8 May 1942 when sent to No.4 EFTS; to No.20 EFTS, 9 May 1942; ceased training and posted to Trenton, 23 June 1942; to No.5 BGS, 4 August 1942; graduated 25 September 1942 and posted next day to No.3 AOS; graduated and commissioned 6 November 1942. To "Y" Depot, 20 November 1942; to RAF overseas, 10 December 1942. Promoted Flying Officer, 6 May 1943; promoted Flight Lieutenant, 6 November 1944. Repatriated 4 December 1944. To No.2 Air Command, 20 December 1944; to No.5 Release Centre, 13 April 1945; retired 21 May 1945. Died in Calgary, 27 January 1992. Medal presented 20 September 1945.

This officer has taken part in a number of successful operations against the enemy. He has flown with a number of different crews, always displaying the greatest determination to strike at the enemy whenever possible. In May 1944, while returning from an attack on Le Mans, the aircraft suddenly went out of control while circling base, and the pilot ordered the crew to abandon it. Flying Officer Peake left the aircraft by parachute and made a safe landing. While on

operations he has obtained some excellent photographs.

\* \* \* \* \*

PEARCE, FS Douglas Roland (R86900, later J18464) - **Distinguished Flying Medal** - No.78 Squadron - Award effective 13 May 1943 as per **London Gazette** dated 18 May 1943 and AFRO 1078/43 dated 11 June 1943. Born 14 January 1920; home in Edmonton. Trained at No.5 BGS and No.3 WS. Remained in postwar RCAF (20168). Retired 2 February 1971 as a Lieutenant-Colonel. Finance Officer with University of Waterloo to 1981. Moved to Kelowna, 1990; died in Kelowna, 5 April 2010. Photo PL-19709 shows the following personnel after investiture at Buckingham Palace: P/O D.R. Pearce, DFM (Edmonton), P/O E.C. Stewart, DFM (Camrose, Alberta), FS D.J. McCoy, DFM (Napane, Ontario), P/O R.A. Shannon, DFM (Winnipeg), and P/O F.R. Zulauf (Milverton). PL-19716 shows Pearce with a friend, Warrant Officer W.G. Evan (Makinak, Manitoba). Photo PL-19711 shows a group of Western Canadian personnel attending Buckingham Palace investiture - F/L E.H. Thomas (New Westminster), Warrant Officer E.A. Taylor (Vancouver), P/O R.A. Shannon (Winnipeg), P/O E.C. Stewart (Camrose, Alberta), F/O D.R. Pearce (Edmonton), Warrant Officer W.G. Evan (Makinak, Manitoba, who accompanied Pearce) and FS D.J. McCoy (Carruthers, Saskatchewan). Photo PL-19712 taken 5 November 1943 shows the following after investiture at Buckingham Palace: **Front Row** Warrant Officer W.G. Evan of Makinak, Manitoba (no award but accompanying friends), FS H.J. O'Connor DFM of Napane, 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-21664 is a portrait. Postwar he was Commended for Valuable Services in the Air (Flight Lieutenant, 20368, as per AFRO 117/54 dated 5 March 1954).

This airman has taken part in numerous operational flights. He has invariably displayed outstanding efficiency. The calm and gallant manner in which he completes his duties has always set an excellent example to his crew.

NOTE: Public Records Office Air 2/8951 has original recommendation dated 21 March 1943 when he had flown 26 sorties (190 hours three minutes).

31 July 1942 - Dusseldorf (5.05)

1 October 1942 - Flensburg (6.09) - Fires seen in built-up area.

5 October 1942 - Aachen (6.09) - Scattered fires around target.

6 October 1942 - Osnabruck (5.50) - Bursts seen in target area.

8 October 1942 - GARDENING (3.56) - Storms encountered; parachutes not seen to open.

13 October 1942 - Kiel (7.07)

15 October 1942 - Cologne (6.22)  
15 November 1942 - Genoa (10.27) - Bombs exploded south of railways.  
18 November 1942 - Turin (8.50) - Fires observed to SW of town.  
22 November 1942 - Stuttgart (9.17)  
28 November 1942 - Turin (9.30) - Bombs burst in north of town.  
2 December 1942 - Frankfurt (1.40) - Returned early; port inner engine unserviceable.  
6 December 1942 - Mannheim (8.43) - Glow of incendiaries seen in aiming point.  
9 December 1942 - Turin (9.37) - Many scattered fires seen; ammunition factory believed hit.  
20 December 1942 - Duisburg (5.48) - Large fires to west of Rhine.  
14 January 1943 - Lorient (5.02) - Fires started in buildings.  
17 January 1943 - Berlin (8.32) - Incendiaries seen burning over city.  
2 February 1943 - Cologne (5.46) - Twenty large fires seen in town.  
3 February 1943 - Hamburg (7.44) - Incendiaries seen exploding.  
7 February 1943 - Lorient (6.05)  
25 February 1943 - Nuremburg (9.36) - Bombs dropped north of town.  
26 February 1943 - Cologne (6.21) - Large fires seen when leaving the target area.  
28 February 1943 - St.Nazaire (7.21) - Bombs dropped on concentration of marker flares.  
1 March 1943 - Berlin (7.46) - Numerous fires in city.  
3 March 1943 - Hamburg (6.07) - Glow of fires seen through clouds.  
5 March 1943 - Essen (5.36) - Heavy explosions in city, followed by many fires.  
8 March 1943 - Nuremburg (8.38) - Numerous explosions in target area.

This wireless operator has now completed 26 sorties, and has always displayed real efficiency, especially in the operating of special equipment where his knowledge of the German language has borne him in good stead.

To this the Commanding Officer of RAF Station Linton-on-Ouse added (24 March 1943):

The calm and gallant way in which this Non-Commissioned Officer carries out his duties in the air has been a fine example to his crew. He is a Canadian.

To this the Air Officer Commanding, No.4 Group, adds (30 March 1943):

Flight Sergeant Pearce has been posted for instructional duties and I strongly recommend that he be awarded the Distinguished Flying Medal.

\* \* \* \* \*

PEARCE, S/L Francis Henry (C1589) - **Air Force Cross** - No.436 Squadron (AFRO gives unit only as "Overseas" and other sources say only "Down Ampney") - Award effective 1 January



1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born in Ottawa, 18 June 1914 and educated there. Clerk for a drug store (six months) and mechanic for a Chevrolet dealer. Joined RCAF in Ottawa, 30 August 1934 as rigger and fitter. To Technical Training School, 15 October 1934. Trained as an NCO Pilot, 1937; wing awarded, 20 May 1938 and promoted Sergeant. To Station Ottawa, 20 June 1938. To No.3 (Bomber) Squadron, Calgary, 18 October 1938. To Trenton 2 June 1939 for Flying Instructor Course. Reported to have "successfully completed flight in Airspeed Oxford aircraft, 21 July 1939." Reported to have "successfully completed flight in Bellanca aircraft, 21 July 1939." Commissioned at Trenton, 15 November 1939. Entitled to Flying Instructor Pay as of 3 March 1940, being engaged as flying instructor for classes of civilian pilots entering the service and converting them to service types. To Link Trainer Course, Malton, 29 April 1940 and then returned to Trenton for continuing instructional duty. To No.7 SFTS, Macleod, 22 January 1941 (examining officer and squadron commander, testing pupils for flying badge, checking instructors). Promoted Flight Lieutenant, 1 March 1941. To Mountain View, 30 April 1942. To No.2 Flying Instructor School, Vulcan, Alberta, 3 August 1942 (supervision of flying instructor training, categorization of graduating student instructors, standardizing procedures, writing flying training precis for SFTS guidance). Promoted Squadron Leader, 15 September 1942. To No.4 Training Command, 17 April 1943 (supervisory control of SFTS and EFTS student output for Command HQ, compiling course records for AFHQ, liaison with branches and units). To "Y" Depot, Halifax, 6 December 1943. Embarked from Canada, 13 December 1943; disembarked in Britain, 21 December 1943 and taken on strength of RCAF Overseas Headquarters. To Empire Central Flying School, 12 January 1944 (meeting and exchanging views with students of twelve nationalities, visiting operational unit). Returned to Canada, early June 1944 for course at No.36 OTU and subsequent assignment to AFHQ. To War Staff College, 30 November 1944; to No.2 Air Command, 7 March 1945. To No.12 SFTS, Brandon, 12 March 1945. To No.6 OTU, Comox, 28 March 1945. To "Y" Depot, 10 July 1945. Embarked from Canada, 5 September 1945; disembarked in Britain, 11 September 1945. To Station Down Ampney, and No.436 Squadron, as second in command, 24 September 1945. Attended School of Air Support, Old Sarum, 27 April to 16 May 1946 (offensive support course). From 16 May to 2 June 1946 he described his duties as "Squadron duties in Europe terminating due to Canadian government policy. Trained crews to Trans-Ocean standard. Was Flight Leader on group of nine aircraft which flew to Canada, end of June 1946", although posting list show him as being repatriated, 2 June 1946. To No.2 Air Command, Winnipeg, 5 June 1946. To RCAF Detachment, Suffield, Alberta, 16 July 1946 and retained there with Chemical Warfare Experimental Establishment.. Retained rank of Squadron Leader in postwar RCAF, seniority from 1 October 1946. Promoted to Wing Commander, 1 January 1949. To AFHQ, 19 March 1949. Press release dated 5 April 1949 has him being transferred from Suffield to Ottawa (Air Plans Division, AFHQ); he also had over 3,300 flying hours on 53 types at that date. To Station Whitehorse, 30 July 1954. To Air Material Command Headquarters, 30 July 1957. To AFHQ Administration Unit for service with United Nations in the Congo, 14 November 1961 (Director, Transport Forces, Congo). To Rockcliffe, 18 May 1962. Retired 10 September 1963, reportedly with 8,000 flying hours on 67 types. Described generally as having been a "flying instructor in UK and Canada during much of war.". Medal presented at Government House 7 November 1949. Photograph PL-48198

shows him with wife after investiture. Apparently continued with DND as civilian until June 1985. Died in Ottawa, 2 March 1988 as per **Airforce Magazine** of July-August-September 1988. Photo PL-48198 shows him with wife after investiture at Government House, 7 November 1949. No citation other than "In recognition of distinguished services rendered whilst engaged on flying duties with the Royal Canadian Air Force overseas." Public Records Office Air 2/9144 has recommended citation stating that he had flown 2,575 hours, 1,950 on operations, 139 in previous six months.

Squadron Leader Pearce, although only recently posted to this squadron, has been outstanding as Squadron Leader, Flying. Confronted with the task of planning and organizing the training of 48 crews for airline transport flying, he has overcome every obstacle and has worked unceasingly to achieve a very high standard. He has invariably been on hand throughout night flying training, personally giving dual instruction. Also, he has conscientiously attended the briefing of his crews before all early morning take offs. His thorough understanding of flying training earned for him the Empire Central Flying School course on which he distinguished himself, and later the RCAF War Staff College course. His contribution to the Joint Air Training Plan is worthy of the highest commendation.

**Selected Assessments:** "A reliable airman who displays considerable enthusiasm and initiative; is well disciplined and smart on parade." (F/O A. Cameron, Air Armament School, Trenton, 30 March 1937.)

"Above average as pupil pilot. Interested in radio, mechanic, nature study. Has played soccer." (S/L A.H. Hull, Flying Training School, Trenton, 30 November 1937, at which time he had flown 37 hours 30 minutes as pilot, 38 hours 20 minutes dual and one hour as a passenger).

Training Report dated 18 May 1938 (F/L J.G. Kerr, Chief Flying Instructor) covered instruction from 20 July 1937 to 18 May 1938. Noted he had flown Fleet aircraft (11 hours 50 minutes dual to first solo, 35 hours 20 minutes advanced dual, 42 hours 25 minutes solo) and Moth (22 hours 15 minutes advanced dual, 12 hours 55 minutes solo). He had also flown eight hours 20 minutes as Passenger/Observer. No accidents. Courses and marks as follows: Air Navigation (162/200), Meteorology (34.8/40), Airmanship (136.3/170), Engines, written (168/200), Engines, practical (256.2/300), Rigging, written (not taken), Rigging, practical (275.1/300), Administration (77.3/100), Organization (41/50), Law (79.5/100), History (17.5/25), Theory of Flight (35/50), Armament, written (51.3/50), Armament, practical (98.6/100), Drill (72/100). Placed first in a class of twelve taking flying training and second in a class of 26 officers and airmen in ground subjects. Graded as "Above average" and "keen, intelligent, conscientious."

Instrument Flying Course at Trenton, 18 November 1937 to 28 March 1938 on Moth (20 hours 25 minutes dual) and in Link (16 minutes). "This LAC flies on instruments with accuracy and confidence. All manoeuvres were generally good. He is considered above average." (Illegible

signature).

“A most conscientious and efficient Non-Commissioned Officer. Can be trusted to carry out any work entrusted to him to the best of his ability without supervision. Is a good disciplinarian with an above average knowledge of drill.” (S/L A. Lewis, No.3 Bomber Squadron, 16 December 1938).

Report dated 24 July 1939 re Flying Instructor course, Camp Borden, 5 June to 5 August 1939 (although Category C Instructor granted as of 24 July). Course had involved Fleet (38.40 solo, 27.50 dual), Tiger Moth (2.30 pilot, no dual), Bellanca (2.05 solo, one hour dual), and Oxford (1.25 solo, 1.30 dual). “This NCO has a very good knowledge of the flying sequence. His demonstrations and general flying are accurate. He was handicapped by a high pitched voice but has overcome this satisfactorily. A ‘C’ Category is recommended.” (F/L C.R. Dunlap).

Report dated 31 December 1939 by S/L W.I. Riddell, Air Training Squadron, Trenton, noted he had flown 506 hours solo, 104 hours dual, 26 hours as passenger, on Moth, Fleet, Fairchild, Wapiti, Atlas, Harvard, Oxford, Battle, Lysander and Norseman. “The NCO [sic] has carried out his duties in a capable and conscientious manner.”

Awarded A-2 Instructor Category, 12 April 1941 after tests by S/L P.Y. Davoud.

Report dated 20 July 1942 following Recategorization Test while at No.2 Flying Instructor School. At the time he had flown 825 hours single engine solo and 108.30 dual plus 590 twin-engine solo and twenty hours dual. Assessed under following headings: Sequence (“Above Average”), Voice (“Clear”), Manner (“Interesting, instructive”), Ability to Impart Knowledge (“Above Average”), Ability as Pilot (“An above average pilot whose experience and ability warrants the highest category.”). Assessed by S/L J.C. Mirabelli, who awarded him A-1 Instructor Category.

Report on course at Empire Central Flying School, 18 April 1944, course having been 12 January to 12 April 1944. Aircraft flown were Oxford, Master, Magister, Anson, Wellington, Lancaster, Havoc, Hotspur, Hurricane, Hudson, Defiant and Proctor. “This officer has not exceptional ability but he has shown interest and keenness in the ground side of the course. Has spoken well at debates and has produced an excellent essay.” (W/C A.C. Kermode, Chief Ground Instructor); “A good average pilot with an excellent knowledge of instrument and range flying which he could put to more use if he had greater keenness for flying. Conscientious and willing to do his best for flying training.” (W/C A.J. Shelfoon, Chief Flying Instructor). “This officer has definite ideas of his own which he can express well and has made a fair contribution to the course. He is not over-progressive in outlook.” (G/C H.A.V. Hogan).

Report on course at No.6 OTU, Comox, 2 April to 19 June 1945. Aircraft flown were Expeditor, Day (40 minutes dual to first solo, 2.45 dual, 32.30 as first pilot, three hours on instruments), Dakota (two hours dual to first solo, 7.40 dual, 21 hours as first pilot), Expeditor Night (1.30

dual to first solo, 7.25 dual, 6.30 as first pilot) and Dakota, Night (1.40 dual to first solo, 7.45 dual, 10.20 as first pilot). Ground courses as follows: Airmanship (252/300), Engines (170/200), Aircraft and Ship Recognition (64/100), Meteorology (86/100), Navigation (144/200), Signals (76/200). Air work graded as follows: General Flying (340/400), Applied Flying (170/200), Instrument Flying (230/250), Night Flying (90/100), Link (37/50). "An experienced captain who will prove a capable transport pilot." (W/C R.M. Cox).

Assessment, 14 October 1948 when he was a Squadron Leader at Suffield: "Squadron Leader Pearce has been Commanding Officer, RCAF Detachment, Suffield since July 1946 and in this capacity has done excellent work. The Superintendent Experimental Station, Suffield rate his as 'the best and most efficient Commander at Suffield during the past seven years' and I strongly endorse this assessment. Quiet, efficient and hard working, this officer has created a very high esprit de corps throughout his unit. He is liked and respected by his fellow officers throughout Northwest Air Command. By his personal initiative and leadership, he has done much to gain public support for the RCAF in Southern Alberta, a difficult recruiting area. He is happily married and both he and his wife participate fully in the social life at Suffield and Medicine Hat. He should have a good service career. I strongly recommend S/L Pearce for promotion to Wing Commander rank." (A/V/M/ Ken M. Guthrie, Air Officer Commanding, Northwest Air Command).

Letter dated 29 September 1953 from O.M. Solandt (Chairman, Defence Research Board) to A/V/M F.R. Miller (Vice-Chief of the Air Staff):

As you know, the RCAF did a good deal of flying for us during the last six weeks in connection with the Collection of Airborne Fission Products resulting from the recent atomic tests in the USSR.

The cooperation of all ranks was as usual most excellent and enabled us to obtain highly satisfactory results. I would particularly like to mention the help given us by W/C F.H. Pearce and S/L L.R. Pattee of VCAS/CAOps and W/C H.M. Smith, CO of 408 Squadron, and the officers and airmen of that squadron.

Assessment, 1 April 1954 while in AFHQ: "(1) I have not changed by opinion of this officer over the period of review. He has done a first-class job in his appointment which is one of the more demanding ones at AFHQ. (2) He required a minimum of direction and supervision and shows excellent judgement, especially in resolving the conflicting demands of RCAF airlift. (3) His advice on difficult problems, although it may be unpalatable at the time, is invariably honest and sincere and is usually very sound. (4) His low boiling point and caustic tongue which were the subject of previous comment as an unfortunate personality trait, are well under control and he now appears to be able to suffer fools, if not gladly, at least with kindly tolerance. (5) He would make a good staff officer or station commander in Transport, Training or Tactical Commands. (6) I consider him worthy of promotion to Group Captain in his turn and I so recommend." (G/C N.W. Timmerman).

Report, 10 January 1956, reporting his flying time, he stated he had flown 1,136 hours 45 minutes by day and 42 hours 30 minutes by night on 33 single-engine types, 2,819 hours five minutes by day and 218 hours 20 minutes by night on 19 twin-engine types, and 40 hours day, 18 hours 45 minutes night on three multi-engine type. He listed the single engine types as Fleet Kinnear, Fleet Civet, DH Moth 60, Tiger Moth, Fairchild 51, Fairchild 71, Fairchild Super 71, Wapiti, Siskin, Atlas, Northrop Delta, Bellanca, Harvard, Norseman, Fairey Battle, Lysander, Fleet 16, Maple Leaf Trainer, Fleet 60, Yale, Northrop 17A, Cornell, NA 44, USAF BT-7, Hurricane, Spitfire IX and XIX, Magister, Defiant, Proctor, P-47, Auster and Otter. Twins had been Oxford, Lockheed 10, Lockheed 12, Goose, Ansons I, III and V, Crane, Mitchell, Boston, Wellington, Hudson, Havoc, Mosquito, Dakota, Meteor, and Expeditor. Multi-engine types had been Halifax, Lancaster and North Star. In addition, he had flown in Hotspur and Hadian gliders.

Correspondence, 12 October 1961, Air Officer Commanding, Air Material Command to Chief of the Air Staff, requested that his posting to the Congo be reconsidered as he was needed at AMC and it was thought that the experience would be more valuable to a younger General List officer. A/V/M Walter Orr replied, 19 October 1961, admitting that the rush to provide officers for the Congo was causing inconvenience to units, but went on to say, "Because of the nature of the Congo operation, a mature, experienced officer is required. In addition, if possible, the officer concerned should have some experience in transport operations, either staff or operational. W/C Pearce qualifies on both counts. Since this is the third rotational cycle, you will appreciate that it is becoming more difficult to provide officers who possess the requisite qualifications and have not served a tour at Gaza, El Arish or the Congo."

\* \* \* \* \*

PEARCE, P/O Glenn William Anson (J89640) - **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 11 March 1921, Burgessville, Oxford County, Ontario; educated in Holbrook, Ontario (1927-1933) and Woodstock (1933-1939). Home in Woodstock (clerk for York Knitting Mills); enlisted in London, Ontario, 24 February 1941. To No.1 Manning Depot, 21 April 1941. To Technical Training School, 4 May 1941. To No.3 ITS, 26 June 1941; graduated and promoted LAC, 26 July 1941; to No.21 EFTS that date; graduated 25 September 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 6 February 1942. To Trenton, 28 February 1942. To No.3 EFTS to instruct, 7 May 1942. To No.9 EFTS, 1 December 1942. Attained rank of WO2, 1 March 1943. To No.14 SFTS, 13 June 1943. To "Y" Depot, 16 July 1943; embarked from Halifax, 26 August 1943; disembarked in Britain 1 September 1943. Promoted WO1, 1 September 1943. Attached to Benson, 17 September to 23 November 1943. To No.20 (Pilots) AFU, 28 December 1943. To No.82 OTU, 25 April 1944. To No.86 OTU, 16 June 1944. To No.61 Base, 16 July 1944. Attached to No.1666 Conversion Unit, 16 July to 25 August 1944. Commissioned 16 August 1944. To No.428 Squadron, 25 August 1944. Promoted Flying Officer, 10 February 1945. To No.1666 Conversion Unit, 16

February 1945. To No.1659 Conversion Unit, 3 August 1945. Repatriated 23 September 1945; retired 6 November 1945; living in Val d'Or, Quebec as of June 1950. Medal presented 22 June 1949. Died in Woodstock, Ontario, 20 January 1996 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of May 1996. Obituary notice confirmed he had been a flying instructor before going overseas.

One night in October 1944 Pilot Officer Pearce, as captain of aircraft, was detailed to attack Wilhelmshaven. In spite of considerable anti-aircraft opposition, this resolute pilot remained over the target for a protracted period to press home a vigorous and successful attack. Pilot Officer Pearce has completed numerous bombing missions and has set a fine example of courage and resolution throughout.

**Notes:** Application for Operational Wing dated 4 February 1945 stated he had flown 31 sorties (200 hours four minutes), 25 August 1944 to 2 February 1945.

Assessed as an instructor at Wombleton, 4 July 1945. He had by then flown 1,663 hours (1,323 by day, 340 by night) and as instructor had flown 900 hours (805 by day, 95 by night). Tested on a Lancaster for one hour and 20 minutes. Described under the following headings: Ability to Impart Knowledge (Above Average), Flying Ability (Above Average), Knowledge of Sequence (Average) and Technical Knowledge (Average). "This officer is a keen and capable instructor who should be able to attain the standard required for a higher category if he can improve his technical knowledge." (F/L S. Bulford)

On repatriation form dated 8 August 1945 he stated he had flown 31 sorties (201 hours 35 minutes), the last on 3 February 1945; had flown 372 hours 45 minutes non-operational. Types flown were Oxford (103 hours 30 minutes), Wellington III and X (71.20), Halifax II and V (42.50) and Lancaster I, III and X (356.40).

**Training:** Interviewed in London, Ontario, 22 February 1941. "Gentlemanly - cooperative, pleasant personality - eager to fly. Good stamina."

Course at No.3 ITS was 21 June to 27 July 1941. Courses in Mathematics (59/100), Law/Discipline (54/60), Armament, practical and oral (92/100), Drill (72/100), Signals (88/100), and Hygiene and Sanitation (35/40). Placed 40<sup>th</sup> in a class of 145. "Good reasoning. Likes teamwork. Not too outspoken. Reliable. Good average service material."

Course at No.21 EFTS was 27 July to 25 September 1941. Fleet Finch aircraft - 22.05 dual, 30.05 solo plus 6.05 on instruments. Logged ten hours in Link. "Good progress. Needs more aerobatics." Ground courses in Airmanship (165/200), Airframes (88/100), Aero Engines (77/100), Armament, oral (156/200), Signals, practical (90/100), Theory of Flight (86/100), Air Navigation (169/200). Graded 114/200 in Qualities as an Officer. Placed 18<sup>th</sup> in a class of 32. "Ability average. Conduct good. Work very good."

Course at No.9 SFTS was 27 October 1941 to 27 February 1942. Harvard aircraft - 49.20 day dual, 45.50 day solo, 2.30 night dual, 10.30 night solo. Was 23.25 on instruments and 22.30 in Link. "Ability above average. Keen, smart, hard working student. Smooth, quick to learn.."  
Courses in Airmanship and Maintenance (119/200), Armament, written (80/100), Armament, practical (69/100), Navigation (88/150), Meteorology (43/50), Signals, written (49/50) and Signals, practical (70/100). Placed 25<sup>th</sup> in a class of 67.

Course at No.2 (Pilots) AFU was 29 December 1943 to 25 April 1944. Oxford aircraft - 4.55 day dual to first day solo, 18.25 total day dual, 31.50 day solo, 2.35 night dual to first night solo, 8.10 total night dual, 10.55 night solo; was 15.30 in Link. Also 10.55 on Instruments. Flying Test Grades in General Flying (270/400), Applied Flying (140/200), Instrument Flying (157/250), Night Flying (66/100) and Link (36/50). "A good average course. An extremely good Warrant Officer who should do well. His previous experience stands him in good stead."

Course at Nos.82 and 86 OTU were 25 April to 1 July 1944. Wellington aircraft - 4.45 day dual to first day solo (total day dual), 26.25 day solo, 5.50 night dual to first night solo (total night dual), 34.20 night solo. Ten hours in Link. Flying Test Grades in General Flying (230/400), Applied Flying (110/200), Instrument Flying (140/250), Night Flying (60/100) and Link (36/50). Ground courses in Airmanship (270/300), Armament (219/300), Navigation (130/200) and Signals (66/100). "A keen, steady and reliable pilot. Has worked hard throughout the course and will make a good squadron pilot. An average captain and pilot." (W/C J. Woodridge)

### **Instructor Experience:**

Course at Central Flying School was 2 March to 17 April 1942. On course he flew Single Engine Elementary aircraft (6.00 day dual, 19.25 day solo), Single Engine Advanced aircraft (6.35 day dual, 18.25 day solo, 2.00 night dual, 1.00 night solo) and Twin Engine Advanced aircraft (15.05 day dual, 14.15 day solo, 1.15 night dual, 1.00 night solo). "Should develop into a good acerate instructor. Flying ability is quite good, lacks confidence, his manner is not decisive enough. Will develop nicely with experience. Not much sense of responsibility." (F/L P.J. Phelan). Ground courses in Airframes (50/100), Engines (79/100), Airmanship (59/100) and Air Navigation (85/100). Tested on a Cessna, 17 April 1942 and described under the following headings: Voice (Clear, strong), Manner (Pleasant), Ability to Impart Knowledge (Average), Ability as Pilot (Average). "With experience should become a very capable instructor." (F/L G. Folkins). Awarded Category "C". While attending course (7 March 1942) he was landing Fleet 4414, avoiding another Fleet stalled in runway when his right wing struck a crash tender. Damaged right lower wing tip; propellor tips smashed.

Accident, Concession Seven, Glenford Township, 1445 hours, 17 October 1942, No.9 EFTS, St. Catharines. Tiger Moth 1288. No injuries and C-4 Category damage. With British pupil, GB 906002 LAC E. Smallbone. Local Instruction Flight. "Instructor made precautionary landing due to heavy fog. Later attempted take-off and hit fence causing above damage. Error in

judgement on part of instructor.”

Tested on a Tiger Moth, 26 October 1942, by which time he had flown 125 hours instructing at No.3 EFTS and 247 hours instructing at No.9 EFTS. Described under the following headings: Sequence (Low Average), Voice (Muffled), Manner (Quiet), Ability to Impart Knowledge (Fair), Ability as Pilot (High Average). “Experienced. An average instructor.” (S/L G. Ingram, CFS Visiting Flight). Awarded Category “B” (Elementary).

Assessed 29 December 1942 - “This NCO could afford to be more meticulous in the performance of his duties.” (S/L J.A. Simpson)

Assessed 18 February 1943 - “His duties as a flying instructor are carried out satisfactorily. He is a capable airman who has initiative.” (S/L J.A. Simpson)

\* \* \* \* \*

PEARCE, W/C Harold (C1011) - **Member, Order of the British Empire** - Directorate of Photography (Photo Officer and CO of photo establishment at Rockcliffe) - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 29 March 1907 in Ottawa; educated in Ottawa public schools, Ottawa Technical School (mechanics and chemistry) and international correspondence schools (night courses, chemistry). Worked for A. Bateman for four months (assistant camera man) and E.B. Eddy (1925-1927, assistant General Storekeeper). Enlisted in Ottawa 5 May 1927 as photographer. Promoted AC1, 1 August 1928. Promoted LAC, 19 January 1929. Promoted Corporal, 1 May 1930. To No.4 (Flying Boat) Squadron, Vancouver, 16 May 1934. This brought him many opportunities to fly, and also (on attachment) to train men of No.111 Squadron. Promoted Sergeant, 1 April 1939. Commissioned 15 July 1939 in rank of Flying Officer. To Station Ottawa, 1 August 1939. To Photo Establishment, 11 September 1939. Promoted Flight Lieutenant, 15 January 1940. To AFHQ, 10 August 1940. Enrolled as Associate of the Royal Photographic Society of Great Britain, 8 April 1940. To Rockcliffe, 19 March 1941 to commanded RCAF Photo Unit. Qualified for Air Gunner's wing, July 1941, apparently on the basis of training he had received with No.4 (Flying Boat) Squadron. He also strove to qualify as a pilot. Promoted Squadron Leader, 1 March 1941. To AFHQ, 11 May 1942 as Deputy Director of Photography; promoted Wing Commander, 1 December 1942; on Temporary Duty to RCAF Overseas Headquarters, 1 December 1943 to 19 January 1944. Appointed Director of Photography, 18 September 1944. To War Staff College, Toronto, 9 September 1944. To AFHQ, 18 November 1944. On exchange duties with RAF, Farnborough, 4 May 1947 to 8 June 1949 when he helped Belgian Air Force in photo work. Commanded RCAF Photo Establishment, 7 June 1949 to 28 January 1951, To Maritime Command Headquarters, January 1951 (attended Joint Maritime Warfare School, 16-27 February 1953). To AFHQ, June 1953. To Comox, 11 July 1955. Returned to AFHQ, 21 June 1957. Retired 16 November 1958. Died in England, 28 January 1961. Buried in Brookwood Cemetery. Awarded Queen's Coronation Medal, 21 October 1953 when a Wing Commander at AFHQ. MBE presented by Governor General, 12 December 1944. RCAF photo PL-1337 taken 1940 as Flight Lieutenant. Also a Member of the National Geographic Society and a Charter



Associate of the Arctic Institute of North America.

This officer has developed the Ophthalmic Camera, an accomplishment which many others have attempted without success. By this invention it has been made possible to improve operational efficiency and avoid losses in both aircrew and equipment. The patents for this invention were turned over to the Royal Canadian Air Force without remuneration. This officer has done outstanding work in the training of photographic personnel, supply of photographic equipment, conduct of photographic research for Air Ministry, and development of photographic apparatus for medical research. He has at all times exceeded his duties in the organization and direction of photography in the Royal Canadian Air Force in Canada with exceptional capability.

First recommended 16 November 1942 by W/C W.E. Bennett, as follows:

In recognition of the development by Squadron Leader Pearce of the RCAF Ophthalmic Camera for the study of vascularization of the cornea of the eye associated with eye fatigue in aircrew due to vitamin deficiency in general and riboflavin in particular. Whereas the development of this camera represents a most important advance in aviation medicine, its broader application in the field of medicine generally ranks it with the important developments of the period.

Recommended again, as a Wing Commander (otherwise, wording as above), February 1943, endorsed 1 March 1943 by A/V/M N.R. Anderson ("strongly recommended"). Did not reach Priority List.

Recommended 18 November 1943 by A/V/M N.R. Anderson as follows:

For outstanding work in the organization and direction of photography in the RCAF in Canada, the training of Photographic personnel and supply of Photographic equipment, the conduct of Photographic Research for Air Ministry and development of Photographic apparatus for Medical Research.

On 2 March 1944 A/V/M W.A. Curtis added to this document:

This officer developed the Ophthalmic Camera, an accomplishment which many others had attempted but without success. By this invention it is now possible to check large numbers of aircrew in a very short time for riboflavin deficiency, thereby making it possible to improve operational efficiency and avoid losses in both aircrews and equipment. The patents for this invention were turned over to the RCAF without remuneration.

**Selected Assessments:** "An excellent photographer, very good on enlargements, tinting and

titling. Possesses good initiative and powers of command, fully qualified and capable of being in charge of a small photographic section.” (W/C A.B. Shearer, No.4 Squadron, Vancouver, 31 December 1935).

“A most interesting man to talk to, particularly about travel and arctic exploration. As a liaison officer in a civilian Research department he is an asset.” (G/C G. Silyn-Roberts, Farnborough, 7 July 1948).

\* \* \* \* \*

PEARCE, F/O Norman John (J37909) - **Distinguished Flying Cross** - No.73 Squadron - Award effective 11 August 1945 as per **London Gazette** dated 21 August 1945 and AFRO 1507/45 dated 28 September 1945. Born in Portage la Prairie, 19 December 1921; home there labourer. Enlisted in Winnipeg, 25 May 1941 and posted to No.2 Manning Depot. To No.8 Repair Depot, 14 July 1941. Attended No.4 ITS, 25 July to 30 August 1941 when promoted LAC; at No.5 EFTS, 31 August to 25 October 1941; attended No.10 SFTS, 26 October 1941 to 15 January 1942. To CT Squadron, Rockcliffe (16 January to 1 June 1942) and No.7 BGS (2 June 1942 to 12 November 1943). Commissioned November 1943. Arrived overseas, 1 December 1943. Flew Masters and Hurricanes at No.5 (P) AFU; posted to Middle East, 16 July 1944. At No.22 PTC, Faid, he was assessed as "above average pilot...with experience should make a good fighter pilot". With No.73 Squadron, 12 November 1944 to 26 May 1945. Medal presented 11 June 1949. Chris Shores, **Those Other Eagles** (Grub Street, London, 2004) provides a victory list as follows: **30 March 1945**, one Do.17 destroyed eight miles north of Gospic, Yugoslavia (Spitfire MJ349); **2 April 1945**, one Bf.109G destroyed, Karlovac area. This conflicts with recommendation quoted below which gives date as 23 April 1945.

Throughout a tour of operational duty this officer has distinguished himself by the accuracy of his bombing and his great devotion to duty. He has invariably pressed home his attacks with determination and has inflicted considerable damage on the enemy's mechanical transport and lines of communication. On one occasion in March 1945, Flying Officer Pearce scored a hit on the centre of a road and rail bridge in Yugoslavia and shot a Dornier 17 down in flames. A few days later he encountered a Messerschmitt 109 which he destroyed. In both these engagements this officer displayed great skill and courage.

NOTE: Public Record Office Air 2/9119 has recommendation drafted 21 May 1945 when he had flown 109 sorties (109 hours) of which 78 sorties (78 hours) had been on his present tour.

From the commencement of his tour with the squadron, Flying Officer Pearce has distinguished himself by the continuous accuracy of his bombing; on 17<sup>th</sup> March 1945, he alone in a section scored direct hits on the centre of a road and river bridge in Yugoslavia, repeating the performance on another bridge on 30<sup>th</sup> March 1945, on each occasion disrupting enemy communications. On the same day he

Yugoslavia he shot down in flames a Dornier 17, closing in to 50 yards in his attack. A few days later on 23<sup>rd</sup> April 1945, over the same area, he encountered a Messerschmitt 109 which he destroyed in flames after closing in to a range of 75 yards. In both of these attacks he displayed the greatest skill and courage. His strafing attacks on road convoys, locomotives and guns have always been of the highest standard, combining the most accurate marksmanship with a disregard for enemy flak. On 5<sup>th</sup> January 1945 he destroyed six Motor Transport and on 9<sup>th</sup> January he destroyed one 75-mm gun and two Motor Transport. On 9<sup>th</sup> April 1945 he damaged a locomotive and on 27<sup>th</sup> April 1945 he destroyed a locomotive. On many other occasions he has destroyed and damaged large quantities of enemy Motor Transport. Altogether his keenness and fine qualities as a pilot and as an officer have been a continuous source of inspiration and example both to the other pilots of the squadron and to the ground crews.

This was supported by G/C A.B. Woodhall, Officer Commanding, No.334 Wing (25 May 1945), by Air Vice-Marshal G.H. Mills, Air Officer Commanding, Balkan Air Force (1 June 1945) and by Air Vice-Marshal G.B.A. Baker, on behalf of Commander-in-Chief, Royal Air Force Mediterranean and Middle East (12 June 1945).

An undated draft RCAF Press Release (DHH 79/453) read as follows:

SPITS SAFEGUARD YUGOSLAV TROOPS - Luftwaffe bombers and fighters which have attempted to attack troops of the Yugoslav Army in north-western Yugoslavia have met with a warm reception from RAF Spitbombers. One young RCAF pilot, Flying Officer Norman John Pearce, of Portage la Prairie, Manitoba, added two "kills" in three days to the record of the squadron in which he has been serving for five months. This brought the squadron score to 32 confirmed successes in air combat, one of the highest in the RAF.

Pearce met with his first success one evening on the last patrol when the Spitbombers came across some FW.190s and Dornier 17s north of Gospic. "Their idea was to do some bombing and strafing of the Yugoslav troops", said Pearce. "We drove them off for that night anyhow." Pearce got on the tail of one Dornier and quickly shot it down. Another Dornier was damaged.

Three evenings later Pearce and three other Spitfire pilots ran into two Me.109s northeast of Karlovac. Pearce shot down one and the second managed to get away though severely damaged. The Messerschmitt that was shot down had turned into and followed one of the Spitfires along a ravine. The pilot fired five bursts and hit the Spitfire's tail. Pearce got into position and sent the Messerschmitt down for his second success.

\* \* \* \* \*

PEARSON, F/L Alexander Lloyd (J35727) - **Distinguished Flying Cross** - No.102 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 133/46 dated 8 February 1946. Born 25 November 1913 in Victoria or Tolmie, British Columbia (obituary notice); home in Victoria (clerk from 1928 onwards, Office of the Attorney General); Enlisted Vancouver 30 July 1942 and but not posted to No.3 Manning Depot until 2 November 1942. To No.4 ITS, 23 January 1943; graduated and promoted LAC, 3 April 1943 when posted to No.5 EFTS; graduated 29 May 1943 when posted to No.3 SFTS; graduated and commissioned 17 September 1943; to "Y" Depot, 1 October 1943; taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flying Officer, 17 March 1944. Repatriated 8 June 1945. Released 24 July 1945. Called to the Bar, July 1947 and admitted as a Solicitor in British Columbia courts. Appointed Queen's Counsel, 1964. Became Associate Deputy Minister of Justice for the province. Died in Victoria, 19 April 2003.

Flight Lieutenant Pearson has completed many operational sorties. In January 1945 he was detailed to attack Stuttgart. Over the target area the bomb release apparatus was found to be unserviceable. In the face of intense anti-aircraft fire Flight Lieutenant Pearson made four runs over the area while the bombs were released manually. On another occasion in March 1945, whilst en route to the target at Kamen, engine trouble developed in his aircraft. Undaunted, this officer pressed on and completed his mission successfully. Other heavily defended targets he has attacked include Cologne, Essen, Hamburg, and Chemnitz. At all times Flight Lieutenant Pearson proved to be a courageous and determined captain of aircraft.

NOTE: Public Records Office Air 2/9112 has recommendation dated 24 May 1945 when he had flown 33 sorties (197 hours 45 minutes).

21 December 1944 - Cologne (5.55)

24 December 1944 - Mulheim (5.30, slight flak damage, stbd fin)

29 December 1944 - Koblenz (6.10)

30 December 1944 - Cologne/Kalk (6.00)

2 January 1945 - Ludwigshaven (7.25)

6 January 1945 - Hanau (6.00)

13 January 1945 - Saarbrucken (7.00)

14 January 1945 - Dulmen (6.35)

16 January 1945 - Magdeburg (6.15)

22 January 1945 - Gelsenkirchen (5.55)

28 January 1945 - Stuttgart (7.10, bomb gear u/s; eight bombs released manually, orbiting target; rest brought back; landed at Tangmere)

2 February 1945 - Wanne Eickel (5.55, stbd inner u/s ½ hour before target; bombed 3,000 feet below briefed height)

4 February 1945 - Bonne (5.50)

7 February 1945 - Goch (5.55, 10/10 cloud, called off by Master Bomber)

17 February 1945 - Wesel (5.30, called off by Master Bomber; landed Tempsford)  
21 February 1945 - Worms (7.10)  
23 February 1945 - Essen (5.30)  
24 February 1945 - Kamen (5.55)  
2 March 1945 - Cologne (5.20)  
3 March 1945 - Kamen (6.20, port outer feathered leaving target; returned to base on three engines)  
5 March 1945 - Chemnitz (8.05, mid-upper turret hit by flak)  
7 March 1945 - GARDENING, Flensburg Fiord (5.40)  
8 March 1945 - Hamburg (6.05)  
11 March 1945 - Essen (5.20)  
13 March 1945 - Wuppertal (5.35)  
15 March 1945 - Bottrop (5.15)  
19 March 1945 - Witten (6.45)  
22 March 1945 - Dulmen (4.45)  
25 March 1945 - Osnabruck (5.25, port inner hit by flak over target; returned to base on three engines)  
8 April 1945 - Hamburg (5.35)  
9 April 1945 - GARDENING, Flensburg  
11 April 1945 - Nuremburg (7.05)  
18 April 1945 - Heligoland (4.05)

Flight Lieutenant Pearson, pilot and captain of aircraft, took part in an attack against Kamen on the 3rd March 1945. Half an hour before reaching the target it became necessary to feather one engine; nevertheless, he continued with his mission, although forced to drop his bombs 3,000 feet below the briefed height.

On another occasion, on the night of the 28th/29th January 1945, when he was detailed for an attack on Stuttgart, it was discovered on reaching the target that the bomb release gear was unserviceable. Despite intense opposition from flak, this officer made for orbits over the target, while the bombs were released manually.

Flight Lieutenant Pearson has completed 33 sorties, amounting to 198 operational flying hours, with the squadron. During the course of his tour he has operated against such German targets as Cologne, Essen, Hamburg and Chemnitz. He has also taken part in sea mining operations. At all times he has shown himself to be a courageous and determined captain of aircraft, and his enthusiasm and devotion to duty are worthy of the highest praise. It is felt that his splendid conduct merits the immediate award of the Distinguished Flying Cross.

\* \* \* \* \*

PEARSON, Sergeant Arthur Thomas (R122035) - **Mention in Despatches** - Leeming - Award

effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. See **War Service Records 1939-1945** (Canadian Bank of Commerce, 1947). Born 30 July 1911, New Westminster, British Columbia; home in Cloverdale. Bank clerk for 14 years. Enlisted Vancouver 1 August 1941 as a Clerk and posted to No.2 Manning Depot, although when interviewed on 24 March 1941 he had been described as "very keen be aircrew." . To No.11 SFTS, 17 September 1941. To Composite Training School, Trenton, 3 October 1941. Placed 17<sup>th</sup> in a class of 116; described as "above the average" and "conscientious airman." Promoted AC1, 8 November 1941. To No.4 Repair Depot, Scoudouc, 9 November 1941. Promoted LAC, 1 April 1942. To "Y" Depot, 31 May 1942; promoted Corporal, 1 June 1942; to RAF Trainee Pool overseas, 18 July 1942; disembarked in Britain, 29 July 1943. Taken on strength of No.3 PRC, Bournemouth, 17 August 1942. Promoted Sergeant, 1 April 1943. To No.1 PRC, 7 May 1943. Embarked for North Africa, 15 May 1943. Taken on strength of No.331 Wing, Tunisia, 27 May 1943. Embarked from North Africa, 26 October 1943; arrived back in United Kingdom, 6 November 1943. To Station Lemming, 15 November 1943. Attended Ground Defence Course, 13-18 April 1944. Attended NCO course, No.63 Base, 18-23 March 1945 in which he placed 8<sup>th</sup> in a class of 30. Repatriated 16 November 1945. Released 31 December 1945. Died 20 September 1982 in British Columbia. RCAF photo PL-40195 (ex UK-16913 dated 29 November 1944) taken on occasion of his marriage to Miss Constance Doreen Lerner of Horsforth, Yorks. Identified as "a member of the intelligence section at a station in the RCAF Bomber Group." DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded to No.63 Base, 21 September 1944.

Sergeant Pearson enlisted 1.8.41 and was posted overseas in July 1942. This NCO has been employed in the Intelligence Section of this Station for the past nine months, after a tour of duty in Tunisia and Canada. He has throughout shown a keen and intelligent interest both in his own duties and in directing the efforts of those working under him. He has been fully co-operative and his deportment has been of a very high order. As well as this, Sergeant Pearson has worked many additional hours assisting the officer staff in the completion of all the required forms and features of the section.

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PEARSON, F/O Frederick Charles (J87605) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 4 August 1915 in Toronto; home there (salesman); enlisted there 1 June 1942; to No.1 Manning Depot, 27 August 1942; to No.6 ITS, 5 December 1942; graduated and promoted LAC, 19 February 1943 when posted to No.12 EFTS; graduated 16 April 1943 when posted to No.9 SFTS; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943; to United Kingdom, 12 September 1943. Commissioned 2 June 1944. Promoted Flying Officer, 2 December 1944. Repatriated 13 June 1945. Retired to Barrie, Ontario, 18 December 1945. RCAF photo PL-33109 (ex UK-15355 dated 26 September 1944) shows four members of No.424 Squadron awaiting interrogation after raid on Domburg - left to right, Sergeant C.E. Corvec (Rouyn, Quebec), F/O F.B. Gordon (Haileybury, navigator), F/O

F.C. Pearson (Toronto, pilot) and F/L J.J.J. Stalberger (St. Cloud, Minnesota, pilot). Medal sent by registered mail 16 May 1950. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 19 December 1944 when he had flown 29 sorties (154 hours), 14 July to 25 November 1944.

This officer completed twenty-nine successful sorties against heavily defended German targets. By exceptionally fine display of airmanship coupled with his high courage and devotion to duty in always pressing home his attacks in a determined manner he has demonstrated his ability to accept heavy responsibilities. His bravery and resourcefulness have at all times been apparent and his achievements in the face of most difficult conditions are worthy of the highest praise.

\* daylight sortie

14 July 1944 - Anderbalck (3.10)  
18 July 1944 - Caen (5.00)\*  
23 July 1944 - Donges (6.00)  
30 July 1944 - Villers Bocage (4.40)\*  
31 July 1944 - Foret de Croq (3.55)  
3 August 1944 - Foret de Nieppe (4.20)  
4 August 1944 - Bois de Cassan (4.45)  
9 August 1944 - Foret de Croq (4.00)  
25 August 1944 - Brest (6.15)  
6 September 1944 - Emden (4.30)  
11 September 1944 - Le Havre (4.30)  
12 September 1944 - Dortmund (5.25, flak heavy)  
17 September 1944 - Boulogne (3.50)  
20 September 1944 - Calais (4.00)  
23 September 1944 - Domburg (3.30)  
25 September 1944 - Calais (4.05)  
27 September 1944 - Sterkrade (4.50)  
6 October 1944 - Dortmund (6.45)  
9 October 1944 - Bochum (6.00)  
14 October 1944 - Duisburg (5.30)  
14 October 1944 - Duisburg (5.45)  
15 October 1944 - Kattegat (2.05, turned back, three engines)  
23 October 1944 - Essen (5.35)  
25 October 1944 - Homburg (4.45)  
28 October 1944 - Oslo (2.40, turn back. u/c unserviceable)  
30 October 1944 - Cologne (5.55)  
1 November 1944 - Oberhausen (6.05)

16 November 1944 - Julich (5.00)  
21 November 1944 - Oslo (7.40)  
25 November 1944 - Kattegat (6.30)

NOTE: Logbook transcripts supplied by his widow indicate further sorties on 27 November 1944 (GARDENING), 13 January 1944 (Saarbrucken), 14 January 1945 (GARDENING, Oslo) and 14 February 1945 (GARDENING, Pomeranian Bay).

RCAF Photo PL-42853 (formerly UK-20062), dated 27 March 1945 shows three members of No.424 Squadron, all recipients of the DFC: F/L F.C Pearson (Toronto), F/O T.G. Tustin (Bonneyville, Alberta) and F/L C.S. Walker (Windsor).

RCAF Photo PL-42854 (27 March 1945) is captioned as follows: "A veteran of more than 30 sorties on enemy targets, F/L F.C. Pearson, Toronto (126 Ardagh Avenue) has completed a tour of 'ops' and recently was awarded a non-immediate DFC. A pilot with the Tiger Squadron of the RCAF Bomber Group in Great Britain, his aircraft was shot up by predicted flak on a mining mission to Oslo harbour, and on another occasion brought his bomber back from Emden on three engines after successfully bombing the target."

\* \* \* \* \*

PEARSON, S/L George Thomas (J4780) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 14 May 1943 and AFRO 1035/43 dated 4 June 1943. Born Toronto, 20 May 1917; home there; enlisted there 20 July 1940. To No.2 ITS, 30 August 1940; graduated and promoted LAC, 26 October 1940; to No.2 AOS, 27 October 1941; to No.2 BGS, 19 January 1941; graduated and promoted Sergeant, 2 March 1941 when posted to No.1 ANS; graduated 5 April 1941; to "Y" Depot, 10 April 1941; to RAF overseas, 27 April 1941. Commissioned 2 April 1942. Attained rank of Flight Lieutenant, 20 July 1943 and Squadron Leader, 9 August 1943. Shot down and taken prisoner with No.405 Squadron, 31 August 1943. Safe in United Kingdom, 28 May 1945. Repatriated 6 July 1945. To No.1 Composite Training School, 20 July 1945. Retired 29 September 1945. Medal presented 18 October 1947. Photo PL-44718 shows him.

Squadron Leader Pearson is a highly efficient member of aircrew. He has completed many operational missions against the most heavily defended targets and has achieved outstanding success. His work as squadron bombing leader has proved of great value to the squadron.

NOTE: Public Record Office Air 2/8950 has recommendation dated 19 March 1943 when he had flown 44 sorties (269 operational hours).

2 September 1941 - Frankfurt  
6 September 1941 - Huls  
11 September 1941 - Waremunde



14 September 1941 - Hanover  
19 September 1941 - Stettin  
29 September 1941 - Stettin  
22 May 1942 - St.Nazaire  
30 May 1942 - Cologne  
1 June 1942 - Essen  
2 June 1942 - Essen  
8 June 1942 - Essen  
16 June 1942 - Bonn  
20 June 1942 - Emden  
25 June 1942 - Bremen  
27 June 1942 - Bremen  
8 July 1942 - Wilhelmshaven  
19 July 1942 - Vegesack  
21 July 1942 - Duisburg  
23 July 1942 - Duisburg  
25 July 1942 - Duisburg  
26 July 1942 - Hamburg  
31 July 1942 - Dusseldorf  
10 October 1942 - Essen  
21 October 1942 - Bremen  
24 October 1942 - Milan  
6 November 1942 - GARDENING, Nectarines  
9 November 1942 - Hamburg  
18 November 1942 - Turin  
20 November 1942 - Turin  
22 November 1942 - Stuttgart  
28 November 1942 - Turin  
2 December 1942 - Frankfurt  
6 December 1942 - Mannheim  
11 December 1942 - Turin  
2 February 1943 - Cologne  
3 February 1943 - Hamburg  
4 February 1943 - Turin  
11 February 1943 - Wilhelmshaven  
14 February 1943 - Cologne  
18 February 1943 - Wilhelmshaven  
19 February 1943 - Wilhelmshaven  
25 February 1943 - Nuremburg  
8 March 1943 - Nuremburg  
9 March 1943 - Munich

An expert in all the latest aids to navigation, Squadron Leader Pearson has

completed many operational missions against the enemy's most heavily defended targets with outstanding success. This and his work as Squadron Bombing Leader has proved of great benefit to the squadron. For his valuable services, Squadron Leader Pearson is recommended for the non-immediate award of the Distinguished Flying Cross.

This was favourably endorsed by the Officer Commanding, RAF Station Wyton, on 22 March 1943, and by Air Commodore Bennett, commander of No.8 Group, on 28 March 1943.

The website "Lost Bombers" provides the following on his being shot down. Halifax of No.405 Squadron, HR915 (LQ-O), target Berlin, 31 August 1943. Airborne at 1956 hours, 31 August 1943 from Gransden Lodge. Shot down by a night-fighter and crashed in the vicinity of Berlin. Crew consisted of P/O J.T.Maddock, DFC (POW number 2377), Sergeant A.N.Gocher (POW number 222820), S/L G.T.Pearson DFC, RCAF (POW number 2482), Sergeant L.Ramsden (POW number 222765), Flight Sergeant E.M.McArthur, RCAF (killed), Sergeant F.Peacock (POW number 222756), Flight Sergeant C.A.Goring, RCAF (killed).

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interview of 29 May 1945. He stated that when shot down he had flown 42 sorties as Navigator.

On track to the enemy coast. H2S became unserviceable after crossing coast. We were due on target at Z-2. Came into the target from the south instead of the east to make up lost time. Just south of Berlin a string of fighter flares were laid over us. A fighter was sighted but no position given or evasive action suggested. Fighter set the port inner on fire with one burst.

The same or another fighter set the starboard inner on fire about two minutes later. Skipper ordered bale out. I was first out. The pilot stayed with the aircraft as long as possible so that the crew could have the maximum time. Eventually he was forced by the flames to turn the aircraft over and go out through the roof (a remarkable display of courage).

\* \* \* \* \*

PEARSON, F/L Harold Whittier (C26196) - **Distinguished Flying Cross** - No.436 Squadron - Award effective 23 October 1945 as per **London Gazette** of that date and AFRO 1822/45 dated 7 December 1945. Born 21 May 1910. Home in Saskatoon; enlisted Edmonton 3 October 1940 as Elementary Flying Instructor; to Trenton, 7 October 1940; to No.16 SFTS, 20 November 1940. Granted rank of Sergeant, 1 December 1940. Promoted WO2, 1 December 1941. Granted Leave Without Pay, dates uncertain, while instructing at No.16 SFTS. To No.5 EFTS, 1 December 1942. To No.5 Manning Depot, 5 January 1943. To No.6 FTS, 6 February 1943. Commissioned 30 April 1943. To No.1 Naval Air Gunner School, 2 May 1943. Promoted

Flying Officer, 30 October 1943. To No.12 (Transport) Squadron, 28 January 1945. To No.165 (Transport) Squadron, 8 April 1944. To "Y" Depot, 21 September 1944. Taken on strength, No.3 PRC, Bournemouth, 4 October 1944. Promoted Flight Lieutenant, 30 April 1945. Repatriated 17 October 1945. Retired 9 November 1945. Joined RCAF Auxiliary as pilot, rank of Flying Officer, 5 April 1949 (75049) and served with No.402 Squadron; promoted Flight Lieutenant, 31 May 1950; released 3 July 1952. Medal sent by registered mail 7 June 1950. Cited with WO1 Douglas G. Parker (RCAF, pilot, awarded DFC); see above for citation and added details.

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PEARSON, Corporal John (R93727) - **Mention in Despatches** - No.405 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born in Leeds, England, 24 May 1906. Attended Victoria High School and Camrose Normal School; First Class Teaching Certificate as age 19. Teacher for five years, then a stock clerk and a commercial auditor with Imperial Oil, 1930-1941. Home in Edmonton; enlisted there 10 April 1941 as Radio Mechanic. To No.2A Manning Depot, Penhold, 12 May 1941. To University of Alberta, 6 June 1941; promoted LAC, 13 September 1941; to University of Toronto, 1 October 1941; to No.31 Radio School, 7 November 1941. Posted to No.31 Personnel Depot, Moncton for overseas, 8 January 1942; disembarked in Britain, 19 January 1942. Taken on strength of No.3 PTC, 21 January 1942. To No.68 Squadron, 7 February 1942. Reclassified as Radar Mechanic, 21 May 1942. Promoted Corporal, 1 July 1942. To No.77 Squadron, 31 October 1942. To No.426 Squadron, 3 November 1942. To No.405 Squadron, 1 April 1943. To Gransden Lodge, 10 March 1945. To No.62 Base, 26 May 1945. Repatriated via Greenwood, 7 June 1945 and posted to No.8 OTU; released 8 September 1945. Died in British Columbia, 19 January 1988.

**Notes:** Course at Radio Technician Detachment, University of Alberta was 9 June to 13 September 1941. Instructor-in-Chief was E.G. Cullwick; the Officer Commanding the detachment was F/O R.J. Lumley. Examined in Fundamental Theory (54/100), Applied Theory (61/100), Practical Laboratory Assessment (75/100) and Initiative and Leadership (70/100).

Course at No.31 Radio School, Clinton was 10 November to 12 December 1941. Examined in Radio Mechanics, Written (64/100) and Radio Mechanics, Practical (186/300); described as follows: "With experience should make a good mechanic." Also assessed as "above the average" though not suitable as instructor.

While overseas he took courses in Bookkeeping and Petroleum Engineering. He was planning to return to Imperial Oil.

\* \* \* \* \*

PEARSON, Corporal John Lewis (R97138, later C92286) - **Mention in Despatches** - No.53

Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 9 March 1916. Home in Port McNicoll, Ontario; enlisted Toronto 3 March 1942 as Wireless Electrical Mechanic (later Radar Mechanic) and posted that date to No.1 Manning Depot. Promoted LAC, 3 March 1942. To No.31 Personnel Depot, 11 July 1942; posted overseas with effect from that date. Promoted Sergeant, 1 April 1943. Commissioned 4 January 1945. Promoted Flying Officer, 4 July 1945. Repatriated 9 August 1945. To Mountain View, 17 September 1945. Retired 10 October 1945.

PEARSON, Sergeant John Lewis (R97138) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. No citation in AFRO.

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PEARSON, P/O Walter John (J86378) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 26 October 1912 at Ardill, Saskatchewan; home there. In Army before joining RCAF; enlisted Ottawa 13 April 1942 and posted to No.5 Manning Depot. To No.3 ITS, 31 July 1942; graduated and promoted LAC, 26 September 1942 when posted to No.1 BGS; to No.10 AOS, 22 November 1942; graduated and promoted Sergeant, 30 April 1943. To "Y" Depot, 14 May 1943; to RAF overseas, 26 May 1943. Commissioned 28 March 1944. Promoted Flying Officer, 28 September 1944. Repatriated 13 June 1945. Retired 17 September 1945. Medal presented 23 April 1949. Died in Moose Jaw, Saskatchewan, 14 July 2002 as per **Legion Magazine** of November 2002. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2609 (RG.24 Vol.20632) has recommendation by W/C A.J. Lewington dated 23 July 1944 when he had flown 33½ sorties (179 hours 40 minutes), 2 January to 19 July 1944.

This officer, the Air Bomber of the crew captained by Pilot Officer Monahan, has completed thirty-three operational sorties, which include attacks on some of the most heavily defended targets in Germany, such as Stuttgart, Schweinfurt, Frankfurt and Dusseldorf.

Pilot Officer Pearson 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:

2 January 1944 - Gardening (3.20)  
19 February 1944 - Leipzig (4.05, early return)  
20 February 1944 - Stuttgart (7.15)  
24 February 1944 - Schweinfurt (7.40)  
7 March 1944 - Le Mans (5.20)  
13 March 1944 - Le Mans (5.05)  
18 March 1944 - Frankfurt (6.05)  
24 March 1944 - Berlin (5.55, early return)  
30 March 1944 - Nuremberg (7.35)  
18 April 1944 - Noisy de Sec (5.20)  
20 April 1944 - Lens (4.35)  
22 April 1944 - Dusseldorf (5.30)  
24 April 1944 - Karlsruhe (6.35)  
26 April 1944 - Essen (5.10)  
30 April 1944 - Lorient (5.05)  
1 May 1944 - St. Nazaire (5.35)  
3 May 1944 - St. Nazaire (5.30)  
9 May 1944 - St. Valerie en Caux (5.05)  
10 May 1944 - Ghent (4.10)  
15 May 1944 - Kattegat (5.30)  
31 May 1944 - Au Fevre (5.05)  
3 June 1944 - Ijmuiden (2.30)  
5 June 1944 - Houlgate (5.10)  
6 June 1944 - Conde sur Noireau (5.40)  
14 June 1944 - Cambrai (4.25)  
15 June 1944 - Boulogne (4.05)  
16 June 1944 - Sautrecourt (4.10)  
21 June 1944 - Oisemont (4.30)  
24 June 1944 - Bonnetot (4.10)  
25 June 1944 - Gorenflos (4.10)  
27 June 1944 - Wizernes (3.40)  
28 June 1944 - Lorient (5.00)  
6 July 1944 - Sautrecourt (3.55)  
9 July 1944 - Ardouval (5.30)  
18 July 1944 - Wesseling (5.55)  
19 July 1944 - Gardening, Heligoland (4.05)

\* \* \* \* \*

PEARSON, F/L William Edgar (J21611) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 28 August 1944 as per **London Gazette** dated 12 February 1946 and AFRO

322/46 dated 29 March 1946. Born 18 April 1922 in Regina; home in Vancouver; educated at University of British Columbia (member of COTC); enlisted Vancouver 28 January 1942. To No.3 Manning Depot, 2 March 1942. To No.4 ITS, 6 June 1942; graduated and promoted LAC, 31 July 1942 but not posted to No.8 BGS until 15 August 1942; graduated 10 October 1942 when posted to No.2 AOS; graduated and commissioned 4 December 1942; to "Y" Depot, 27 December 1942; to RAF overseas, 4 January 1943. Promoted Flying Officer, 4 June 1943. Promoted Flight Lieutenant, 4 December 1944. Repatriated 6 July 1945. To No.3 Repair Depot, 20 July 1945. To No.8 Release Centre, 9 September 1945. Retired 21 September 1945. Medal presented 29 January 1947. Photo PL-35890 is a portrait.

Flight Lieutenant Pearson, as air bomber, has completed numerous operations against the enemy in the course of which he has invariably displayed the utmost fortitude, courage and devotion to duty.

Shot down with No.83 Squadron, 29/30 August 1944. The website "Lost Bombers" identifies the aircraft at Lancaster PB249 (OL-C), target Konigsburg. PB249 was delivered to No.635 Squadron in July 1944, joining No.83 Squadron on 25 August 1944. No previous major raids traced. When lost this aircraft had a total of 75 hours. Airborne at 2021 hours of 29 August 1944 from Coningsby. Hit by flak which killed F/O J.H. Wilkinson, DFC, RAAF. Other in crew were F/L E.J.C. Richardson, DFM (who had flown his first tour with No.58 Squadron, his DFM being Gazetted 6 June 1941; killed on this sortie), S/L E.N.M. Sparks (POW; only recently resumed operational flying since his successful evasion following the Mailly-le-Camp raid of 3/4 May 1944 on JB402), Sergeant L.G.Batchelor (POW), S/L R.H.Schofield (second pilot, killed), F/O W.E.Pearson, RCAF (POW), F/O L.J.Daniels (POW), Flight Sergeant G.W.Chesters (POW). The website of No.97 Squadron offers the following:

The flying career of Flying Officer Bill Pearson DFC RCAF ended near Koenigsberg towards the end of 1944 when he was shot down and taken prisoner. This is his account.

"Hit by Flak knocking out our two port engines. We had been flying low at about 3,500 feet. Our aircraft was going down fast. I was first out of the escape hatch followed by our W/OP L.Daniels and then the Pilot S/Ldr Sparks. I landed heavily on a cobbled road and rolled into a potato garden behind a house, and was immediately surrounded and became a POW. When I was picked up I was marched to a barn where a dozen or so civilians came to look me over. A short time later I was taken by two guards to an open staff car where S/Ldr Sparks was already seated. The two Luftwaffe officers treated us in accordance with the Geneva Convention. We were taken to a Luftwaffe station nearby and searched. Our possessions were removed (wristwatch etc) and were placed in a manilla envelope and sealed. Believe it or not, I got those things back at the end of the war! Sparks and I were seperated and I, as I had a badly sprained leg was given a short ride later in the morning to the outskirts of Koenigsberg and had two guards

with little regard for my safety marched me through the civilians who were less than hospitable (sticks and stones and spitting etc } that led to having a group try to lynch me. Fortunately a Lutwaffe Officer came to my rescue--berated the crowd of civilians and got additional guards to escort me to a lockup in local jail. I could have kissed that Lutwaffe Officer, he saved my life. The jail was 10 feet by 5 feet and was crowded with 6 Russians. Two were Airman. On the march to the jail escorted by the four guards who kept prodding me , I was limping because of my swollen leg, we passed a small group of a working party of POWs. In a lovely Cockney voice one of them shouted " Cheer up Canada--don't let the B-----ds grind you down."--I knew then that was my salvation and I knew I would make it through to the end of the war. I often think of that Cockney--I do hope he made it through to the end."

\* \* \* \* \*

PECK, FS Charles Woodrow Wilson (R100368) - **Distinguished Flying Medal** - No.207 Squadron - Award effective 6 November 1942 as per **London Gazette** dated 20 November 1942 and AFRO 1962/42 dated 4 December 1942. Born at Fort William, Ontario, 4 July 1917; home in Port Arthur (grain sampler); had 30 days Militia training; enlisted Winnipeg 9 April 1941. To No.2 Manning Depot, 19 April 1941; to No.33 SFTS (guard duty), 3 May 1941; to No.2 ITS, 8 June 1941; graduated 204<sup>th</sup> in a class of 235 ("This airman is a hard worker, dependable and not afraid of responsibility") and promoted LAC, 14 July 1941 when posted to No.5 EFTS where he logged two hours 35 minutes dual and five hours five minutes solo; ceased training on 26 August 1941 and posted to Trenton, 8 September 1941; to No.4 BGS, 27 September 1941; graduated and promoted Sergeant, 24 October 1941. To "Y" Depot, 25 July 1941; to RAF overseas, 11 November 1941. Taken on strength of No.3 PRC, 23 November 1941. To No.7 Air Gunner School, 7 February 1942; to No.25 OTU, 17 March 1942. Promoted Flight Sergeant, 22 May 1942. To No.44 Squadron, 7 July 1942. To No.207 Squadron, 4 September 1942. Killed in action with No.207 Squadron, 7 November 1942; buried in France.

As rear gunner this airman flew in an aircraft which took part in an attack on Le Creusot on the 17th October, 1942. Despite great efforts the pilot was unable to continue his mission and the course was set for base. Near the French coast, whilst flying at only forty feet above the sea, the aircraft was attacked by three enemy planes. In the face of a trying situation, the pilot displayed fine airmanship and, splendidly supported by his gunners whose skill destroyed two of them and drove off the third, he eventually flew the aircraft back to an aerodrome in this country. During the combat the navigator coolly continued his duties and his subsequent navigation was of the greatest assistance to his pilot. Throughout, this crew displayed great courage, high skill and perfect team work.

Public Record Office Air 50/232 has combat report for Lancaster L7580, A/207, 17 October 1942 (note: citations for other awards identify aircraft as L7583). Crew were identified as

Sergeant Ronald Sydney Wilson (pilot, awarded DFM), Sergeant William James Rose (navigator, later awarded DFM), Sergeant John Henry Lovell (RAAF, air bomber, later awarded DFM for this action), Sergeant Chalmers (flight engineer), Sergeant Arthur John Perrin (WOP, awarded DFM), Flight Sergeant Peck (rear gunner) and Sergeant Weeks (mid-upper gunner). Takeoff time given as 1154 hours, landing time as 1853 hours.

In good weather conditions, approximately 8/10 cloud with base at 1,000 feet, visibility below cloud being excellent, three Arado 196 float planes were encountered at an approximate position 48° 10' North 05° 30' West. The bomber flying at 150 A.S. at a height of 40 feet on a course 315° Magnetic at 1700 hours sighted two of the enemy aircraft flying abreast just above sea level and a third enemy aircraft about one mile astern at the same height.

The first enemy aircraft attacked from astern opening fire at approximately 300 yards. The rear gunner of the bomber got in four short bursts and the enemy aircraft turned over on its back and crashed into the sea with black smoke pouring from the engine. The second aircraft attacked from the port beam. The bomber turned into it when the mid-upper and front gunner got in two short bursts. No results were observed.

The third enemy aircraft commenced attack from port, around rear of bomber to starboard and made beam attack. Front gunner got in a long burst when enemy aircraft turned over and crashed into the sea. Before it crashed, however, a bullet entered the bomber, killing the flight engineer.

The second enemy aircraft again attacked from port quarter. Rear gunner got in a burst and mid-upper gunner two burst but no results were observed. The enemy aircraft then sheered off in the direction of the French coast.

The Arado float planes appeared to carry one gun either side of the engine, one through the propeller, whilst a rear gun was manned by the second member of the crew. Both cannon shells and rifle base bullets were used but it was not ascertained as to which gun in the front of the machine was the cannon.

Evasive action taken was turning into the attack and corkscrewing.

**Note on training:** Interviewed by F/O W.P. Grahan, 7 April 1941, who wrote, "Good average intelligent type of young man. Anxious to serve. Should make a fair pilot."

When he failed at EFTS, F/L R.F. Gladden (CFI) wrote, "Below average ability on ground subjects. Low average ability in flying. First progress test on ground subjects, 10 percent; second, 50 percent. Conduct has only been fair. Does not appear to be very bright."



As Air Gunner, No.4 BGS, course lasted 29 September to 24 October 1941. Flew 11 hours 45 minutes in Battle (plus two hours five minutes as passenger.” Gunnery results were 3.83 percent in Beam Test, 3.43 percent in Beam Relative Speed Test, 5.17 percent in Under Tail Test. Fired 425 rounds on ground, 200 rounds air to ground and 1,875 rounds air-to-air. Marked 71 percent on written exam, 68 percent on oral exam and graded 171/150 on “Ability as Firer.” Placed 21<sup>st</sup> in a class of 23. “Only fair as an Air Gunner. His flying experience at EFTS should help him.”

The website “Lost Bombers” has the following on his loss. Lancaster L7546 of No.207 Squadron (EM-G), target Genoa, 7/8 November 1942. Delivered to No.44 Squadron on 17 January 1942 for Avro wing tests, joining No.207 Squadron on 2 November 1942. It took part in the following operations: with No.44 Squadron as KM-J, Gardening Yams, 3 March 1942 (first aircraft off on first Lancaster operation); with 207 Squadron as EM-G, Genoa 7/8 November 1942 when lost. Airborne at 1801 hours, 7 November 1942 from Langar. Crashed at Champignol-lez- Mondeville (Aube), 11 km SW of Bar-sur-Aube, France. Crew (all killed) were P/O A.V.R.S.Wilson, DFM; Sergeant W.A.H.Ball; Flight Sergeant W.J.Rose, DFM; Sergeant J.B.Lovell, DFM; Flight Sergeant A.J.Perrin, DFM; Flight Sergeant R.P.Strain, RCAF; Flight Sergeant C.W.W.Peck, DFM, RCAF.

\* \* \* \* \*

PECK, P/O George Richard Hamilton (C18516) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 16 May 1944 as per **London Gazette** of that date and AFRO 1296//4 dated 16 June 1944. Born at Lee-on-Solent, England, 11 March 1918; home in Westmount, Quebec. In Canadian Army, 1941 when attached to RAF; transferred in London England to RCAF, 30 September 1943 and commissioned as of that date. Promoted Flying Officer, 30 March 1944. Repatriated 2 August 1945. To No.3 Release Centre, 17 January 1946. Retired 21 January 1946. Invested with award at Buckingham Palace 11 August 1944. RCAF photo PL-32660 (ex UK-13674) taken about the time of investiture. Living in Mount Royal, Quebec as of November 1950. He was a life-long contributor to the In His Name Society, a benevolent organization founded by his great- grandmother, and through it devoted much time and effort to the welfare of Montreal's less fortunate. Among other contributive roles, he was a founding member of the Mount Royal Ski School, President of the American Society for Metals, President of the Cascade Golf & Tennis Club, and served in various positions at his churches in Ste. Agathe, Metis Beach and Town of Mount Royal. Died 5 January 2013 in Montreal.

This officer was the pilot of an aircraft detailed for a minelaying mission one night in March 1944. On the outward flight one engine caught fire and had to be put out of action. Some height was lost but Pilot Officer Peck continued to the target to complete his task. On the return flight a second engine became useless. Height could not be maintained but Pilot Officer Peck brought the aircraft down onto the water successfully. All the crew got safely aboard the dinghy and were rescued some three hours later. On this, his first sortie as a captain, this officer

displayed inspiring leadership, great determination and devotion to duty.

**Note:** “Lost Bombers” website provides the following respecting Halifax JD468, VR-W of No.419 Squadron. Airborne 1739 hours, 22 March 1944 from Middleton St.George to lay mines in Kiel Bay (Quinces Region). At 2215, outbound, at 15,000 feet the port outer engine caught fire but the blaze was extinguished and the crew continued and completed the operation. Returning home at 10,000 feet on three engines the port inner took fire and although the fire was extinguished the Halifax gradually lost height. At 2356 an SOS was transmitted and ten minutes later the bomber was, gently, ditched. All got into their dinghy and were rescued 0330 by a trawler, which had been guided to the scene by flares dropped from search aircraft. The Halifax remained afloat nearby until sunk by gunfire from the trawler. P/O G.R.H.Peck (RCAF, later awarded DFC), Sergeant L.E.Brooks, F/O A.T.Paton (RCAF, later awarded DFC), F/O E.R.McRorie (RCAF, later awarded DFC), F/O A.W.Winch (RCAF, later awarded DFC), Sergeant D.G.Curry (RCAF), Sergeant L.G.Ringuette (RCAF).

RCAF Press Release No.4706 dated 13 April 1944 from P/O Fred Jackson, transcribed by Huguette Oates, reads:

Pilot Officer Richard Peck looked out into the black of the night, lips in a tight line, not a smile on his usually cheery face. Things hadn't been going so well on his first trip as captain of a Moose squadron bomber and he had plenty to think about. Hours before the Montreal Westmount airman had wheeled his giant Halifax down the line and with his “sprog” crew had taken off full of optimism. They were a good bunch of fellows and were out to make their first mission a bang-up success. Now the way things were going, it was shaping like a bang-up mess. They were out to do a mine-laying job, far into enemy waters and they knew it wasn't going to be a piece of cake because Jerry had a habit of spotting plenty of ground defences along the route. Then again there were always night-fighters lurking up there in the clouds.

The first trouble came when they were about 15 minutes off target when flames broke out of the port outer engine and it had to be feathered. The fire itself was handled easily enough, the automatic extinguishers dousing the flames and F/O Eric McRorie, the bomb-aimer from Avonlea, Saskatchewan, dropped his “eggs” in the designated place. Despite the fact that the aircraft lost a couple of thousand feet working on three engines, they turned for home with the feeling that everything was going to be all right.

It was while they were over the North Sea that the real headache came along. They were about halfway across when the port inner caught fire and like its mate had to be feathered. Two engines dead, and both on the same side, was bad and it meant that the aircraft was going to gradually lose height. So P/O Peck looked out into the night and thought of a lot of things, principally how he was going to

handle the situation. The big bomber dropped slowly but surely, sinking closer to the murkiness below that was the North Sea. The heavens were full of stars but the moon was somewhere else... nothing but a bunch of twinkling lights and underneath what seemed to be a black emptiness. The two engines droned on steadily, striving to keep up the aircraft but losing the battle as sure as fate.

The rest of the crew -- Sergeant Leon Ringuette, Sault-Ste-Marie, rear-gunner; Sergeant Don Curry, mid-upper from Prince Edward Island; F/O Aubrey Winch of Guelph, Ontario, the wireless operator; F/O Archie Paton, the Vancouver B.C., navigator; Bomb-Aimer McRorie and Sergeant Leslie Brooks, the English flight engineer, started pitching overboard everything they could get their hands on. Guns, instruments and heavy equipment dropped down to the sea in order to lighten the aircraft and keep it up as long as possible.

Finally, Peck knew that the aircraft was just about at the end of its rope. "Well boys it looks like we'd better get ready to ditch," he called out over the intercom. No need for Peck to tell his crew what to do. This was it and they knew it just as surely and soberly as did their skipper. Hours spent in pre-flight training on ditching technique and dingy drill was finally going to be put to the test. The sullen roar of the North Sea was below them and it was only a matter of time.

The wireless operator started working and contacted Air Sea Rescue back in England. He told them the course of the aircraft, height, air speed, position and time and got three fixes which told their approximate position. The navigator estimated from the "fixes" just where the aircraft was going to plunge into the sea. He passed this information on to the wireless operator who in turn relayed it to the listeners back there at base. They did a grand job too... The trawler and aircraft searchers were able to head almost directly for the lads and pick them up with a minimum of delay and trouble.

Wireless Operator Winch sent out SOS signals and then clamped down the key so that the instrument maintained a steady hum. It would keep that up until the aircraft hit the water and so that, over on the mainland, the rescuers would know just when the bomber plunged into the sea. While the navigator and wireless operator were going about their work, the others set about getting the escape hatches open – front and rear. These actually are like trap doors that open inward and the forward hatch didn't want to co-operate. Bomb-aimer McRorie and Gunner Ringuette soon fixed that, smashing it open with smashing blows from an axe. They were in no mood for gentle treatment.

The next step was a matter of getting to their positions. It was the bomb-aimer's job to look after the skipper and he strapped the captain firmly to his seat. There would be quite a jolt when the bomber hit because running smack into the sea was

something akin to hitting a brick wall. The crew then went to their ditching positions, bomb-aimer, navigator and wireless operator lying flat underneath the forward escape hatch, feet well braced; the gunners and engineer sitting underneath the rear hatch, backs braced against the main spar. Mae Wests were inflated and all hands checked the completion of their jobs with the skipper over the intercom.

After all pre-ditching assignments had been completed, P/O Peck and his men started talking to each other over the intercom. "Good thing we took that dinghy drill even if we didn't like the idea," he called out to 18-year-old Don Curry, youngest member of the crew. "We just kept on talking to each other because it seemed the best thing to do," related the captain. "Some of our wise cracks were downright silly but they served the purpose because there was no use letting the situation get us down."

The aircraft was about 400 feet from the water when Peck turned on the landing lights but they couldn't see a thing below. His big job was to keep the bomber going on as flat a plane as possible and to hit the water with the nose up and the tail down in order to prevent it from burying its nose into the sea and breaking apart.

Peck didn't see the water until he was ten feet away from it. W-Willie hit the water and stopped dead with a jolt that threw the engineer around and dazed him for a moment. The aircraft was going at an estimated 120 miles an hour when it contacted the sea and it was a good ditching...hours later when the lads were rescued it was still afloat and was sent to the bottom by shells from the rescuing trawler.

Ditching technique as laid down by the RCAF follows a certain pattern. There is a set way for the crew to get out and they leave in order. The bomb-aimer gets out first because his job is to check on the dinghy which is automatically shot out of its compartment the moment impact is made with the sea. In this case, McRorie found the dinghy about halfway out and pulled it the rest of the way. The navigator also has a job to do, being responsible for the radio. "We had a bit of trouble getting out," recalled rear-gunner Ringuette. "Our rear escape hatch ladder broke when we hit water. I leaped up and sort of levered myself out with my arms and shoulders. The mid-upper couldn't manage so well because by that time the water was up to his knees. I reached down and hauled him out. By that time, the engineer, who was still groggy from the banging about he got, was up to his waist in water... it was gushing in at an awful clip. The bomb-aimer who had got out of the other hatch and was by then on one of the wings, came to our aid and between the three of us we hauled him out."

While all this was going on, the skipper had climbed out of his own escape hatch directly above the cockpit and then everybody scrambled into the dinghy, the two gunners donning the glove paddles and steering the unwieldy craft along. The others stuck their hands into the water and helped as best they could. Fortunately the sea wasn't really rough...there was just a long rolling swell that kept the dinghy bobbing up and down.

They decided to stay as close to the aircraft as they could. It was about half under the waves but wasn't sinking and the crew knew the Air Sea Rescue unit had their position taped down at that spot. So, accordingly, they steered a devious route around the bomber always keeping within 50 feet of the aircraft.

Water kept tumbling into the dinghy and it was icy cold. They were parked there in a circle, wedged into the craft, feet together and first one would raise a boot out of the water and then the other. The bomb-aimer undertook to bail it out with a mug...it helped but they all got well soaked one way or the other.

At first everybody was in good spirits. They laughed and they cracked jokes about how it would be a good time to go fishing and they blew their whistles and sang songs. Everybody was trying to make the other fellow feel good. But gradually the talking and the joking ceased. There had been enough excitement to keep their minds occupied when they were coming down, everybody working at pre-ditching assignments and chattering away. Now, there was nothing to do but speculate on whether they would be picked up. The wireless operator kept on assuring them that they would be in a couple of hours.

It was quiet out there in the loneliness of the North Sea as the lads recalled it telling their story. The only noise, that of the waves lapping at the boat; the only light, that of the stars above and strangely enough, the luminous dials of the instruments in the cockpit of their stricken aircraft. The lads said prayers quietly to themselves. "It just seemed as if we had done everything possible and an awful feeling of emptiness came over us," recalled the skipper. The inevitable reaction set in and some of the crew were sick. Some dozed off with their heads on each other's shoulders so they agreed to take turns with always at least two keeping a lookout.

Once there was a false alarm as somebody thought he saw the navigation lights of a passing aircraft but it was only the twinkling of a star seeming to move by cloud action. Finally, after three hours, the night turned into day when a star shell, fired by a searching trawler, burst high into the sky and descended slowly in a great arc. The gunners and the navigator were asleep but were awakened by the noise and yelling. The engineer fired a Verey cartridge and then three more star shells were sent up in five minute intervals. The crew replied to each one with a Verey

light.

There was a long interval after the star shells and just when it seemed that the rescue boat had gone somewhere else, the navigation lights of an aircraft appeared in the sky. It circled the dinghy and the crew fired Verey cartridges and waved their flashlights. The pilot dropped parachute flares and flame floats and signalled the lads to stand by. The next thing they knew, the running lights of the trawler loomed up out of the darkness and a rich cockney voice yelled: "This is a fine night to go yachting!"

"The strange thing about the actual rescue," said Eric McRorie, "was that the trawler crew were more excited than we were. They leaned over the deck yelling and cheering, threw landing nets over the side and then, while we were preparing to climb up, reached down and hauled us in. "I guess we were all too tired to get excited," concluded the bomb-aimer, "but we were happy enough. Make no mistake about that."

\* \* \* \* \*

PEDDLE, F/L Ronald Jordan (C26894) - **Mention in Despatches** - No.1 Group Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 29 April 1912. Home in Regina, Saskatchewan; enlisted there 4 June 1943 in Signals Branch, posted to No.5 Manning Depot and commissioned as of that date. To No.1 Landline Maintenance Unit, 30 June 1943. To No.8 Construction and Maintenance Unit, 17 November 1943. Promoted Flying Officer, 11 December 1943. Reclassified as Landline Officer, 18 August 1944. To No.2 SLU (whatever that is), 6 November 1945. To No.15 LCU, 21 November 1945. To No.5 Release Centre, 8 August 1946; retired 17 August 1946. Died in Regina, 9 March 2003, aged 90.

As Officer Commanding in charge of installation and maintenance of Royal Canadian Air Force telephone equipment in Newfoundland this officer's achievement has been outstanding. The high degree of excellent service which has been provided is directly attributable to him. He has assumed responsibilities beyond those specifically assigned and his attitude toward his work and other sections has brought about a most co-operative spirit which has greatly assisted operations of this Group through the critical years of submarine warfare.

\* \* \* \* \*

PEDEN, F/O David Murray (J20216) - **Distinguished Flying Cross** - No.214 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 19 October 1923 in Winnipeg; home there; formerly in Winnipeg Rifles; enlisted there 20 October 1941. To No.3 Manning Depot, 5 November 1941. To No.7 SFTS (guard), 5 December 1941. To No.4 ITS, 28 February 1942; graduated and promoted

LAC, 25 April 1942 when posted to No.5 EFTS; graduated 3 July 1942 and posted next day to No.10 SFTS; graduated and commissioned 23 October 1942. To "Y" Depot, 6 November 1942; to RAF overseas, 10 November 1942. Promoted Flying Officer, 23 April 1943. Promoted Flight Lieutenant, 15 December 1943. Repatriated 23 July 1945. Retired 12 September 1945. Invested with award at Buckingham Palace 13 July 1945. RCAF photo PL-33529 (ex UK-16004 dated 25 October 1944) shows him with his bride, Corporal Marjorie Strumm (Saskatoon). RCAF photo PL-36832 has the following caption: "All from Winnipeg district, these seven Manitoba fliers, decorated for gallantry overseas, returned to Canada recently on the same troopship, HMT **Stratheden**. Front row, left to right, F/O C.N. Matheson, DFC (123 Garfield Street), F/L C.E. Dingle, DFC (182 Furby Street) and F/L D.W. Rathwell, DFC (48 Cunningham Avenue, St. Vital). Back row left to right, F/O S.W. Posner, DFC (455 Alfred Street), S/L N. Thorp, DFC (18 Linwood Court, Deer Lodge), F/L H.N. Scott, DFC (998 Dorchester Avenue) and F/L D.M. Peden (140 Arnold Avenue.) F/L Peden brought a Flying Fortress back from Gelsenkirchen after being shot up by fighters." RCAF photo PL-45157 (ex UK-22708 dated 18 July 1945) shows him at right with F/O T.F.G. Sherry (left, air gunner, Mont Royal). Both men described as having flown in RAF special squadrons that hoaxed enemy fighters and guns; "F/O Sherry, a former RCAF disciplinarian, remustered to air crew when the age limit was raised. F/L Peden, who piloted Flying Fortresses, was badly shot up at Gelsenkirchen and, in a crash landing back in Britain, sheared through a Lancaster with a six-ton bomb still aboard." Author of **A Thousand Shall Fall**. No citation other than ".in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Office Air 2/8881 has recommendation dated 16 September 1944 when he had flown 31 sorties (147 hours 25 minutes), 24 July 1943 to 29 August 1944.

\* denotes mission as "Special Duties", not further defined

24 July 1943 - Montargis (6.40)  
 22 September 1943 - Hanover (5.25)  
 23 September 1943 - Mannheim (6.55)  
 25 September 1943 - GARDENING, Frisians (3.35)  
 2 October 1943 - GARDENING, Kattegat (8.00)  
 3 October 1943 - Kassell (5.50)  
 8 October 1943 - Bremen (5.40)  
 9 November 1943 - France (6.15)\*  
 10 November 1943 - France (6.50)\*  
 15 November 1943 - France (2.25)\*  
 18 November 1943 - France (5.25)\*  
 30 November 1943 - GARDENING, Le Havre (2.50)  
 10 December 1943 - France (3.50)\*  
 4 January 1944 - Pas de Calais (3.30)\*  
 24 April 1944 - Karlsruhe (6.00)\*  
 1 May 1944 - Chambly (3.35)\*  
 8 May 1944 - Haine St.Pierre (2.55)\*

19 May 1944 - Le Mans (4.50)\*  
5 June 1944 - Dieppe area (6.25)\*  
21 June 1944 - Gelsenkirchen (3.00)\*  
14 July 1944 - Paris (6.50)\*  
17 July 1944 - Overflakee (2.00)\*  
19 July 1944 - Le Havre (2.50)\*  
28 July 1944 - Stuttgart (7.45)\*  
29 July 1944 - Overflakee (2.00)\*  
7 August 1944 - Patrol (4.20)\*  
13 August 1944 - Overflakee (1.45)\*  
16 August 1944 - Kiel (4.15)\*  
17 August 1944 - Denmark area (3.15)\*  
25 August 1944 - Heligoland (3.40)\*  
29 August 1944 - Stettin (8.50)\*

This pilot received Bomber Command commendations in July 1944 for excellent leadership and brilliant flying when attacked by enemy aircraft.

He has now completed his operational tour, including a wide variety of targets in Germany. Throughout this period he has shown on all occasions outstanding leadership, courage and determination, and has proved himself a worthy captain, thus setting a fine example to all aircrew.

NOTE: G/C T.C. Dickens, Officer Commanding Base Oulton, wrote more on 18 September 1944.

A very efficient captain of aircraft who, throughout his tour of operations, has inspired the greatest confidence. This officer has displayed high qualities of leadership; he has co-ordinated his crew excellently; his missions have been completed to schedule in a most efficient and capable manner.

In July 1944 he fought a most successful engagement against determined enemy night fighter attacks, bringing his damaged aircraft, with wounded crew members, safely back to the country.

PEDEN, F/L David Murray, DFC (J20216) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946.

RCAF Press Release No. 369 dated 10 July 1945 from F/L W.A. Shields, PRO, read as follows:

WITH CANADIANS IN THE R.A.F.: --- When Flight Lieutenant Murray Peden, DFC., Flying Fortress pilot of (140 Arnold Avenue), Winnipeg, crash-landed at



an emergency landing field in Britain, he sheared through a cripple Lancaster which had just set down with a six-ton bomb still aboard.

“Walk away from that landing?” grinned F/L Peden. “We ran away from it.”

The Winnipeg man began operations on stirlings as a main force bomber pilot. When invitations came to train for a special force whose principal task was to hoax German ground and night fighter defences, Peden volunteered.

En route to Gelsenkirchen, an Me 410 which came up to take a pot shot at a Lancaster turned to attack Peden’s Flying Fortress. A gunner, Flight Sergeant Johnny Walker gave it a blast and claimed a “damaged” when it sheared off.

When the next enemy fighter attacked, a Ju.88, Peden had no warning because his intercom had been shot away. The Fortress took an “awful beating”. Enemy cannon shot off the starboard wheel, knocked out the starboard inner motor, setting it afire, holed the right wing, and wounded a wireless operator and a gunner. He couldn’t feather the motor and the vibration intermittently to do his job and had to return to Britain alone, losing 15,000 feet on the way back.

With his intercom gone, he landed by Very pistol signal, right on the heels of a badly-damaged Lancaster. As its crew scurried for safety, Peden ploughed into it. With his right wheel gone, he had little control of his aircraft as it hit the runway. The 18,000 pounder, similar to those which sank the pocket battleships Tirpitz and Lutzow, fortunately didn’t go off.

Peden had three fighter combats during his tour. Now he awaits return to Canada. (with Photo T-32 UK 22708)

\* \* \* \* \*

PEDEN, F/L John (J20909) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 26 October 1919 at Antrim, Northern Ireland; home in Wayne, Pennsylvania; enlisted Montreal, 20 February 1942 and posted to No.5 Manning Depot. To No.13 SFTS (guard), 31 March 1942. To No.5 ITS, 6 June 1942; graduated and promoted LAC, 1 August 1942 when posted to No.1 BGS; graduated 9 October 1942 and posted next day to No.9 AOS; graduated and commissioned 20 November 1942. To “Y” Depot, 4 December 1942; to RAF overseas, 13 December 1942. Promoted Flying Officer, 20 May 1943; promoted Flight Lieutenant, 3 January 1944. With No.97 Squadron from 9 September 1943 to November 1944; Radar Leader at a Heavy Conversion Unit, December 1944 to June 1945. Repatriated to Canada, 21 August 1945; to Air Armament School, 12 November 1945. Remained in postwar RCAF (20121). Medal presented in Halifax 27 July 1949. Remained in postwar RCAF; appointed to

Flying Control List, 9 January 1951. To No.1 (Fighter) Wing, 14 October 1951. To Station Claresholm, 7 October 1954. Retired in Claresholm, 14 December 1955. RCAF photo PL-33235 (ex UK-15514 dated 4 October 1944) is captioned as follows: "Standing around the inevitable bicycle which features life on an RAF station overseas is this group of RCAF personnel, all members of a squadron of Bomber Command. Left to right - F/O Doug Simpson, pilot, from Oxbow, Saskatchewan, [DFC], WO Maurice McBride, air gunner, from Saint John, New Brunswick, F/L Malcolm MacConnell of Plaster Rock, New Brunswick, crew skipper, and F/L Jack Peden, air bomber, of Philadelphia, Pennsylvania. [DFC]." No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8827 has recommendation dated 15 August 1944 when he had flown 43 sorties (241 hours 20 minutes), all with this unit.

7 October 1943 - Stuttgart (6.30)  
8 October 1943 - Hanover (4.45)  
18 October 1943 - Hanover (4.40)  
20 October 1943 - Leipzig (6.20)  
22 October 1943 - Kassel (4.55)  
3 November 1943 - Cologne (4.10)  
18 November 1943 - Berlin (6.35)  
22 November 1943 - Berlin (5.45)  
23 November 1943 - Berlin (6.20)  
25 November 1943 - Frankfurt (5.25)  
26 November 1943 - Stuttgart (6.10)  
2 December 1943 - Berlin (5.45)  
16 December 1943 - Berlin (7.45)  
20 December 1943 - Frankfurt (4.35)  
24 December 1943 - Berlin (6.55)  
10 April 1944 - Laon (3.45)  
22 April 1944 - Brunswick (5.35)  
24 April 1944 - Munich (9.35)  
26 April 1944 - Schweinfurt (8.10)  
28 April 1944 - Kjeller (Oslo) (7.00)  
6 August 1944 - Bois de Casson (4.50)  
20 February 1944 - Stuttgart (6.35)  
25 February 1944 - Augsburg (6.55)  
14 January 1944 - Brunswick (5.10)  
27 January 1944 - Berlin (7.05)  
30 January 1944 - Berlin (6.15)  
1 March 1944 - Stuttgart (7.05)  
15 March 1944 - Stuttgart (6.55)  
18 March 1944 - Frankfurt (4.50)  
22 March 1944 - Frankfurt (5.05)

31 May 1944 - Maisy (3.20)  
6 June 1944 - Argentan (4.10)  
6 June 1944 - St.Pierre du Mont (4.05)  
9 June 1944 - Etampes (4.15)  
12 June 1944 - Poitiers (6.20)  
21 June 1944 - Gelsenkirchen (4.10)  
24 June 1944 - Prouville (3.20)  
4 July 1944 - Creil (4.05)  
20 July 1944 - Courtrai (3.10)  
24 July 1944 - Donges (5.05)  
25 July 1944 - Stuttgart (7.35)  
30 July 1944 - Cahagnes (4.20)  
31 July 1944 - Joigny-Laroche (6.00)

This officer has carried out 43 sorties, including 36 as marker. He has taken part in attacks against such well defended German cities as Berlin (eight times), Stuttgart (five times), Frankfurt and Hanover, and in addition, carried out attacks on tactical targets in France. He is a member of an outstanding blind-marker crew and his ability on the equipment which he operates is largely responsible for the many successes obtained by his crew.

Flight Lieutenant Peden is a most conscientious officer and has a high sense of duty and has set an excellent example to his crew and his flight as a whole. For the fine example of keenness and devotion to duty set by Flight Lieutenant Peden he is considered well worthy of the non-immediate award of the Distinguished Flying Cross.

\* \* \* \* \*

PEDERSEN, Corporal Ernest (R147172) - **Mention in Despatches** - No.52 Mobile Field Hospital - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 30 November 1923 in Young, Saskatchewan. Educated in Flin Flon, Manitoba, 1930 to 1938; his parents were still there when he enlisted. Prewar occupations were messenger boy, plumber's helper, meat market helper and medical orderly. Enlisted in Vancouver, 10 December 1941 for General Duties and posted to No.2 Manning Depot, Brandon. To No.3 BGS, Macdonald, 22 December 1941. Reclassified as Nursing Orderly, 5 March 1942. Promoted AC1, 10 March 1942. Promoted LAC, 10 June 1942. To "Y" Depot, 16 September 1942. To RAF overseas, 27 October 1942. Disembarked in Britain, 4 November 1942. To Padgate, 5 November 1942. To No.429 Squadron, 18 November 1942. Reclassified as Hospital Assistant, 1 December 1942. To No.128 Airfield, Second Tactical Air Force, 14 January 1944. To No.52 Mobile Field Hospital, 17 March 1944. Proceeded with that unit to France, 7-8 June 1944. Applied 1939-1945 Star and France and Germany Star. Embarked from Ostend, 19 August 1945. To Station Dunsfold, 19 August 1945. To No.3

Personnel Reception Centre, 23 August 1945. Repatriated 3 December 1945. Retired 18 January 1946. Died in British Columbia, 10 April 1983. Name also rendered as "Pederson" but Pay Card shows "Pedersen." Described as an "operating room assistant in Canada and overseas" but otherwise no details. No citation.

\* \* \* \* \*

PEDERSON, F/O Lauritz Melburn (J24988) - **Distinguished Flying Cross** - No.49 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 1923 in Provost, Alberta; home in Edmonton; enlisted there 16 April 1942. Trained at No.7 ITS (graduated 11 September 1942), No.6 EFTS (graduated 4 December 1942), and No.41 SFTS (graduated 2 April 1943). Commissioned 1943. Medal sent by registered mail 11 July 1945. Postwar RCAF (12988). Awarded Queen's Coronation Medal, 23 October 1953 when he was with No.17 (Auxiliary) Wing; Colonel by 1969. RCAF photo PL-35079 taken January 1945 at RCAF Repatriation Depot, Lachine shows Cecil Lord (Edmonton merchant in the east on business) shaking hands with F/O W.D. Dugger (Andrew, Alberta); behind them are F/O K.W. Moore, P/O W. Malanchuk, F/O L.M. Pederson and F/O W.L. Foote, all of Edmonton. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Office Air 2/8881 has recommendation dated 14 September 1944 when he had flown 30 sorties (165 hours 40 minutes), 9 May to 29 August 1944.

\* denotes daylight sortie

9 May 1944 - Gennevilliers (4.25)  
11 May 1944 - Bourg Leopold (3.30)  
19 May 1944 - Amiens (4.20)  
21 May 1944 - Duisburg (5.10)  
22 May 1944 - Brunswick (6.15)  
27 May 1944 - Morsalines (3.25)  
2 June 1944 - Wimereux (3.45)  
14 June 1944 - Aunay-sur-Odon (4.55)  
16 June 1944 - Beauvoir (4.15)  
21 June 1944 - Wesseling (4.55)  
24 June 1944 - Pommerval (3.50)  
27 June 1944 - Marguise (3.20)  
4 July 1944 - Creil (4.40)  
17 July 1944 - Caen (4.00)\*  
18 July 1944 - Revigny (5.35)  
20 July 1944 - Courtrai (3.30)  
23 July 1944 - Kiel (5.10)  
24 July 1944 - Donges (6.00)  
25 July 1944 - Stuttgart (8.30)

7 August 1944 - Sequeville (4.15)  
9 August 1944 - Chatellerault (6.40)  
10 August 1944 - Bordeaux (7.05)  
11 August 1944 - Givors (8.35)  
12 August 1944 - Brunswick (6.00)  
14 August 1944 - Quesnay (3.45)\*  
15 August 1944 - Deelan (4.05)\*  
16 August 1944 - Stettin (7.45)  
25 August 1944 - Darmstadt (8.10)  
26 August 1944 - Konigsburg (9.55)  
29 August 1944 - Konigsburg (10.05)

This officer has completed thirty operational sorties as captain of Lancaster aircraft in this squadron. All these sorties have been successfully completed.

Flying Officer Pederson has captained his aircraft with determination in attacks against notoriously defended targets, amongst which Duisburg, Wesseling, Kiel and Brunswick are outstanding, and on two occasions found the aiming point at Konigsburg.

His airmanship has been of a high standard and in the face of heavy opposition he has at all times shown courage and determination in pressing home his attacks. For his devotion to duty, skill and thoroughness in which he has carried out any duty allotted to him, I strongly recommend the award of the Distinguished Flying Cross.

\* \* \* \* \*

PEDLEY, WO2 Leon Alfred (R53505) - **Mention in Despatches** - No.143 Wing (AFRO identifies unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 10 March 1910; enlisted 16 October 1939 as Aero Engine Mechanic. Initially with No.11 (BR) Squadron; promoted AC1, 29 February 1940; promoted LAC, 29 May 1940; promoted Corporal, 29 November 1940. To No.118 (Fighter) Squadron, 9 December 1940. Promoted Sergeant, 1 July 1941. Promoted Flight Sergeant, 1 May 1942. Posting to No.118 (Fighter) Squadron confirmed, 16 August 1943, apparently in preparation for overseas transfer. To "Y" Depot, 26 October 1943; taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted WO2, 1 April 1945. Repatriated 7 August 1945; released 26 September 1945. RCAF photo PL-43521 (ex UK-20841 dated 21 April 1945) is captioned as follows: "The Canadian Typhoon Wing moved recently onto an airstrip just vacated by the Luftwaffe. Several FW.190s were left around the field, many of them booby-trapped with high explosive charges. In this case, S/L Donald Brewster of Nelson, B.C., the Chief Technical Officer, points out to his chief maintenance N.C.O., Flight Sergeant A.L. Pedley of Perth, Ontario, and F/O F.H. Price (RAF), who is in charge of the

salvage unit which moved the aircraft from the perimeter track, just where the detonator had been removed by the bomb disposal squad.”

\* \* \* \* \*

PEEK, F/L George Corbett (J7207) - **Mention in Despatches** - No.6 Operational Training Unit - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 8 October 1919. Home in Zelma, Saskatchewan; enlisted in Saskatoon, 23 October 1940. Trained at No.1 ITS (graduated 14 March 1941), No.5 BGS (graduated 4 August 1941), No.5 AOS (graduated 23 June 1941) and No.1 ANS (graduated 1 September 1941). Served in poistwae RCAF (19605); retired 10 April 1969 and settled in Downsview, Ontario. No citation.

\* \* \* \* \*

PEEL, F/O Ronald (J5303) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 4 August 1942 as per **London Gazette** dated 11 August 1942 and AFRO 1371/42 dated 28 August 1942. Born in Toronto, 10 March 1922; home in Toronto; enlisted there 19 September 1940. To Patricia Bay, 20 October 1940. To No.2 ITS, 11 November 1940; graduated and promoted LAC, 9 December 1940; posted that date to No.3 AOS; graduated 3 March 1941 and posted to No.2 BGS; graduated and promoted Sergeant, 14 April 1941; posted that date to No.1 ANS; graduated and commissioned 13 May 1941; posted to Embarkation Depot, 13 May 1941. To RAF overseas, 9 June 1941. Promoted Flying Officer, 13 May 1942. Promoted Flight Lieutenant, 13 May 1943. Invested with award at Buckingham Palace 8 December 1942. Repatriated via No.31 Personnel Depot, 2 July 1943. To No.45 Group, Air Transport Command, 30 October 1943. To No.301 Conversion Unit, 30 April 1944. To No.2 Release Centre, 6 August 1945. Retired 7 August 1945.

As air observer this officer participated in sorties against a wide variety of enemy targets including Berlin, Essen, Cologne, Hamburg, and Rostock. Throughout, his navigation has been of a high order and has contributed largely to the successes achieved. He has at all times displayed great devotion to duty.

NOTE: Public Record Office Air 2/9595 has original recommendation dated 28 May 1942 when he had flown 29 sorties (150 operational hours).

17 August 1941 - Paris (Nickel Raid)  
12 September 1941 - Cherbourg  
15 September 1941 - Le Havre  
12 October 1941 - Bremen  
14 October 1941 - Nuremburg  
20 October 1941 - Bremen  
26 October 1941 - Hamburg

7 November 1941 - Berlin  
22 February 1942 - Emden  
8 March 1942 - Essen  
9 March 1942 - Essen  
12 March 1942 - Kiel  
25 March 1942 - Essen  
26 March 1942 - Essen  
31 March 1942 - Essen (daylight)  
2 April 1942 - Poissy  
5 April 1942 - Cologne  
6 April 1942 - Essen  
15 April 1942 - Dortmund  
17 April 1942 - Hamburg  
22 April 1942 - Cologne  
23 April 1942 - Rostock  
25 April 1942 - Rostock  
27 April 1942 - Cologne  
28 April 1942 - Kiel  
3 May 1942 - Hamburg  
5 May 1942 - Stuttgart  
7 May 1942 - GARDENING, Kiel Estuary  
8 May 1942 - Warnemunde

Pilot Officer Peel was the navigator of an aircraft detailed to attack a target in Dortmund on the night of the 15th April 1942. After successfully attacking the target, whilst the aircraft was a little below 15,000 feet, it was caught in a concentration of searchlights and was heavily fired upon. The pilot made every effort to escape this concentration without losing height but was unable to do so and had to lose height down to 5,000 feet. During all this time Pilot Officer Peel gave every assistance to the pilot in advising him directions to take, and despite vigorous evasive action was always aware of their position. As the petrol gauges were registering less petrol than should have been in the tanks at the time, and the pilot suspected that the petrol tanks had been hit, he decided to set course for a coastal aerodrome. Pilot Officer Peel was able to give him the course to steer in a very short amount of time and successfully navigated the aircraft from the Ruhr area direct to this aerodrome [Manston] at a height of about 5,000 feet, avoiding all major defended areas.

On another occasion the aircraft in which Pilot Officer Peel was flying was caught in a searchlight concentration and heavily fired upon for about a quarter of an hour when approaching a target in the Ruhr which necessitated the dropping of flares at a specific moment. Despite the hazardousness of the task he successfully navigated the aircraft onto the target and dropped his flares within one minute of

the allotted time. In an attack on Nuremburg he also navigated an aircraft safely there and back to base, despite the fact that it was flying in cloud for about four hours.

Pilot Officer Peel's skill in navigation and keenness has been unsurpassed whilst he has been in the squadron. The willingness, thoroughness and effort which he has put into all tasks, whether in the air or on the ground, the aid which he has offered to all other navigators, and his reliability and eagerness to operate, has inspired all other navigators and crews in the squadron. He is strongly recommended for the award of the Distinguished Flying Cross.

The Officer Commanding, RAF Station Honington, added his remarks on 7 June 1942:

A really outstanding navigator, whom it is difficult to praise too highly, both in skill and courage. He well deserves the decoration for which he is recommended above.

On 26 June 1942 the Air Officer Commanding, No.3 Group, wrote simply, "Strongly recommended".

PEEL, F/L Ronald, DFC (J5303) - **Mention in Despatches** - Overseas - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944.

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PEGG, F/O Henry Charles (J29715) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 20 July 1945 as per **London Gazette** of that date and AFRO/431 dated 8 August 1947. Born 24 January 1920 in Glenevis, Alberta; home there (farmer). Enlisted in Edmonton as Airframe Mechanic, 30 June 1941 and posted to No.2 Manning Depot. To No.3 Manning Depot, 19 August 1941. To No.4 SFTS, 12 November 1941. Remustered to aircrew and posted to No.4 Manning Depot, 16 September 1942; to No.6 ITS, 9 January 1943; to No.1 BGS, 11 April 1943; promoted LAC, 1 July 1943; to No.1 AOS, 10 July 1943; graduated and commissioned on 20 August 1943. To No.1 BGS, 4 September 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, 23 November 1943. Promoted Flying Officer, 20 February 1944. Repatriated 9 July 1945. Retired 19 September 1945. Died in Edmonton, 20 July 2007. Medal sent by registered mail 11 March 1950. RCAF photo PL-40173 (ex UK-16830 dated 22 November 1944) is captioned as follows: "F/O Harry C. Pegg, Glenevis, Alberta, a bomb aimer with the Bison squadron of the RCAF Bomber Group, on the right, talks it over with his wireless operator, FS R.T. 'Red' Urquhart, Montreal, on their return from an operational sortie in support of Allied troops in the Aachen area." 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 March 1945 when he had flown 32 sorties (182 hours), 17 September



1944 to 23 February 1945.

Flying Officer Pegg has carried out 32 sorties as an Air Bomber on heavy bomber aircraft. He has participated in attacks on the most heavily defended areas of Germany, including Hanover and Magdeburg. Largely due to the skill and untiring efforts of this officer in attaining an extremely high standard of proficiency in the manipulation of special equipment, his crew was selected to carry out most difficult Gardening missions. The complete success of these Gardening sorties was in no small way attributable to the personal work on the part of this Air Bomber.

Flying Officer Pegg, by his keenness, efficiency and great devotion to duty has set a splendid example to all members of his section. At all times he has been cheerful and eager to come to grips with the enemy,

It is considered that this officer's fine operational record, skill and fortitude fully merit the award of the Distinguished Flying Cross.

The sortie list was as follows:

17 September 1944 - Boulogne (3.40)  
20 September 1944 - Calais (3.20)  
24 September 1944 - Calais (5.00)  
25 September 1944 - Calais (3.50)  
27 September 1944 - Sterkrade (4.45)  
28 September 1944 - Cap Gris Nez (4.40)  
6 October 1944 - Dortmund (5.20)  
11 October 1944 - Wanne Eickel (5.10)  
14 October 1944 - Duisburg (5.30)  
15 October 1944 - Wilhelmshaven (4.30)  
28 October 1944 - Cologne (6.10)  
1 November 1944 - Oberhausen (5.55)  
2 November 1944 - Danelday (5.40)  
6 November 1944 - Gelsenkirchen (5.10)  
16 November 1944 - Julich (5.35)  
21 November 1944 - Castrop Rauxel (6.00)  
27 November 1944 - Neuss (5.25)  
18 December 1944 - Duisburg (5.55)  
24 December 1944 - Gardening, Oslo (6.35)  
28 December 1944 - Gardening, Sandefjord (6.40)  
29 December 1944 - Gardening, Oslo (7.20)  
31 December 1944 - Gardening, Sandefjord (6.55)  
5 January 1945 - Hanover (5.15)

14 January 1945 - Oslo (6.20)  
16 January 1945 - Mageburg (6.55)  
1 February 1945 - Mainz (6.40)  
2 February 1945 - Wanne Eickel (5.30)  
4 February 1945 - Gardening, Wilhelmshaven (5.15)  
7 February 1945 - Goch (6.25)  
14 February 1945 - Gardening, Willow (7.25)  
20 February 1945 - Mannheim (7.00)  
23 February 1945 - Essen (6.10)

\* \* \* \* \*

PEGLAR, F/L Warren Brock (J7892) - **Distinguished Flying Cross** - No.274 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. Born in 13 October 1920, Toronto; home there. Served in 24th Medium Battery, RCA. Enlisted in RCAF in Toronto, 19 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 8 January 1941. To Rockcliffe, 31 January 1941. To No.1 ITS, 22 April 1941; graduated and promoted LAC, 27 May 1941 when posted to No.1 Manning Depot; to No.9 EFTS, 9 June 1941; graduated 27 July 1941 when posted to No.6 SFTS; graduated and commissioned 7 October 1941. At Station Trenton, 9 October 1941 to 3 January 1942; Station Rockcliffe, 4-19 January 1942; No.5 BGS, 20 January to 23 November 1942 (promoted Flying Officer, 1 October 1942). To Halifax, November 1942; arrived in UK 14 January 1943. Further trained at No.17 (P) AFU, 16 February to 23 March 1943, and No.57 OTU, 23 March to 31 May 1943. With No.501 Squadron, 1 June 1943 to 25 September 1944 (promoted Flight Lieutenant, 7 October 1943); attached 335th U.S. Fighter Group, 6 July to 26 October 1944; No.274 Squadron, 25 September to 11 December 1944 (NOTE: these dates are overlapping and hard to resolve). Returned to UK, 11 December 1944; repatriated to Canada, 7 February 1945; to No.1 Air Command, 18 February 1945; to No.16 SFTS, 8 April 1945; to No.4 Release Centre, 16 April 1945; released 20 April 1945. Medal presented 22 June 1949.

This officer has a fine record of operational achievement. He has completed a large number of sorties against a wide range of targets and has destroyed at least four enemy aircraft in air combat and probably an equal number on the ground. In addition, he has also inflicted much damage on the enemy's mechanical transport. Flight Lieutenant Peglar is an outstanding leader and pilot. His exceptionally high courage and devotion to duty have been most commendable.

NOTE: Public Records Office Air 2/9033 has recommendation dated 24 October 1944 when he had flown 225 sorties (325 operational hours).

This officer has participated in a large number of offensive sorties over Occupied Europe since June 1943, during which time he has destroyed at least four enemy aircraft and probably an equal number destroyed on the ground, in addition to

numerous mechanical transport, locomotives and railway rolling stock. He has always shown a keen desire to get at grips with the Hun, and as a Section Leader has proved himself to be a fearless comrade, and much of the great success of the squadron during the past few months in destroying enemy transport and ground targets is due to his tireless courage and determination to press home his attacks in the face of the enemy's concentrated anti-aircraft fire.

PEGLAR, F/L Warren Brock, DFC (C7671) - **Distinguished Flying Cross (United States)** - Attached to 354th Fighter Squadron - Award effective 6 February 1948 as per AFRO 81/48 of that date. NOTE: This award was earlier announced in AFRO 388/46 dated 12 April 1946, citing **Canada Gazette** of 6 April 1946, cancelled by AFRO 473/46, but subsequently reinstated by AFRO 81/47. Public Records Office Air 2/8973 has recommendation which identifies unit and reads:

Flight Lieutenant Peglar has participated in 19 operational sorties during which he has destroyed five enemy aircraft. The skilful and zealous manner in which Flight Lieutenant Peglar has sought out the enemy and his courage and devotion to duty have inspired all with whom he had contact. He has done valuable work on bomber escort duties.

NOTE: Air 2/8973 has considerable documentation associated with this recommendation. Particularly interesting is a Combat Report he filed on 11 September 1944 when he shot down two Bf.109s south of Kassel while flying a P-51 on bomber escort duties. Combat report gives time of victories as 1155 and 1200 hours, narrative reading thus:

I was flying Falcon Yellow # 1 in P-51D "WR-S" and was at eight o'clock to a box of B-24s at 24,000 feet. Bogies were called in at 3 o'clock high and as I looked over a gaggle of at least six ME.109s hit the bombers. I saw one B-24 catch fire and dropped my wing tanks, called a peel-off to the right and went into an ME.109, 2,000 feet below me.

I had to do a very tight diving turn to get behind him and as I pulled into position the ME.109 pilot baled out. The ME.109 was evacuated at approximately 18,000 feet and it spun to the deck here it exploded. This combat took place about 40 miles southwest of Kassel.

I CLAIM THIS ME.109 - DESTROYED

2nd Combat - 12.00 o'clock

Upon leaving the first ME.109 I was at approximately 2,000 feet with Yellow # 2 [Lieutenant H.R. Mann]. I spotted an ME.109 on the deck below me and dived on his tail. I closed to about 200 yards at 10 degrees deflection and fired a two-

second burst, getting strikes on the wing roots and fuselage. The ME.109 immediately began to stream smoke and pieces fell off him.

We were right on the deck and as I prepared to fire again the gun sight went out. I fired several other short bursts in an attempt to get deflection but missed him entirely. The Hun pilot went into a very skilled display of low flying, combined with good evasive skidding and slipping. I finally got fed up with this and closed to about 50 yards and waited for him to straighten out. He did and I let him have about a six second burst and got strikes on the wings and cockpit area. Then the canopy came off and also pieces of the 109 came off him. He pulled up to approximately 50 feet and bailed out over a town. The 109 went into the centre of the town and the pilot followed right behind. His chute failed to open.

I CLAIM THIS ME 109 - DESTROYED.

During the next minute I took camera gun shots of two ME.109s crashing, shot down by other P-51s.

#### SUPPORTING STATEMENT

I was flying Falcon Yellow # 2 to Flight Lieutenant Peglar, on his right hand side. Our squadron was at eight o'clock to a box of B-24s at 24,000 feet. Bogies were called in at 3 o'clock high and we peeled off on a ME.109 which started evasive action. Flight Lieutenant Peglar followed in tight spirals and in order to stay with him I half-rolled and pulled through and rejoined him at about 2,000 feet and saw an airplane burning in the woods directly below us. Lieutenant [sic] Peglar called in "he is burning in the woods". I believe this was the ME.109 Lieutenant Peglar was in combat with. I support his claim of DESTROYED.

I had just rejoined Flight Lieutenant Peglar when he went down to the deck on a ME.109 and chased same to close range. I saw him get strikes on the ME.109, along the wing roots. Lieutenant Peglar continued on the enemy aircraft's tail at close range for several minutes on the deck as the enemy aircraft continued to take evasive action, finally going down between two hills and pulling up over a small town at about 500 feet. Lieutenant Peglar pulled up to zero range and the enemy aircraft straightened out and dove into the streets of the town streaming black smoke all the way down. I confirm Flight Lieutenant Peglar's claim of DESTROYED.

H.R. Mann  
1st Lieutenant, Air Corps

With this is a lengthy recommendation signed by Lieutenant-Colonel Everett W. Stewart (date

stamped 24 February 1945 but almost certainly drafted earlier) which recounts in point form much of the above, and concludes with the following narrative:

F/Lt Warren B. Peglar (RCAF) was leading Yellow Flight, 354th Fighter Squadron, 355th Fighter Group, on the bomber escort mission of 11 September 1944, when his flight was bounced by (6) six Me.109s. He called a peel-off into the enemy aircraft. After going into a tight diving turn and getting behind one of the 109s, F/Lt Peglar saw the enemy pilot bail out and saw his 109 spin into the ground from 19,000 feet, exploding on impact. At this point he saw another Me.109 on the deck and dived on its tail. He closed to two hundred (200) yards, fired a two (2) second burst, getting strikes on wing roots and fuselage. The apparently experienced enemy pilot then began skilful evasive tactics. F/Lt Peglar's gun sight had gone out, so he closed to fifty (50) yards and waited for the enemy aircraft to straighten out. When he finally did, he gave it a six (6) second burst, concentrating on the wing root and cockpit area. The enemy pilot pulled to about fifty (50) feet and bailed out. The plane crashed in the centre of a nearby town, and the enemy pilot followed it. His 'chute had failed to open. F/Lt Peglar joined the 354th Fighter Squadron on 7 July 1944. He flew with this squadron until 7 October 1944. While with this organization, he participated in nineteen (19) missions, comprising ninety hours and fifty-five minutes (90:55) of combat flying time. He has destroyed, in all, four (4) enemy aircraft in the air and one (1) on the ground.

The skilful and zealous manner in which F/Lt Peglar carried out his bomber-escort assignments, broke up enemy aircraft attacks, and destroyed two (2) enemy aircraft on the above mission, and three (3) more enemy planes on other missions, all stimulate mutual respect and admiration between the RCAF and the USAAF. His actions on this, and all, occasions, reflect the highest credit upon himself, his training and his branch of the service.

An interesting feature of the form is a list of American awards with general standards; the appropriate box was to be checked off:

Congressional Medal - Heroism beyond all call of duty.

DSC - Extraordinary Heroism in Action.

DSM - Exceptionally meritorious service in duty of great responsibility.

Silver Star - Gallantry in Action.

DFC - Heroism or extraordinary achievement on an aerial flight.

Air Medal - Meritorious achievement on an aerial flight.

Soldier's Medal - Heroism not in action against the enemy.

Legion of Merit - Outstanding achievement in a duty not necessarily of great responsibility.

Document dated 20 February 1945, also signed by Colonel Stewart, forwards the recommendation from Headquarters, 355th Fighter Group to an unspecified higher formation (probably Headquarters, 65th Fighter Wing) and thence, about 23 February 1945, to Headquarters, 2nd Air Division. It refers to several enclosures, most of which are quoted above, but including "Encounter Report and Supporting Statement" for 11 August 1944 and "Encounter Report" for 3 August 1944 (presumably reference to his other victories). Another recommended text, date stamped 24 February 1945 (but probably drafted earlier) reads:

For extraordinary achievement and heroism in aerial combat and the destruction of two enemy aircraft over enemy occupied continental Europe. The skilful and zealous manner in which Flight Lieutenant Peglar sought out the enemy and destroyed him, his devotion to duty and courage under all conditions, serve as an inspiration to his fellow flyers. His actions on all these occasions reflect the highest credit upon himself and the Royal Canadian Air Force.

\* \* \* \* \*

PEGUES, F/O Robert Alexander (J19446) - **Mention in Despatches** - No.216 Squadron (AFRO says only "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in Victoria, British Columbia, 6 December 1922. Home in Williams Lake, British Columbia; ranch hand and soap cutter; enlisted Vancouver 13 June 1941 and posted to No.2 Manning Depot, Brandon. To No.4 ITS, Edmonton, 1 September 1941; graduated and promoted LAC, 3 October 1941; to No.18 EFTS, Boundary Bay, 9 October 1941; graduated 5 December 1941 and posted next day to No.15 SFTS, Claresholm; graduated and promoted Sergeant, 27 March 1942. To No.1 ANS, Rivers, 9 April 1942 as staff pilot. To No.1 GRS, Summerside, 7 August 1942. Promoted Flight Sergeant, 27 September 1942. To "Y" Depot, 14 October 1942. To RAF overseas, 23 October 1942; disembarked in Britain 5 November 1942. To No.132 OTU, East Fortune, 24 November 1942. To No.2 (Coastal) OTU, Catfoss, 9 February 1943. Promoted WO2, 27 March 1943. To No.304 Ferry Training Unit, Port Ellen, Scotland, 31 March 1943. To Middle East, 2 May 1943, ferrying a Beaufighter, and remained there with his navigator as a replacement crew. To No.3 ADU (whatever that is), 25 June 1943. There he ferried and tested a variety of aircraft (Beaufighter, Boston, Baltimore, Mosquito, Wellington). Promoted WO1, 27 September 1943. Commissioned 2 October 1943. To No.216 Squadron, 1 April 1944. Promoted Flying Officer, 2 April 1944. To England, September 1945. Repatriated 23 October 1945. To No.8 Release Centre, Vancouver, 31 October 1945. Released 26 January 1946. Rejoined, 29 November 1950 in Education Branch (30793). To Sea Island, 1 April 1951. To School of English, St. Jean, to teach, 20 May 1951. Promoted Flying Officer, 29 November 1951; reclassified as Pilot, 2 February 1952. To No.4 Flying Training School, Calgary, 20 March 1952. To No.2 (Maritime) OTU, 24 May 1952. To No.404 Squadron, 27 September 1952. Killed 9 October 1953 in crash of Lancaster FM115 (No.404 Squadron). Following takeoff from Greenwood, at least one engine caught fire. He maneuvered to avoid hitting people on the ground. Also killed were Corporal Frederick John Nunez Cardoso, LAC Ronald Floyd Green, Corporal; Joseph Louis Adelard Gaston Guerin and

Flight Sergeant Henry Robert King.

**Notes:** Repatriation form dated 15 December 1945 stated he had flown five sorties (22 hours 30 minutes), the last on 23 December 1944 - but he claimed no operational tour. He did claim two non-operational tours 1,813 hours 35 minutes). Aircraft flown overseas were Blenheims and Bisleys (30 hours), Beaufighter II and XI (234.30), Baltimore (33.15), Boston (14.00), Mosquito (30 minutes), Wellington (67.45) and Dakota (1,456.05). On another form, listing preferred duties in next job, he mentioned heavy or light bombers and specifically requested "not - repeat not" transport work.

Accident, Claesholm, 11 March 1942, Crane 8658, aircraft turned up on nose while taxiing, harsh application of brakes.

Accident, 8 October 1943, Beaufighter LZ276, with Sergeant A.E. Potter. Port engine failed in flight and he made a single-engine forced landing 15 miles north-north-east of Port Lyautey, French Morocco. Tail wheel torn off by a ditch. Petrol feed defect.

Accident, 7 November 1943, Maison Blanche, Beaufighter KV922 during ferry flight. Starboard engine ran rough 15 minutes after take off. Returning to Maison Blanche, the engine stopped on approach, but he glided and landed on one engine. Oil line had been blocked and engine seized,

Accident, 29 December 1943, Beaufighter JL645, Soliman, flying Catania to Setif. Port engine seized. Oil system failure. "It is considered that the pilot's action was commendable."

**Training:** Interviewed 8 February 1941 in Vancouver - "Good type lad, keen to join Air Force. Bright, alert and observant. Has the appearance of being good material for Pilot. Well spoken."

Attended No.4 ITS, 1 September to 3 October 1941. Courses in Mathematics (77/100), Armament, practical and oral (76/100), Signals (94/100), Sanitation and Hygiene (25/40), Drill (74/100), and Law and Discipline (57/60). Scored 79 percent in Visual Link. Placed 121<sup>st</sup> in a class of 244." Student and B.C. ranch hand. Cool, dependable - hard worker - keen, mature for age. Good spirit. Looks very promising. Father served overseas last war."

Attended No.18 EFTS, 13 October to 5 December 1941. Tiger Moth aircraft - 39.40 dual, 37.05 solo. Of this, 10.45 on instruments. Logged ten hours in Link. "This pupil should have done one more hour of dual on sideslips. Will make an average pilot. Very slow but showed good judgement." Ground courses in Airmanship (179/200), Airframes (61/100), Aero Engines (51/100), Signals, practical (92/100), Theory of Flight (53/100), Air Navigation (174/200), Armament and aircraft recognition (118/200). Graded 133/200 in "qualities as an Officer." Placed 32<sup>nd</sup> in a class of 63. "A good average student who has made steady progress. Is earnest and conscientious and though immature with further experience could be considered commission material."

Attended No.15 SFTS, 8 December 1941 to 27 March 1942. Anson aircraft (17.55 day dual, 10.50 day solo, 3.10 on instruments) and Cranes (30.10 day dual, 61.15 day solo, 3.40 night dual, 10.00 night solo, with 18.55 on instruments). Also logged 23 hours in Link. "An average pupil, slightly erratic in his flying. Should improve with practice and experience. Instruments below average. Link trainer average." Placed 43<sup>rd</sup> in class of 45. "Average pupil, not the outstanding type but has worked hard and improved immensely on his course."

Attended No.1 GRS, 10 August to 10 October 1942. Anson aircraft - 52 hours 40 minutes on Navigation. Graded in DR Navigation Intermediate (94/100), DR Navigation Final (279/300), Astro Navigation (80/100), Compasses and Instruments (138/200), Meteorology (117/200), Signals (94/100), Reconnaissance (148/200), Coding (88/100), Ship Recognition (180/200), Photography (83/100), Visual Signals (Pass). Placed ninth in a class of 24. "Appears below average in class but does very well in examinations,"

Attended No.2 (Coastal) OTU, 10 February to 17 March 1943. Beaufighter aircraft - 3.25 day dual, 29.15 day solo, 5.50 night solo. Was five hours on instruments and 13.25 in Link. Flying tests in General Flying (280/400), Applied Flying (145/200), Night Flying (70/100) and Link (29/50). Ground examinations in Airmanship (192/300), Armament (159/300) and Signals (53/100). "A good NCO who should do well"

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PEILER, Sq/O Marion Jean Meikle (V30012) - **Member, Order of the British Empire** - Eastern Air Command Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 4 July 1903 in Westmount, Quebec (RCAF press release announcing award); attended Roslyn Avenue Public School, Westmount High School and Macdonald Normal School. Teacher in Montreal, five years and housewife from 1927 to 1939. After her marriage she was active in the Women's Auxiliary, Canadian Grenadier Guards and also in Girl Guides. On the outbreak of war she entered the Red Cross Transport Division, Montreal, as a driver and then Commandant. Enlisted in RCAF, Montreal, 23 October 1941. To CWAAF Depot, Toronto on enlistment. Commissioned 30 November 1941 in rank of Assistant Section Officer. To No.5 SFTS, 5 January 1942. To Eastern Air Command Headquarters, 29 April 1942. Confirmed as Section Officer, 1 June 1942. Promoted Flight Officer, 1 September 1942. Promoted Squadron Officer, 1 February 1944. To Rockcliffe, 1 May 1945. Resigned commission, 3 May 1945 because WD policy had been changed to eliminate married personnel. Rather than leave the service she transferred to the Canadian Women's Army Corps, serving in that force until 23 January 1946 with the rank of Major. Served in Kingston and London, Ontario. Husband, Lieutenant-Colonel Maurice Fisher Peiler, with HQ, FMC, 2nd Company, Canadian Army Overseas (see Army Awards data base). Died in Saanich, British Columbia, 22 September 1975 as per British Columbia Vital Statistics.

Squadron Officer Peiler has occupied the position of Command Women's



Division Staff Officer since the establishment of that position in Eastern Air Command. Her counsel and tact have been responsible for the present high state of morale amongst the Women's Division personnel in this Command. She has cheerfully accepted duties other than normally called for and her work has been an inspiration to Women's Division personnel in Eastern Air Command.

Throughout she has set a high standard in devotion to duty.

The above recommendation was made on 1 December 1944 by G/C P.J. Coffey and endorsed by Air Vice-Marshal G.O. Johnson on 7 December 1944.

**Notes:** On 28 April 1942, W/C R.H. Waterhouse (No.5 SFTS) described her as follows: This officer is mature, well balanced and capable. Her work here has been satisfactory and she has taken a keen interest in Station Administration. Pleasant personality and good deportment.”

On 18 June 1942, W/C R.J. Dawes (Eastern Air Command Headquarters) wrote, “Acting Section Officer Peiler appears to have definite organizing ability, is tactful and conscientious in her work, and is rapidly assimilating service procedure. Her deportment is good. It is strongly recommended that this officer be retained in the Service, and that promotion to the rank of Temporary Section Officer be granted.”

As Eastern Air Command WD Officer her work took her on temporary duty throughout the command, from Saguenay to Moncton to Newfoundland.

\* \* \* \* \*

PELETT, WO (now F/O) Alexander Judson (Can 18045/C19002) - **Mention in Despatches** - No.22 Operational Training Unit - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 3 October 1907. Home in Toronto; enlisted London, Ontario, 12 September 1939 as Photographer. To Technical Training School, St. Thomas, 24 November 1939. Promoted AC1, 29 February 1940. To Rockcliffe, 22 April 1940. Promoted LAC, 29 May 1940. Reclassified as Disciplinarian, 1 June 1940. To “BMP”, 19 June 1940. Promoted Corporal, 1 August 1940. Promoted Sergeant, 1 October 1940. Promoted Flight Sergeant, 1 April 1941. To No.1 ANS, 3 September 1941. Promoted WO2, 1 April 1942. To “Y” Depot, 14 May 1942. To RAF overseas, 31 May 1942. Promoted WO1, 1 January 1943. Commissioned in rank of Flying Officer, 18 November 1943. Repatriated 7 February 1945. Retired 14 April 1945. He appears to have been reclassified in the Administration Branch at an uncertain date and it is not known whether his award was for services in that or the Disciplinarian Branch. Died in Streetsville, 1986.

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PELLETIER, FS Joseph Herve Luc Gaston (Can 9742) - **British Empire Medal** - Station Rockcliffe - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 8 March 1914. Home in Eastview (Vanier), Ontario; enlisted in

Montreal, 5 July 1937 and posted that date to Trenton. Leading Aircraftman as of 1 July 1939; Machinist (Metal worker) as of 1 October 1939. Promoted Corporal, 1 January 1940. Promoted Sergeant, 1 May 1941. Promoted Flight Sergeant, 1 July 1941. To No.9 Repair Depot, 11 December 1941. To Rockcliffe, 28 June 1944. Promoted WO2, 1 March 1946. Reverted to Flight Sergeant, 1 October 1946. To "K", 2 January 1947. To No.102 Marine Squadron, 1 April 1947. Reclassified as Master Workshop Mechanic, 1 October 1948. Promoted WO2, 1 April 1949. To Greenwood, 21 August 1950. Reclassified as Workshop Superintendent, 14 March 1952. Promoted WO1, 1 April 1956. Medal sent by registered mail 30 September 1948.

Flight Sergeant Pelletier has been stationed at Test and Development Establishment since June 1944, during which time he has shown outstanding devotion to duty under most difficult conditions. He has a high sense of loyalty, and carried out his duties above ordinary requirements; his performance of his regular tasks, even under difficult circumstances, has been highly meritorious.

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PELLETIER, F/O Joseph Ivan (J36415) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 15 December 1917 in New Brunswick; home in Flin Flon, Manitoba or Island Falls, Saskatchewan; enlisted in Winnipeg, 23 June 1942. To No.2 Manning Depot, 4 August 1942. To No.3 WS, 30 September 1942. Promoted LAC, 26 November 1942. To No.2 Manning Depot again, 15 June 1943. To No.2 Air Gunner Ground Training School, 9 July 1943. To No.3 BGS, 21 August 1943; graduated and commissioned, 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flying Officer, 1 April 1944. Repatriated 13 August 1945. Retired 3 October 1945. Living in Victoria as of July 1950. Medal presented in Vancouver 22 October 1949. Photo PL-36339 is a portrait. RCAF photo PL-44742 (ex UK-22181 dated 14 June 1945) shows two veteran air gunners of RAF Lancasters, hoping for early repatriation. On left is P/O J.W. Freeborn (Toronto); on right is F/O J.I. Pelletier, DFC (Flin Flon). No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Office Air 2/8882 has recommendation dated 5 September 1944 when he had flown 30 sorties (168 hours), 6 June to 29 August 1944.

6 June 1944 - Acheres  
7 June 1944 - Versailles  
10 June 1944 - Acheres  
14 June 1944 - Le Havre  
16 June 1944 - Sterkrade Holten  
22 June 1944 - Mimoyecques  
23 June 1944 - Saintes  
24 June 1944 - Flers  
27 June 1944 - Chateau Bernapre  
29 June 1944 - Domleger

30 June 1944 - Oisemont  
1 July 1944 - Domleger  
4 July 1944 - Orleans  
5 July 1944 - Dijon  
5 July 1944 - Gelsenkirchen  
7 July 1944 - Caen  
20 July 1944 - Wizernes  
24 July 1944 - Stuttgart  
25 July 1944 - Stuttgart  
30 July 1944 - Cahagnes  
2 August 1944 - Le Havre  
4 August 1944 - Pauillac  
7 August 1944 - Fontenay le Marmion  
11 August 1944 - Duvai  
12 August 1944 - Brunswick  
14 August 1944 - GARDENING  
16 August 1944 - GARDENING  
25 August 1944 - Russelsheim  
26 August 1944 - GARDENING  
29 August 1944 - Stettin

This Canadian officer, as an Air Gunner, has now completed 30 sorties on targets ranging from enemy occupied territory to targets in Germany itself, Throughout his sorties he has shown complete disregard of enemy opposition and under a calm and quiet manner he has a fine offensive spirit in action which inspires confidence and has materially assisted in the creation of a high standard of morale in his crew. In spite of trying circumstances on many occasions he has shown magnificent courage and devotion to duty and has been unceasingly vigilant during the long hours of flight over enemy territory. Once, when his aircraft was attacked by an enemy fighter, by prompt action and skilful handling of his guns, the enemy was driven off without any damage having been caused.

He has been acting as Deputy Gunnery Leader and he has inspired all the other gunners with the same keenness for operational flying as he himself possesses. For his fine record of achievement this officer is deemed worthy of the award of the Distinguished Flying Cross.

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PELOQUIN, F/O Andre Marcel Joseph (J16920) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 14 April 1920 in Montreal; home there. Served in Royal Canadian Artillery. Enlisted in Montreal 20 July 1940. To No.119 (BR) Squadron, 16 August

1940. To No.1 ITS, 11 October 1940; graduated and promoted LAC, 6 November 1940 when posted to No.2 WS; to No.4 Manning Depot, 13 December 1940; to No.1 WS, 29 March 1941; to No.6 BGS, 16 August 1941; graduated and promoted Sergeant, 15 September 1941. To Embarkation Depot, 16 September 1941; to RAF overseas, 27 September 1941. Promoted Flight Sergeant, 15 March 1942. Promoted WO2, 4 November 1942. Commissioned 2 February 1943. Promoted Flying Officer, 2 August 1943. Repatriated January 1945; to No.1 Air Command, 26 January 1945. Promoted Flight Lieutenant, 2 February 1945. To Station Lachine, 17 March 1945. To No.2 Release Centre, 17 May 1945; released 22 May 1945. Medal presented in Montreal 25 November 1949. Photo PL-28098 (ex UK-10394 dated 5 May 1944 shows three popular instructors at an OTU. Seated at desk drawing up a report is F/O Gaby Taschereau (Quebec); behind him looking on are F/O Andre Peloquin (air gunner, Montreal) and P/O Roger Delaroché (air gunner, Montreal). RCAF photo PL-40542 (ex UK-17247 dated 8 December 1944) shows him hanging up clothes on conclusion of his second operational tour. PL-40547 (ex UK-17252) shows same subject.

As wireless operator (air) this officer has participated in a large number of sorties, many of them far into Germany. He has proved himself to be a keen and capable member of aircraft crew whose vigilance and devotion to duty have contributed materially to the safety of the aircraft and its crew. In addition to his work in the air this officer has rendered good service in the training of other members of the squadron.

The original recommendation (DHH file 181.009 D.1730, Library and Archives Canada RG.24 Volume 20607) was submitted 9 October 1944 by S/L L.R. Dupuis when he had flown 52 sorties (290 hours 15 minutes); text as follows:

This most reliable and determined officer has taken part in fifty-two (52) operational sorties against such distant and strongly fortified targets as Hamburg, Cologne, Essen, Duisburg, Wilhelmshaven and many others. Throughout these attacks, his cool courage under heavy anti-aircraft fire has been exemplary.

Flying Officer Peloquin has proved himself to be a keen and capable Wireless Air Gunner whose vigilance and devotion to duty have helped not only to ensure the safety of his crew and aircraft, but also to achieve exceptional success on their numerous missions.

The gallantry, spirit, ability and willingness have been an inspiration to all other members of the squadron.

His work, both on the ground and in the air, and his cheerfulness in giving material assistance to the training of new members of aircraft crew has been praiseworthy and warrants my recommendation for the immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

### **First Tour**

30 May 1942 - Cologne (7.00, W/T operator)  
1 June 1942 - Essen (5.35, air gunner)  
12 June 1942 - Gardening, St. Nazaire (6.40, W/T operator)  
20 June 1942 - Emden (4.50, W/T operator)  
8 July 1942 - Wilhelmshaven (6.00, W/T operator)  
9 July 1942 - Wilhelmshaven (2.40, air gunner, duty not carried out)  
14 July 1942 - Gardening, Lorient (6.40, W/T operator)  
26 July 1942 - Hamburg (7.05, air gunner)  
29 July 1942 - Saarbrucken (7.05, W/T operator)  
5 August 1942 - sea search, North Sea (4.15, W/T operator)  
5 August 1942 - sea search, North Sea (3.20, W/T operator)  
11 August 1942 - Gardening, mouth of Elbe (7.20, air gunner)  
5 October 1942 - Aachen (6.30, W/T operator)  
23 October 1942 - Krefeld (3.50, W/T operator)  
23 November 1942 - Gardening, Frisian Islands (4.20, air gunner)  
25 November 1942 - Gardening, Brest (7.10, W/T operator)  
5 December 1942 - Mannheim (5.55, W/T operator)  
7 December 1942 - Gardening, Brest (5.10, W/T operator)  
9 December 1942 - Turin (2.00, duty not carried out, W/T operator)  
11 December 1942 - Gardening, Frisian Islands (5.35, W/T operator)  
1 January 1943 - Brest harbour (4.00, W/T operator)  
26 January 1943 - Lorient (7.15, W/T operator)  
3 February 1943 - Hamburg (6.45, W/T operator)  
7 February 1943 - Lorient (6.30, W/T operator)  
11 February 1943 - Frisian islands (5.10, W/T operator)  
13 February 1943 - Lorient (6.40, W/T operator)  
16 February 1943 - Lorient (6.50, W/T operator)  
19 February 1943 - Wilhelmshaven (5.10, W/T operator)  
24 February 1943 - Wilhelmshaven (6.05, W/T operator)  
26 February 1943 - Cologne (5.55, W/T operator)  
15 October 1943 - sea search, North Sea (5.30, W/T operator)

### **Second Tour (all sorties as WAG)**

5 August 1944 - St. Leu d'Esserent (5.00)  
7 August 1944 - La Hogue (4.15)  
8 August 1944 - Foret de Chantilly (5.05)  
9 August 1944 - Foret de Nieppe (3.35)

10 August 1944 - La Pallice (6.40)  
12 August 1944 - Foret de Montrichard (5.20)  
14 August 1944 - Bons Tassily (4.20)  
15 August 1944 - Brussels (4.20)  
18 August 1944 - Connantre (6.10)  
25 August 1944 - Brest/Cornouailles (4.25)  
28 August 1944 - Ferfay (3.25)  
31 August 1944 - Ile de Cezembre (4.55)  
13 September 1944 - Osnabruck (4.50)  
15 September 1944 - Kiel (5.15)  
17 September 1944 - Boulogne (3.55)  
25 September 1944 - Calais (4.10)  
26 September 1944 - Calais (3.45)  
27 September 1944 - Bottrop (5.50)  
28 September 1944 - Cap Gris Nez (3.50)  
4 October 1944 - Bergen (7.10)  
6 October 1944 - Dortmund (6.30)

RCAF Press Release No. 8070 dated 4 January 1944 from F/O George Sinclair read:

WITH RCAF IN BRITAIN: -- An hour and a half after the RAF made the first thousand-bomber raid on Cologne, F/O A.M. Peloquin, DFC., Montreal, Quebec (10539 St. Charles Avenue, Ahuntsic), took part in a one-bomber raid on the city.

Now passing through an RCAF repatriation depot on his way home for the second time, Peloquin revealed that he was serving as a wireless operator in a Hampden detailed to fly in the mass attack on Cologne in the Spring of 1942. The aircraft got into difficulties over enemy territory but, although they found themselves approaching the target more than 90 minutes late, the crew carried out a successful bombing run across the centre of the fires.

After completing his first tour of operations, Peloquin was given 30-days home leave last summer and returned to England to do a second tour in a Halifax of the RCAF Bomber Group. On the last operation of his second tour Peloquin's Halifax was badly shot up by flak over the target. The hydraulic power for the gun turrets was destroyed and a fire started in the fuselage.

Led to the Halifax by the glow of the fire, a German fighter attacked it repeatedly until the bomber entered a heavily defended zone where blinding searchlights and flak almost forced the crew to abandon the aircraft.

With other navigational aids useless, Peloquin obtained a series of radio bearings which enabled the Halifax to reach and crash land at an English coastal airfield.

\* \* \* \* \*

PENFIELD, F/L James Gillam (J23882) - **Distinguished Flying Cross** - No.245 Squadron - Award effective 3 September 1945 as per **London Gazette** dated 14 September 1945 and AFRO 1672/45 dated 2 November 1945. American in the RCAF. Born 2 May 1920, Horace, West Virginia; home in Columbus, Ohio. Attended Ohio State University. Store clerk and automobile salesman. Enlisted in Windsor, Ontario, 21 January 1942 (remarkable late for an American) and posted to No.1 Manning Depot. To Trenton, 28 February 1942. To No.6 ITS, 23 May 1942; graduated and promoted LAC, 17 July 1942 but not posted to No.20 EFTS until 15 August 1942; may have graduated 9 October 1942 but not posted to No.2 SFTS until 24 October 1942; graduated and commissioned 19 February 1943. To No.1 Flying Instructor School, 5 March 1943; to No.6 SFTS to instruct, 1 May 1943. Promoted Flying Officer, 19 August 1943. To "Y" Depot, 31 January 1944; embarked from Halifax, 15 February 1944. Disembarked in Britain, 26 February 1944. To No.7 (Pilots) AFU, 18 April 1944. To No.57 OTU, 27 June 1944. To No.3 Tactical Evaluation Unit, 16 September 1944. To No.83 Group Support Unit, 4 October 1944. To No.174 Squadron, 12 October 1944. Promoted Flying Officer, 19 February 1945. To No.245 Squadron, 10 April 1945. To No.440 Squadron, 28 May 1945. Emplaned from Germany, 25 August 1945. Repatriated 11 October 1945. Retired 27 November 1945. Medal presented 27 May 1949. Died 6 December 1951 in Tyrone, Blair County, Pennsylvania.

Flight Lieutenant Penfield has completed numerous sorties against a variety of targets in Holland, Germany, and the Baltic area. He has successfully attacked enemy road and rail transport and shipping, destroying a number of guns and trucks. He has also participated in attacks against an enemy submarine, a supply ship and a variety of smaller vessels. Flight Lieutenant Penfield has always pressed home his attacks with determination, often in the face of heavy anti-aircraft fire, and by his skill and daring he has set a fine example to the other members of his squadron.

**Notes:** Crash landed Typhoon JP602, 1530 hours, 16 November 1944; at Chickerell, near Weymouth. Rocket training. Injured shoulder. After practice attack on target he noticed white puffs of smoke from port exhaust stacks followed by heavy spray of glycol from port side of engine. Coolant and temperature rose rapidly to over maximum reading and engine immediately began to lose power. Failure occurred at 2,500 feet. He proceeded to look for ground for emergency landing. At 1,000 feet he switched off engine and turned off petrol supply; executed a wheels up landing. Engine torn from mountings. Technical failure - no blame on pilot.

On Repatriation Form dated 30 August 1945 he stated he had flown 80 operational hours (79 sorties), the last on 4 May 1945. Also 200 non-operational hours. Types experienced overseas were Master (60 hours), Spitfire (70), Hurricane (10) and Typhoon (140). Was involved in attacks on five submarines (three destroyed, two damaged) and five ships left burning.

\* \* \* \* \*

PENGELLY, F/O David Harvey (J19868) - **Commended for Valuable Services in the Air** - No.7 OTU - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945. Born 22 March 1922. Home in Delburne, Alberta; enlisted in Calgary, 21 June 1941. To No.2A Manning Depot, 11 July 1941. To No.2 Training Command, 27 July 1941. To No.4 ITS, 20 August 1941; graduated and promoted LAC, 24 September 1941 and posted that date to No.5 EFTS; graduated 21 November 1941 and posted next day to No.12 SFTS; graduated and promoted Sergeant, 13 March 1942. To "Y" Depot, 24 March 1942; to RAF overseas, 31 March 1942. Promoted Flight Sergeant, 13 September 1942; promoted WO2, 13 March 1943; commissioned 26 December 1943. Repatriated 14 April 1944. To No.31 OTU, 5 June 1944; promoted Flying Officer, 26 June 1944; to No.7 OTU, 30 June 1944. To Debert, 30 June 1945. To No.7 Release Centre, 30 August 1945. Retired 5 September 1945. Died in Erikson, Manitoba, 31 October 2004 as per **Legion Magazine** of March 2005. See also extended article/obituary that was published in **Newsletter of the Entomological Society of Ontario** ([http://esc-sec.ca/wp/wp-content/uploads/2017/02/Obit\\_Pengelly\\_David.pdf](http://esc-sec.ca/wp/wp-content/uploads/2017/02/Obit_Pengelly_David.pdf)). Obituary said he had flown a tour on "Torpedo Bristol Beaufighters". He received his B.Sc. (1950) at the University of Alberta, his M.Sc. (Agriculture) from the University of Toronto (1952) and his Ph.D. in entomology (1955) from Cornell University. Went straight from Cornell to a faculty position in the Ontario Agricultural College, where he remained until his retirement from the Department of Environmental Biology in 1982.

This instructor has served a period of eleven months at this Operational Training Unit, where he has at all times been a keen and conscientious worker, responsible for giving thorough training to a great number of pupils. His outstanding enthusiasm and example have been an inspiration to his fellow instructors and have been responsible for a high standard of keenness in the squadron.

\* \* \* \* \*

PENNER, F/O Edward Radke (J37787) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 1 May 1921 at Alexanderousk, Russia; home in Beamsville, Ontario (basket worker); enlisted in Hamilton 9 July 1942. To No.1 Manning Depot, 30 September 1942. To No.5 ITS, 23 January 1943; graduated and promoted LAC, 3 April 1943 when posted to No.10 EFTS; ceased training and posted to No.5 Manning Depot, 13 May 1943; to No.4 AOS, 12 June 1943; graduated and commissioned, 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, 12 November 1943. Promoted Flying Officer, 24 April 1944. Repatriated 5 August 1945. Retired 18 September 1945. Medal presented 22 November 1948. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 13 March 1945 when he had flown 27 sorties (161 hours 40 minutes), 11 September 1944 to 7 March 1945.

This officer has carried out, as navigator, many operations against the enemy,



including long range trips to such targets as Dresden, Chemnitz and Dessau, and his timing and navigation have in every instant been highly recommended.

His work has always been of the highest standard, and his eagerness and hard work have been worthy of the highest praise. His qualities of leadership and devotion to duty have been an inspiration to all.

The sortie list was as follows:

11 September 1944 - Le Havre (4.45)  
12 September 1944 - Dortmund (5.30)  
14 September 1944 - Wilhelmshaven (2.40, recalled)  
15 September 1944 - Kiel (5.55)  
17 September 1944 - Boulogne (3.35)  
20 September 1944 - Calais (2.55)  
25 September 1944 - Calais (4.50)  
14 October 1944 - Duisburg (5.40)  
23 October 1944 - Essen (3.35, lost engine)  
30 November 1944 - Duisburg (5.40)  
4 December 1944 - Karlsruhe (6.45)  
5 December 1944 - Soest (6.50)  
6 December 1944 - Osnabruck (6.25)  
18 December 1944 - Duisburg (6.50)  
26 December 1944 - St. Vith (6.15)  
29 December 1944 - Oberlar (6.45)  
30 December 1944 - Cologne (6.25)  
31 December 1944 - Oslo (7.20)  
2 January 1945 - Lifwigshaven (6.35)  
1 February 1945 - Ludwigshaven (2.45, lost engine)  
4 February 1945 - Bonn (6.35)  
7 February 1945 - Goch (6.05)  
13 February 1945 - Dresden (9.35)  
1 March 1945 - Mannheim (7.10)  
2 March 1945 - Cologne (5.55)  
5 March 1945 - Chemnitz (9.45)  
7 March 1945 - Dessau (8.45)

\* \* \* \* \*

PENNINGTON, S/L John (J8600) - **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 at Cold Norton, Essex, 14 March 1913; home in Victoria. Formerly in Royal Canadian Artiller. Enlisted in Vancouver 7 February 1941 and

posted to No.2 Manning Depot. To No.37 SFTS (guard), 15 March 1941. To No.2 ITS, 9 April 1941; graduated and promoted LAC, 25 May 1941 when posted to No.7 AOS; graduated 17 August 1941 and posted next day to No.7 BGS; graduated and promoted Sergeant, 29 September 1941 when posted to No.1 ANS; graduated and commissioned, 27 October 1941. To "Y" Depot, 20 November 1941. To RAF overseas, 8 December 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 11 May 1943. Promoted Squadron Leader, 28 December 1943. Repatriated 28 August 1945; to No.3 Repair Depot, 5 September 1945. To No.6 OTU, 3 November 1945. To Release Centre, 12 March 1946. Retired 17 March 1946. Photo PL-37021 shows him. No citation in AFRO. DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation for an AFC dated 26 January 1944; Chief Ground Instructor and formerly Navigation Leader.

Since joining this unit on 11.5.43, after completing tour of operations, Squadron Leader Pennington has set a very fine example as a Navigational Leader on this unit; his unselfish and untiring application of time and effort has very largely contributed to the high standard of navigation being turned out from this unit.

PENNINGTON, S/L John (J8600) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Invested with medal at Buckingham Palace 29 June 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 2/9070 has recommendation dated 20 February 1945 when he had flown 35 sorties (187 hours ten minutes), 30 May to 16 December 1942 and 12 December 1944 to 14 February 1945.

### **First Tour**

30 May 1942 - Cologne (6.10)  
3 June 1942 - Essen (4.00)  
17 June 1942 - St.Nazaire (6.30)  
19 June 1942 - Emden (3.00)  
23 June 1942 - L'Orient (6.10)  
6 July 1942 - L'Orient (6.05)  
9 July 1942 - Frisians (4.25)  
16 July 1942 - Sea search (3.35)  
18 July 1942 - Weather recce (2.15)  
18 July 1942 - Weather recce (2.30)  
21 July 1942 - Duisburg (2.40)  
26 July 1942 - Hamburg (7.30)  
29 July 1942 - Sea search (4.55)  
31 July 1942 - Duisburg (3.35)  
5 October 1942 - Aachen (6.30)  
6 October 1942 - Osnabruck (6.20)

13 October 1942 - Kiel (7.20)  
22 October 1942 - Weather recce (4.20)  
23 October 1942 - Krefeld (4.05)  
6 November 1942 - Wilhelmshaven (5.35)  
22 November 1942 - Stuttgart (8.35)  
26 November 1942 - St.Nazaire (7.50)  
16 December 1942 - Brest (6.15)

### Second Tour

12 December 1944 - Essen (4.40)  
18 December 1944 - Duisburg (4.15)  
27 December 1944 - Rheydt (4.05)  
6 January 1945 - Hannover (4.40)  
7 January 1945 - Munich (7.15)  
16 January 1945 - Magdeburg (6.05)  
28 January 1945 - Stuttgart (5.45)  
1 February 1945 - Mannheim (5.35)  
3 February 1945 - Bottrop (4.35)  
8 February 1945 - Politz (8.20)  
13 February 1945 - Bohlen (7.00)  
14 February 1945 - Chemnitz (6.55)

Squadron Leader Pennington is an outstanding navigator in a highly successful crew now engaged on their second tour of operations against the enemy. He has consistently strived for and attained a high standard of efficiency in his work, thereby contributing much to his crew's fine record of achievement. Unquestionably, this officer's devotion to duty and fine personal example of cheerfulness and courage has done much to inspire less experienced navigators to achieve the same high standard.

\* \* \* \* \*

PENNINGTON, FS (now P/O) Stuart (R75615/J18125) - **Distinguished Flying Medal** - No.426 Squadron - Award effective 27 April 1943 as per **London Gazette** dated 20 June 1944 and AFRO 1660/44 dated 4 August 1944. Born at Dundas, Ontario, 19 October 1917 (birth date from obituary notice); home there. Educated at Dundas Public and High Schools plus Park Business College. Employed as junior sander in a factory, 1938; porter for Algoma Steamships, 1940. Enlisted in Hamilton, 14 October 1940. To No.1 Manning Depot, Toronto, on enlistment. To No.6 SFTS, Dunnville, for non-flying duties, 16 November 1940; to No.1 ITS, Toronto, 9 February 1941; promoted LAC, 16 March 1941), to No.11 EFTS, Cap de la Medelaine, 28 March 1941; to No.9 SFTS, Summerside, 17 May 1941; (graduated 10 August 1941 and promoted Sergeant. To "Y" Depot, Halifax, 12 August 1941; to RAF Trainees Pool, 14 September 1941. Taken on strength of No.3 PRC, Bournemouth, 15 October 1941; to No.19

OTU, 27 October 1941; promoted Flight Sergeant, 1 June 1942; to No.3 (P) AFU, 28 July 1942; to No.22 OTU, 1 September 1942. To No.426 Squadron, 24 January 1943. Date of incident was 28 April 1943. Killed in action, 25/26 May 1943 on Wellington HE590. Buried in Belgium. Subsequently commissioned with effect from 25 May 1943. Medal presented by Governor General to next-of-kin 12 December 1944. His brother, William Frederick Pennington (R75615) was RCAF groundcrew (discharged 28 September 1945, died July 1970).

Flight Sergeant Pennington has completed a number of bombing sorties against targets at Hamburg, Duisburg, Essen and Kiel and has also taken part in several successful mine-laying operations. One night in April 1943, in the face of heavy opposition, he successfully laid mines in enemy waters. Despite danger to his aircraft from anti-aircraft fire, the determination displayed by this airman enabled him to fly safely back to base.

NOTE: Public Record Office Air 2/8964 has recommendation drafted by Wing Commander L. Crooks, 22 May 1943, when he had flown 16 sorties (98 hours 45 minutes). Sortie list and submission as follows.

15 February 1943 - Lorient (7.00)  
18 February 1943 - GARDENING (4.15)  
19 February 1943 - Wilhelmshaven (6.05)  
28 February 1943 - St. Nazaire (6.35)  
3 March 1943 - Hamburg (6.45)  
5 March 1943 - Essen (4.20)  
9 March 1943 - GARDENING (5.30)  
12 March 1943 - Essen (5.55)  
4 April 1943 - Kiel (6.50)  
8 April 1943 - Duisburg (4.55)  
10 April 1943 - Frankfurt (8.20)  
14 April 1943 - Stuttgart (8.00)  
16 April 1943 - Mannheim (8.15)  
26 April 1943 - Duisburg (5.35)  
28 April 1943 - GARDENING (5.10)  
4 May 1943 - Dortmund (5.15)

Since joining this squadron, this Non-Commissioned Officer has displayed the greatest determination to attack the enemy.

He has carried out bombing sorties against such targets as Hamburg, Duisburg, Essen and Kiel, and has also taken part in several successful mine laying operations.

One night in April, in the face of heavy enemy opposition, he successfully laid

mines in Norwegian waters from a height of 600 feet. The aircraft was badly holed by gun fire, but the determination displayed by Flight Sergeant Pennington enabled him to reach the English coast and effect a safe landing.

I recommend the award of the Distinguished Flying Medal.

The Officer Commanding, Station Dishforth, G/C J.L. Plant, added his remarks on 25 May 1943:

Flight Sergeant Pennington has developed into an excellent bomber pilot, who is keen on operations and who can be relied upon to press home his attacks with vigour and with disregard to opposition.

An interesting letter on file was written by his father, Mr. C.W. Pennington, the Minister of Defence for Air (C.J. Power) on 30 June 1944. It read, in part:

Mrs. Pennington and I wish to acknowledge with deep appreciation your letter of June 24<sup>th</sup> in which you advise that the Government has awarded posthumously the DFM to our son, Pilot Officer Stuart Pennington.

While we know that this award will not bring our boy back to us, we realize that this is one way by which you are able to honour one of those who has given everything he had in carrying out his duty as he saw it.

During the months Stuart was on operations he wrote to his brother Bill (in England as engine mechanic at No.126 Airfield) briefly describing, at different times, some of his trips. Bill sent some of the letters home and I am enclosing a copy of extracts from them which I thought might be of interest to you and which showed how the danger of piloting a bomber never seemed to hinder them in carrying out their instructions. I believe the one under date of May 5<sup>th</sup> would be the trip which is mentioned in your letter.

Will it be possible, after this is all over, to get a copy of the log of their trips or more details ?

There is one thing of which I am sure and that is, all the boys in the RCAF know now and always will know that you, as head of this great Force, have given these years of your life wholeheartedly to this work and it is under your guidance that the Force has become a world power. Your name will never be forgotten.

It would be interesting to know what excerpts from letters were sent to Power. One, describing the mining sortie of 28 April 1943, is found in RCAF file 046-10 (National Library and Archives, RG. 24 Volume 17673):

I must tell you of the once that we really got shot up. We were on a mining “do” and went in low when the Jerries opened up with bags of light stuff and machine guns. So there we were doing violent evasive action at 500 feet, with some searchlights on us and those damned tracers almost smothering our kite. They holed a petrol tank, knocked a big hole in a prop, put the rear turret out of action and also gave us a whole bunch of little holes all over the wings and tail. When we landed there were no brakes. It was really a bit of a shaky “do”.

The website “Lost Bombers” provides the following on his last sortie. Wellington HE590, No.426 Squadron, target Dusseldorf, 25/26 May 1943. Aircraft was airborne at 2321 hours, 25 May 1943 from Dishforth. Shot down by a night-fighter (Oblt Wilhelm Telge, Stab.11./NJG1) and crashed 0240 at Zemst (Brabant), 16 km NNE from Brussels, where all the crew were buried 28 May 1943 in the Town Cemetery. Crew was Flight Sergeant S. Pennington, DFM, RCAF (killed), Sergeant R.E. Talman RCAF (killed), P/O J.K. Watson RCAF (killed), Sergeant N.C. Swan RCAF (killed), Sergeant E. Thomas (killed), Sergeant D.L. Beatty RCAF (killed).

\* \* \* \* \*

PENNY, F/L Alfred Leigh (C23804) - **Mention in Despatches** - No.160 (BR) Squadron - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 4 February 1915. Home in Vancouver; enlisted there 16 February 1939 and Wireless Electrical Mechanic with No.111 (Coastal Artillery Cooperation) Squadron. Promoted AC1, 17 October 1939. Promoted LAC, 1 April 1940. Promoted Corporal, 15 December 1940. Promoted Sergeant, 1 September 1941 on reclassification as Wireless Operator/Air Gunner. To No.122 (Composite) Squadron, 10 January 1942. To No.3 Coastal Artillery Cooperation Flight, 31 January 1942. Promoted Flight Sergeant, 1 March 1942. To No.14 Squadron, 31 July 1942. Commissioned 23 August 1942. To No.122 (Composite) Squadron, 16 September 1942. Promoted Flying Officer, 23 March 1943. To No.160 (BR) Squadron, 4 May 1943. Promoted Flight Lieutenant, 1 August 1944. To Eastern Air Command Headquarters, 3 February 1945. To No.8 Release Centre, 15 March 1945. Retired 23 March 1945.

In nearly 600 operational hours on anti-submarine operations this officer's leadership, skill and initiative have been outstanding. As a wireless air gunner leader his enthusiasm and untiring efforts have been instrumental in raising the standard of efficiency of wireless air gunners on the squadron to a high peak. His devotion to duty is of a very high order.

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PENNY, FS Douglas Richard (R163541, later J89642) - **Distinguished Flying Medal** - No.432 Squadron - Award effective 26 September 1944 as per **London Gazette** of that date and AFRO 2373/44 dated 3 November 1944. Born 22 December 1923 in Abernethy, Saskatchewan; home there; enlisted Regina, 23 April 1942 and posted to No.2 Manning Depot. To No.2 WS, 18 July

1942. Promoted LAC, 20 August 1942. To No.3 BGS, 6 February 1943; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 28 May 1943. To RAF overseas, 16 June 1943. Flew 36 sorties. Commissioned 14 July 1944; promoted Flying Officer, 14 January 1945. Repatriated 29 March 1945. To No.2 Air Command, 14 April 1945. To No.7 BGS, 20 May 1945. To No.6 Release Centre, 14 August 1945. Retired, 23 August 1945, reportedly as a Flight Lieutenant. Medal presented 2 November 1946. Became a salesman with Imperial Oil and was also a sales representative with Federated Co-op, Pacific Petroleum, and C.C.H. Canadian, where he retired from full time work in 1988. Died in Saskatoon, 9 February 2007. Obituary stated he had flown 36 sorties in all and had destroyed both a Ju.88 and an Me.109. See remarks below:

As rear gunner this airman has participated in very many sorties, most of which were against targets in Germany. He is a fearless and efficient member of aircraft crew whose devotion to duty has been unflinching. One night in July 1944, when returning from Hamburg, his aircraft was attacked by a Junkers 88. In the ensuing fight his excellent evading directions and good shooting assisted in the destruction of the enemy fighter.

See also award to P/O Ralph G. Bullivant. DHH file 181.009 D.5557 (RG.24 Volume 20668) has original recommendation drafted when he had flown 23 ½ sorties (122 hours 35 minutes) as follows:

This Non-Commissioned Officer has made twenty-four trips as rear gunner. Many of these operations were over Germany. On the night of 28th-29th July 1944, on the return journey from Hamburg his aircraft was attacked by a Junkers 88 which scored hits on the Halifax starboard mainplane and elevator. This Non-Commissioned Officer by his skillful direction of evasive tactics and accurate shooting, together with that of the mid-upper gunner, made direct hits on the enemy aircraft causing it to break attack and dive in flames.

For his tested coolness in face of enemy fire, his technical ability and devotion to duty this Non-Commissioned Officer is strongly recommended for an immediate award of the Distinguished Flying Medal.

The sortie list was as follows:

29 July 1943 - Sea Search (5.15)  
8 September 1943 - Boulogne (3.10)  
18 March 1944 - Frankfurt (6.10)  
22 March 1944 - Frankfurt (3.10, duty not carried out)  
24 March 1944 - Berlin (7.30)  
30 March 1944 - Nuremburg (7.15)  
18 April 1944 - Noisy-le-Sec (5.25)  
22 April 1944 - Dusseldorf (5.05)

24 April 1944 - Karlsruhe (6.35)  
1 May 1944 - St. Ghislain (4.00)  
12 May 1944 - Louvain (4.45)  
2 June 1944 - Neufchatel (3.55)  
5 June 1944 - Houlgate (4.35)  
6 June 1944 - Coutrances (4.20)  
8 June 1944 - Mayenne (5.40)  
10 June 1944 - Versailles/Matelot (5.05)  
16 June 1944 - Sterkrade Holten (4.20)  
21 June 1944 - St, Martin/Le Hortier (2.20, duty not carried out)  
23 June 1944 - Bientques (3.50)  
24 June 1944 - Barnieres (3.40)  
27 June 1944 - Foret d'Eawy (4.00)  
1 July 1944 - Biennais (3.45)  
15 July 1944 - Neucourt (4.10)  
18 July 1944 - Wesseling (5.15)  
24 July 1944 - Ferfay (3.50)  
28 July 1944 - Hamburg (5.30)

**Note:** No.6 Group Combat Reports confirm an inconclusive encounter with a Bf.109, 18/19 March 1944, Halifax D/432 (LW596), 22,000 feet, outbound to Frankfurt. Excerpt reads:

The enemy aircraft was first sighted by the Rear Gunner, flying a parallel course on the fine port quarter, slightly below, at a range of 400 yards. This fighter carried no lights and Monica was not used. The rear gunner immediately instructed the pilot to corkscrew to port and opened fire with a 2 second burst. The enemy aircraft did not return fire but immediately broke away to port and below, disappearing in the haze, and was not seen again. The Halifax resumed course after completing one dive, a roll and a partial climb.

No searchlight or fighter flares were observed in the vicinity before or during the encounter and no ground cooperation was observed. No details of the enemy aircraft are known. No visible damage to the Me.109 was observed.

The Rear Gunner only opened fire, expending 150 rounds from four guns with a link stoppage in the lower right-hand gun.

**Note:** The website <http://www.yorkshire-aircraft.co.uk> reports that on 4 August 1944, Halifax aircraft NP723 of No.432 Squadron suffered minor flak damage in attacking a supply and repair depot at Bois de Cassen; unit diary said the aircraft was "well plastered" by falling shrapnel. Crew was S/L Maurice William Pettit, DFC (pilot), Sergeant Arthur Victor Plummer, RAF (flight engineer, later DFM), Warrant Officer Alex Henry Branch (J87394, navigator, later



DFC), Warrant Officer William Gray (bomb aimer, later DFC), Warrant Officer G.J. Keogh (WOP/AG), Warrant Officer Ralph Gordon Bullivant (mid-upper gunner, later DFC) and Sergeant Douglas Richard Penny (rear gunner, awarded DFM).

\* \* \* \* \*

PENROSE, F/O Robert Cecil (J24486) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 13 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 13 August 1918 at Penticton, British Columbia (obituary notice; also published in **War Service Records, 1939-1945**, Canadian Bank of Commerce, 1947). His obituary noted that he "spent his formative years helping on the family orchard, racing home-built kayaks, singing in the church choir, acing school exams, and playing competitive badminton, winning the B.C. Junior Championships." Enlisted in Vancouver 20 January 1942. To No.3 Manning Depot, 4 March 1942. To No.7 ITS, 20 June 1942; graduated and promoted LAC, 14 August 1942 but not posted to No.6 EFTS until 26 September 1942; graduated 20 November 1942 and posted next day to No.7 SFTS; graduated and commissioned, 19 March 1943; to No.1 GRS, 2 April 1943; to No.31 GRS, 4 April 1943; to No.31 OTU, 11 June 1943. To "Y" Depot, 6 September 1943. To United Kingdom, 12 September 1943. Promoted Flying Officer, 19 September 1943. Promoted Flight Lieutenant, 11 October 1944. Reported to have flown 40 missions. Invested with medal at Buckingham Palace 29 June 1945. Date of repatriation and release uncertain. Flying Officer on Reserve List (120930) as of 18 February 1949. RCAF photo PL-31917 (ex UK-14052 dated 18 August 1944) has the following caption: "Flight Sergeant Roy Pettigrew of Lumsden, Saskatchewan, mid-upper gunner of a Lion squadron Halifax, is congratulated by his skipper, F/O Bob Penrose of Vancouver for his part in shooting down a Nazi night fighter. They met with the German while flying with RCAF Bomber Group overseas on a raid on Brunswick. Their plane was attacked seven times by Nazi fighters during the trip, two on the way in and five on the home stretch." Postwar pilot with TCA and Air Canada for 33 years where he was highly regarded as both pilot and instructor - "a pilot's pilot." Died in Delta, British Columbia, 20 August 2005.

This officer has completed many operational sorties and has proved himself an outstanding captain of aircraft, displaying coolness and skill under fire. On one occasion his aircraft was attacked seven times by enemy fighters. One enemy fighter was shot down and Flying Officer Penrose successfully evaded all attacks. The completion of all his operational flights was due to the initiative, resourcefulness and skilful airmanship of this officer.

The original recommendation is in DHH file 181.009 D.1724 (Library and Archives Canada RG.24 Volume 20607), drafted by W/C C.J. Gribb, 16 August 1944 when Egli had flown 34 sorties (174 hours 35 minutes). Sortie list and submission as follows:

9 April 1944 - Villeneuve St. Georges (4.55, second pilot)  
20 April 1944 - Lens (4.35, second pilot)

22 April 1944 - Dusseldorf (5.35)  
26 April 1944 - Villeneuve St. Georges (5.10)  
27 April 1944 - Aulnoye (5.05)  
30 April 1944 - Somain (4.55)  
1 May 1944 - St. Ghislain (3.30, duty not carried out)  
12 May 1944 - Louvain (5.10)  
19 May 1944 - Le Clipon (2.55)  
22 May 1944 - Le Mans (4.50)  
24 May 1944 - Aachen (4.50)  
27 May 1944 - Bourg Leopold (5.15)  
31 May 1944 - Au Fevre (4.45)  
4 June 1944 - Calais (3.20)  
5 June 1944 - Merville Franceville (5.30)  
6 June 1944 - Conde sur Noiseau (5.30)  
8 June 1944 - Mayennes (5.20)  
12 June 1944 - Arras (4.20)  
24 June 1944 - Bonnetot (4.05)  
25 June 1944 - Gorenflos (4.25)  
27 June 1944 - Wizernes (2.35, duty not carried out)  
28 June 1944 - Metz (7.35)  
4 July 1944 - Villeneuve St. George (6.30)  
6 July 1944 - Siracourt (4.10)  
12 July 1944 - Acquet (4.40)  
14 July 1944 - Anderbelck (3.25)  
18 July 1944 - Mondeville (4.45)  
18 July 1944 - Wesseling (5.25)  
20 July 1944 - Grande Bois (3.15)  
24 July 1944 - L'Hey (5.05)  
25 July 1944 - Stuttgart (8.30)  
28 July 1944 - Hamburg (5.40)  
31 July 1944 - Coquereaux (4.10)  
9 August 1944 - Neuville (4.20)  
12 August 1944 - Brunswick (5.35)  
13 August 1944 - Gardening (6.55)

This captain has completed 34 operational bombing sorties against the enemy, 14 of which have been on major targets. His work in general has been outstanding.

On the 24<sup>th</sup> May his aircraft was detailed to attack Aachen and after leaving the target the bomber was attacked by an enemy fighter; the pilot was successful in evading this attack.

On the 4<sup>th</sup> of July [his] aircraft was detailed to attack Villeneuve; prior to reaching

the target [his] aircraft was attacked simultaneously by two enemy fighter. Although the bomber was raked by machine gun fire, the pilot so manoeuvred his aircraft as to evade both attacks and one fighter was claimed as being damaged, but not confirmed.

On the 12<sup>th</sup> of August [his] aircraft was detailed to attack Brunswick and his aircraft was attacked seven times by enemy fighters, once prior to reaching the target and six times on the return journey. One enemy fighter was shot down by the gunners and the pilot was successful in evading all attacks.

On 19<sup>th</sup> August, [his aircraft] was detailed for Gardening at La Palice. The port outer engine packed up while setting course and this captain made the seven hour journey on three engines. The successful completion of these operational flights was due to the initiative, resourcefulness and skilful airmanship of this gallant officer.

I strongly recommend that Flying Officer Penrose be awarded a non-immediate Distinguished Flying Cross.

The following narrative was posted “on-line”. Although it has several errors (such as associating No.437 Squadron with Burma) it is attached here as an appropriate place to expand on his career:

### **Captain R.C. “Bob” Penrose, DFC**

A proud descendant of Cornish pirates, Robert C. (Bob) Penrose was born August 13, 1918, in Penticton, British Columbia. Though born far from the sea and having neither parrot nor sword, he led a life of high adventure. Robert had two older siblings, brother William and sister Elizabeth. The three were known as Billy, Betty, and Bobby.

Bob spent his formative years hauling apple boxes in the family orchard, singing in church choirs and for Sunday teas, building bicycles from salvaged parts, and racing home-built kayaks on Lake Okanagan. He did whatever he could during the Depression to make money, from growing and selling rhubarb to cutting lawns. There was nothing wrong with Bob’s math skills; by age ten he was contracting out for 25 cents odd jobs for which he was paid 50 cents. His entrepreneurial skills gave him the time and means to pursue his lifelong passion for sport, especially badminton and golf. At 16, he won the Central BC Junior Men’s Badminton Championship. Much later in life, at 80, he would score his second hole-in-one.

Bob also did well in school, and he learned invaluable lessons in life along the way.

Before the Depression really hit, Bob attended Vernon Preparatory School.

Reverend

Augustus Clark Mackie administered most of the discipline, which consisted of the loss of privileges or, worse, the cane. Bob remembered well one of his misdemeanors. After suffering bloodied shins playing field hockey against an older and bigger girls' side, he took a swipe at an Amazonian rival. Asked if he had swung at her, Bob said no. Earlier that day, he had shared math answers with a fellow student. Caught on both counts, the headmaster administered his corporal punishment. His lesson, Bob would recall with a grin, was "Never lie and cheat, at least not on the same day."

Bob's love for flying began with his first ill-fated flight off the garage roof with his

mother's umbrella. Finding this unreliable, he haunted the Penticton airport, catching

rides by helping to wipe down airplanes. His first ride was in 1933 with Ginger Coote, a famous BC aviation pioneer, who was also Air Canada Captain Pat Leslie's uncle.

Bob graduated from Penticton High in 1936. Jobs were very scarce, but through connections at the badminton club, Bob landed a job in the stockroom at Woolworths for \$8.50 a week, and he sold badminton racquets at the club. In 1937, Bob joined the

Canadian Bank of Commerce. In mid-1938, he was transferred to Fernie B.C. to a three-man branch in a town decimated by the depression. He lived above the bank and ate most meals at the Northern Hotel, which took care of his huge salary of \$33.33 a month.

In 1940, Bob did one month of compulsory service in the army and found out that flat feet were not what they were looking for and that long route marches were not what he was looking for. He marched from parade ground to cockpit, enlisting in 1941 in the Royal Canadian Air Force.

## **RCAF World War II**

### **Training**

Bob enlisted in the air force in the fall of 1941 and was sent to Manning depot in Edmonton. Their deluxe accommodations were the old horse barns on the Edmonton fair grounds. Their time was spent mostly marching on the parade square or peeling spuds and waxing floors for going AWOL some nights. Next

came Initial Training School (ITS) at a college in Saskatoon. Most of their time was spent in classrooms on aircraft, mathematics and navigation. By this time, Bob had a close knit group of friends which included Max Strange, who served on every station and squadron with him throughout his air force career. Others included Al Nicol and Alec Schierman.

ITS was always a fight to ensure one was going to be a pilot; navigators were in demand and academic standing alone did not guarantee ones selection as a pilot. Elementary Flying Training School (EFTS) in Prince Albert was Bob's next posting. This was a civilian flying school and the instructors were mostly former bush pilots. There was only one air force officer on the station. Recruits were trained on Tiger Moths, and most soloed after eight hours of instruction. The bush pilots were excellent instructors and gave them every opportunity to succeed. Bob finished second in the graduating class; flying time about 85 hours.

Bob, Max Strange and Al Schierman arrived at No.7 Service Flying School (SFTS) at MacLeod, Alberta, November 21, 1942. Al Nicol was posted to Saskatoon. The aircraft were Avro Ansons. With twin engines, they at first appeared to be too big and cumbersome. Bob was awarded a gold bracelet for graduating first in his class, and commissioned as a Pilot Officer March 17, 1943. He now had a grand total of 220 hours and 15 minutes flying time. They tried to post Bob to High River as an instructor, but he traded postings with an RAF student and, on April 2, 1943, wound up at RAF 31 GRC in Charlottetown, Prince Edward Island.

This was an Astro navigation school. The commanding officer was a Wing Commander whose initial greeting was that we were to learn navigation and, if we did not, we would die and in fact deserved to die. Alex Schierman and Max Strange were still with Bob. PEI was dry, so on Saturdays they had a bar special before going into Charlottetown for a good meal at the Old Spain and then to a dance hall. Staff pilots would fly them out into the Atlantic, and they would act as navigators. Bob noted that they seemed to be in a semi-lost position on many trips. On one memorable trip, Al Schierman was the number one navigator and Bob was supposed to get bearings and drifts with flame floats and smoke floats; but they had no visual contacts with the ocean. Bob hurled all the floats out to no avail. Finally on the way home, Al gave Bob a chit for the pilot to alter course 30 degrees to starboard. They saw a hole in the clouds sometime later and there was Charlottetown. Bob asked Al how he had determined the 30-degree correction. Al said, our morning lecture said navigation was 50 percent common sense. I figured we were a long way south of track so 30 degrees alteration might find PEI.

Somehow they managed to survive and were posted next to RAF Debert on No.31 OTU on Hudson aircraft. Debert was a big step for Bob, Max, and Al. They had

not flown for two and a half months and the Hudson was a much better aircraft to fly. In fact, the Bay of Fundy became known as Hudsons Bay. The instructors were nearly all 407 Demon Squadron types, a squadron that was wiped out three times. Bob's instructor was too informal, and Bob felt that his first solo in the Hudson was far more risky and dangerous than the Tiger Moth and Anson solos. On graduation, or survival if you like, some were posted to Nassau and some to coastal command in Canada. Bob's crew consisted of a navigator, Ken Schmitz, and two wireless operators, Doan and Johnson. Max Strange and Bob opted for overseas. By this time, they were considered to be coastal command qualified. By August 21, 1943, Bob had a grand total of 320 hours. For Bob's mother, it was difficult to see him going overseas. Bob's brother Bill, with 158 Squadron, was lost March 27 1943 on his ninth mission over Berlin, a long tough target.

On about September 10 1943, Bob set sail from Halifax aboard the Queen Elizabeth. Eighteen passengers occupied a stateroom built for two. There were some 20,000 troops on board with air cover the whole way. The ship kept a maximum 32 knots and their cabin near the stern shook and rattled all day and night. The crossing took four days and ten hours.

In November 1943, Bob was posted to RAF Ossington in the Midlands. We were transferred from Coastal Command to Bomber Command. His stay at Ossington was short. The next station was Gamston, a satellite of Ossington. The accommodation was cold and damp, and the meals were terrible mostly Spam, wooden sausages and Brussels sprouts. They flew Wellington aircraft (Whimpy), which was quite forgiving but had noisy Pegassus engines. Bob and Ken Schmitz were crewed with a bomb aimer, Keith Caspell, and two air gunners, Roy Pettigrew and Jack Curl.

One memorable flight out of Gamston was a Bulls Eye on Portsmouth. They were a reserve crew and called in when one crew took sick. That evening Bob's crew got half the briefing, so Ken took the other navigator's flight plan. The flight was supposed to fly due south to Portsmouth, on to London and back to base. On the south leg the wind had picked up from the north and their ten p.m. takeoff was also a decoy for German radar as the big boys were going to Berlin. Portsmouth was supposed to be clear and also London. On ETA over Portsmouth, they had broken cloud and were unable to pinpoint their exact location. They flew east and then west over some lights and soon realized they were being fired upon. Two aircraft appeared, one on each wing, and they recognized them as a Beaufighter and a Beaufort. They flashed their navigation lights and were gone. They turned due north and saw Portsmouth some twenty minutes later. Then they saw the lights, or rather searchlights, of London, so headed there just in time for a German air raid and barrage balloons beeping away. They flew on unscathed and back to base.

The next morning Bob was called in to the C.O.'s office and asked what in God's name were you trying to do last night! Bob indicated to the C.O. that he realized that they were over Cherbourg, not Portsmouth, and under German fire, and so they headed north to Portsmouth. The C.O. then asked Why in the hell did you go over London? Sir, Bob said, our morning lecture said press on regardless so we completed the exercise. The C.O. simply shook his head and dismissed him. Ken was upset and upon rechecking the navigation log, found out the previous navigator had made a flight plan error of ten minutes on the south leg.

After some 50 hours dual and solo on Wellingtons, they were transferred to the RCAF Heavy Conversion Unit on Halifaxes in 6 Group Bomber Command at Topcliffe, Yorkshire. At Topcliffe, Bob had his crew of navigator, Ken Schmitz, wireless operator Ken Doan, bomb aimer Keith Caspell, middle gunner Roy Pettigrew, tail gunner Jack Curl and his final crew member, Jack Davidson, a flight engineer. The Halifax looked big, black and formidable. Bob could only hope his 412 hours of flying would give him sufficient experience to handle the monster. Training went well except for a couple of bad weather days when they had to make several somewhat scary approaches to find the airport and runway.

However, on March 24, they nearly ended their days. They were to fly a Bull's Eye operation on Paris to drop leaflets telling the French that help was on the way and that Eisenhower was in total command. Their aircraft came out of the hanger after a maintenance check, so they were last to be airborne. It was ten o'clock at night, a pitch-dark night on takeoff. At about 500 feet, Jack yelled there was a fire in their starboard inner engine and they seemed to have lost all power on the right side. Bob could only remember pulling back on the other port engines and keeping 120 mph on the clock on descent. God was obviously his co-pilot as they belly-landed in a field. The nose split wide open and all crew members scrambled to safety. The aircraft was completely enveloped in flames and ammunition from the eight turret guns was popping off. The tail gunner had rotated his turret but was caught up by his feet and rescued by a crew member. The only things left of the aircraft were the two port engines.

The field where they had crash landed was directly behind a pub called The Green Tree in the town of Little Ouseburn, some 15 miles west of York and 12 miles from takeoff. They were welcomed to the pub as saviours of the town. After numerous drinks, ambulances from several airdromes arrived and they were escorted to a hospital in Thirsk. They bailed out of there to the Golden Fleece pub after making out a somewhat hazy report for the C.O. Later, they learned that apparently the propeller and reduction gear flew off the starboard outer into the starboard inner, which caught fire and immediately spread to the fuel in the wing tanks. The dinghy reversed in the wing and also inflated and flew away. Bob and

crew were back flying the next day. They felt surviving the crash was a good omen for a chance to live through a tour of ops.

Before going on operations, Bob and crew were sent to Dalton for a two week commando course. The first day was a five-mile run with some army Lt. Officer yelling at them. The army called them pigeons. They were introduced to a field of barbed wire and had to crawl under it. Next came an underground tunnel of pipes just big enough for a body, and finally a barricade where one had to swing on a rope to go over the top. For their final days on course, they were loaded into transports with no outside vision and driven to and deposited on the Yorkshire Moors. They were stripped of all money and identification. Bob and three others found a little pub and the lady in charge hid them when the army came in. They got back to base in one piece, after two days of dodging the brown jobs. Some smart boys hid their money and got a train to London.

No.427 Lion Squadron, Leeming, Yorkshire

Bob and his crew arrived at Leeming, Yorkshire, the base of No.427 and No.429 squadrons on April first. Five other crews, all of whom had trained together with the RAF on Wellingtons and then Halifax's, arrived with Bob's crew at the same time. They were led by pilots Pete Cronyn, Dave Perry, Max Strange, Mosely-Williams and Pete Kelly. The commanding officer was Bob Turnbull, who had risen from a sergeant pilot to Wing Commander in some fourteen months. Turnbull looked at Bob and his crew and said, They will send their mothers next.

Beginning life on No.427 squadron was a time of mixed feelings. Bob and crew found the squadron in a depressed state. Operations were shut down for two weeks due to a shortage of crews and aircraft because of big losses on Nuremburg and Leipzig. The losses of A and B flight commanders and most of the green crews did not sound very good for future survival. It was an uncomfortable start for Bob and crew. Bob's first three trips were as second dicky where he accompanied experienced crews. His own crew stood by hoping he would return.

The Dusseldorf trip with W/C Turnbull was an eye-opener for things to come lots of flak, searchlights and German fighters over the Rhur Valley, nicknamed Happy Valley. When arriving over targets, it was not unusual to find searchlights were everywhere. If ones aircraft was coned (that is, caught in the path of three searchlights), very few escaped because they could calculate your altitude. The anti-aircraft fire was concentrated and shells would burst horizontally and vertically. One could smell the cordite as the shells exploded with fragments hitting the aircraft. German fighters were off to one side or above us, and they could be seen because of the glare from the fires and searchlights.



Bombing missions over Germany were always on dark nights with no moon, and the target time usually between 10 p.m. and 1 a.m. Some trips were unforgettable. On one, the target was a trainload of Tiger tanks at Arras, just north of Paris. Unfortunately, the RAF were doing likewise at Amiens some thirty miles away and bombing only thirty minutes before us. When all TIs (target indicators) went down over Arras, the Luftwaffe was already airborne at Amiens and moved over to Bob's target to greet them. They were bombing at 5000 feet and lost 22 out of 125 that night. Max Strange managed to crash land at Gamston, near Folkestone. He was well shot up, with no hydraulics or flaps, and the tail gunner had half his face shot up. Another mission was a raid on Stuttgart, which had to be bombed from northeast to southwest. We were routed south of Paris and east toward Metz. Just before Paris a Junkers 88 came up under Bob's aircraft and shot off the plastic nose section. The bomb aimer, Keith Caspel, navigator Ken Schmitz and wireless operator Ed Doan were all in the area but not hit. The fighter's tracer shells seemed to envelope the aircraft. Before heading southwest over Germany, they were hit again and this time lost their starboard-outer engine. They dropped their bombs, and then were attacked again by a fighter. They corkscrewed and dived, turning sharp left and right and went down to a minimum safe altitude over France. Bob had trouble controlling the aircraft during the corkscrew maneuvers and limped back to base. Bob missed the first approach due to strong crosswinds, but finally landed, went to debriefing, got an ounce of rum, and then bacon and eggs for breakfast. After four hours sleep, Bob was called to the C.O.'s office. The C.O. was ready to court martial him. When the Junkers 88 shot off the nose section, one of the shells hit the bomb-dropping timer. As a result, they had only dropped one bomb on Stuttgart and brought the rest back to base. In doing so, they had put the ground crew at risk with a load of live bombs. It also accounted for the trouble Bob had controlling the aircraft during a subsequent fighter attack whilst on three engines. Bob was given a reprimand.

Hamburg on July 28, 1944, was a fireball of a target. The city was ablaze, but the mission was going after the submarine pens just west of the city. They saw a lot of strange things in the air like fireflies. Intelligence informed the crews later that they had seen the first German rocket planes the Me.163. Hamburg was Bob's 30th mission, and 28 of those missions had been flown in their first love, "L-London" Halifax III. The aircraft was well patched up and the engines time had expired. The C.O. offered Bob and his crew the opportunity to fly Love to its final resting place. They flew it down to Hootin Park, near Liverpool and said farewell to their friend with a bottle of wine. Bob's call sign on final approach was love in the funnel. It was difficult to say goodbye to Love, it had saved their lives many times. Like so many it was scrapped for parts and metal. There were 6,750 Halifax's made, but all that remain are two planes that were recovered from Norwegian waters and one other constructed from the parts of many that had

crashed in Yorkshire. One Halifax has been rebuilt and resides in Trenton, Ontario.

August 12, 1944, was a nightmare. Bob and crew were bombing Brunswick, just west of Berlin, and using radar H2S plus P.P.I. (position indicator) because the target was under heavy cloud. Their route took them between Bremen and Hamburg and south towards Hanover. Fighters were everywhere and they had six attacks en route to the target. They dropped bombs on the P.P.I. on a navigator countdown. Bob was sure that as soon as Ken Schmitz had counted nine, eight, seven, Keith Caspell had let the bombs go because the aircraft seemed to feel much lighter. On the way out, they encountered seven more fighter attacks, and Bob's 131 pounds was exhausted from his gunners yelling corkscrew right or corkscrew left. They were chased right over Bremen, and ended up in searchlights. Bob couldn't see anything because of the glare. Ken Schmitz said, keep turning. I'll tell you to stop when we are headed out to sea. Back at Leeming base by 3 a.m. they looked like ghosts at interrogation. The doctor prescribed double rums.

The war was a time of unparalleled adventure, camaraderie and sadness. In August 1944, returning overdue to base at 2 a.m., Bob found his buddy Mosley-Williams waiting for him on the tarmac. Bob asked, what are you doing up so late? He replied, what took you so long? Two months later, Mosley-Williams was killed in combat and never found. Unfortunately, along with Mosley-Williams, Dave Perry, Pete Cronyn, and Pete Kelley also did not survive and their bodies were never found. They were all very close. Bob thought of them, and all their crewmembers, often throughout his life. Sixty years later, in October 2004, Bob was reunited with them in spirit when he visited the Commonwealth Air Memorial, near Runnymede, to touch his lost friends names etched in stone.

In total, Bob flew 40 missions. Bob and Ken Schmitz were awarded the Distinguished Flying Cross (DFC) at Buckingham Palace by King George VI and Queen Elizabeth. He and his crew were fortunate to survive their tour of operations. Good luck was the essential ingredient. Most new crews on arrival figured seven missions as a hurdle to survive. Bob was our hero, but he maintained that the only heroes of war were his comrades and brother who never came home.

### **Post-Tour**

Following his tour, Bob took a brief test pilot course with Handley Page. They did first flights of new aircraft and deliveries to various squadrons. Later, he checked out on Lancasters and did similar deliveries to squadrons. There was also an Oxford aircraft at the base which he checked himself out on, and he did some trips

with wounded to main hospital centers. In all, Bob tested and ferried some 50 Halifax and Lancasters out of Leeming base until August 15th, 1945.

On August 23rd, Bob and Max Strange volunteered for Far East duty and were posted to Bassingborn, south of Cambridge, to 422 Squadron. This base had been a U.S. 8th Air Force Base and home of the Memphis Belle, a much fabled bomber. They formed new crews and started ground school and flight training on Liberator Mark V aircraft. While at Bassingborn, he was sent to an American base at Warton, near Blackpool. He took a course on the Minneapolis Honeywell autopilot. On completion, he hitched a ride to Borington base near London on a U.S. General Liberator. On takeoff, the right undercarriage collapsed and the aircraft cartwheeled off the runway. They all got out after using a fire axe to open the escape door. After a few drinks, the General provided a DC3 for our trip to Borington. Ironically, it was on this base in 1943 on the same runway that a Liberator took off and crashed into a school in the village of Freckleton, killing some 39 children. The crash also took the lives of 10 airmen and 14 civilians. A new school was built by the G.I.'s and most people on-board the Liberator Bob was on were in fact U.S. army newsmen who had come for the opening of the new school.

Bob and Max Strange joined 437 Squadron. Originally based in India, 437 had become a DC3 transport squadron. After initial training at Odiham and Croydon bases, they were posted to Brussels on October 15th, 1945, where they stayed until June 3, 1946. Bob had a crew of four, navigator, co-pilot and radio operator. They flew army and VIPs to Copenhagen, Hamburg, Berlin, Vienna, Paris, Naples and also to the Nuremburg trials. They witnessed two days of seeing the likes of Goering, Hess and other Nazis. At Odiham, their London base, and at various other bases, they could exchange ten to twenty pounds of foreign currency so they made frequent trips and could pick up coffee beans and cigarettes for barter on the continent. In Hamburg, at the Atlanta Hotel, they would leave cigarettes in their packs with the hat-check girl and get bottles of Mumms champagne in return. In Copenhagen, they met Jan Faistor who had been an underground leader and who showed them his father's venetian blind shop with a secret arsenal of weapons in a loft. During the war, he sabotaged German ships in Hamburg harbour as a frogman. Nuremburg was interesting, but a dangerous city for walking at night in uniform so they walked down the center of streets.

On June 15th, 1946, Bob and others flew six DC3s from Odiham to Prestwick to Reykjavik, Iceland. Then on the 16th, the long trip to Goose Bay, Labrador, via Prince Christian, Greenland. They had four 100-gallon fibre tanks in the fuselage that were gravity-fed and used first. They all made it to Goose Bay with not much fuel to spare. The next day, they went on to Rockcliffe, Ottawa, where they shot the place up at 200 feet. The C.O. was not impressed but they couldn't care less.

The C.O. finally relented and said thank you. Post-War TCA, Air Canada & Family Upon his return to Vancouver, Bob joined Western Air Command. The C.O., noting Bob's slender six-foot frame that weighed all of 129 pounds, asked Bob if he had been a prisoner of war. Bob replied, No, I was a prisoner of Brussels sprouts. Within three months, Bob was convinced that he could never be a peace-time warrior.

Happily, while Bob was at the Vancouver airport with 50 air cadets, a Lancastrian landed from Prestwick. On board was Capt. George Lothian and navigator Pete Powell. Bob had picked Capt. Lothian up one day in 1945 in Prestwick because he had wanted to visit an engineering officer at Leeming Base. Pete Powell went to Vernon Preparatory School when Bob was there in the 1930s and had also been at Leeming after two tours on Pathfinder bombers, and had been a Wing Commander with DSO and DFC plus bar. They told Bob to join Trans Canada Airways (TCA). Two weeks later, Bob joined TCA on November 1st, 1946.

On graduation Bob chose to fly out of Vancouver, then transferred to Montreal and the Transatlantic Division a year later. In late 1947, Bob was first officer on a North Star M.I. en route to London via Sydney, N. S. when their undercarriage struck an unlighted rock obstruction at the runway approach. The aircraft up ended, and an engine and wing caught fire. All passengers and crew got out safely but the aircraft was consumed in flames. Bob returned to Vancouver in 1950 for two years, before returning to Montreal in 1952 and back on the Atlantic run. He was promoted to Captain in 1954 on DC3s. He also joined 401 Reserve Squadron in Montreal, which had Harvards and Vampires to play with. Wendy Reid was the commanding officer. Bob's life changed forever when in August 1957, at the ripe age of 39, he became engaged to Mary Louise Weir, a stewardess with TCA. They married on November 9th, 1957. As Bob would say, it was the best decision I ever made in my life. In short order, Bob and Marylou had daughter Patricia in December 1958, built a home in Beaconsfield outside Montreal, and then son Robert in October 1960. Bob enjoyed his years in Montreal including happy times spent at the clubs (Montreal Badminton & Squash, Summerlea Golf, Lake Shore Ski) and with wonderful friends.

The West beckoned and the family moved to Delta (Tsawwassen) in 1972. Bob and sister Betty enjoyed friendly competition to grow the best sweet peas and roses. As in Montreal, Bob and Marylou continued to host family and friends for countless days and dinners of conversation and celebration. As a pilot, Bob's reputation was one of a superb pilot and instructor a pilot's pilot. Over his 33 years with TCA/Air Canada, Bob flew most of the aircraft types up to the B-747 in training. In his commercial career he flew the Lockheed 1415 and 1815, the DC-3, North Star, Viscount, DC-9, DC-8 and the B-707. His total commercial flying time was over 29,000 hours. Bob also instructed new pilots and captain

conversions for four years, in which time he contributed to the standardization of flight training, both in the air and in the simulator.

Bob enjoyed overseas flights to the European continent and the U.K., but some of the most enjoyable time was the nine years spent flying out of Montreal to the Maritimes and Newfoundland. The weather was always a challenge at certain seasons and instrument flying was at a high standard by all pilots who flew the eastern routes. Never to be forgotten were the layovers in Sydney, Cape Breton. In the 1950s and 1960s, nearly all flight crews were adopted by Ritchie and Hazel MacCoy, two wonderful people who welcomed them into their home on layovers. Their name became a legend amongst TCA and Air Canada DC3 and Viscount crews. Bob was involved with IFALPA for five years and assigned to work on the All Weather Panel and blind landings. This involved work on CAT I, CAT II, and CAT III.

At the time, the problem for the pilots was to cool the enthusiasm of industry salesmen and government officials who were eager to accept the inflated claims of manufacturers. During Bob's time with IFALPA, they also introduced a standard lighting system for all airports in the world after much international wrangling. Following Ross Stevenson, Bob was Chairman of the Air Canada Safety Committee for five years. He was responsible for getting amber taxi strip lights implemented. Along flying and IFALPA, Bob was active in CALPA for 15 years. Bob's commitment was never more evident when, as retirement approached, he understandably took a heightened interest in the Air Canada Pilot's Pension Plan. He uncovered a major deficiency that, if it were not addressed, would cost him and his fellow pilots a substantial loss in income in their retirement years. Bob climbed what seemed like an insurmountable mountain of bureaucracy and complacency. In 1977, after eight months of work, over two hundreds of letters, and countless calculations and graphs, he succeeded in having the graduated pension cap addressed and cap raised from \$44,000 to \$60,000.

In August 1978, Bob turned sixty and retired, reluctantly, from Air Canada. He enjoyed every flight and his loyalty to Air Canada never waned. Shortly after his retirement, Wendy Reid called to say that a new airline, Ontario World Air, was starting. This led to a two-month course at Boeing in Seattle on Boeing 707 aircraft. Ontario World Air flew charters over much of the world. It paid poorly but was a wonderful education. Most memorable were the flights out of Singapore, Bangkok and Kuala Lumpur. These were flights carrying poor and mostly young refugees who had fled Vietnam on boats via the China Seas. There were many wonderful and heartbreaking stories to be told by these people. These flights were staged through Athens, then Dubrovnik, and finally Bahrain. The two aircraft were in seventy-one countries in two years, and Bob was in sixty per cent

of these countries. Bob left the airline after two years because of poor maintenance standards, and the airline went bankrupt a few months after.

The fact is, Bob never retired. Throughout this life he remained on active duty. He had a lifelong passion for reading, knowledge, and business. Bob was involved in many enterprises, including start-up of a match company. His most important and cherished contribution to enterprise was his role as an active director for daughter Patricia's textile recycling company. Above all, Bob invested in people, and made a fortune in friendships. His life was lived with vigour, integrity, humour, and kindness. A consummate master of ceremonies, Bob engaged one and all with his quick wit and way with words. He was a confident, compassionate leader who always spoke his mind and took a genuine interest in all whom he knew. As his legion of lifelong friends can attest, with Bob in your corner, you knew you had a fierce and loyal advocate. Bob adored Marylou, his love of 48 years. They had a strong sense of identity, both as individuals and as a couple. They could disagree and still laugh about it. Once, when one of two baked potatoes exploded in the oven, Dad remarked, "look at your potato!" Mum countered, "what makes you think that was mine?" Both broke out laughing. Bob was ever a proud and loving father, and he was Grandpa to cherished grandson William (Will) Robert Penrose, named after his brother Bill. Thinking back over his war years and his good fortune to have survived, Bob would say, I feel every day is a bonus and I am most fortunate to be here with my wonderful family and friends. Bob lived every day like it was a gift and carried with him throughout his life a can do attitude. His motto was "get on with it". Bob died on August 20, 2005, of pulmonary failure. He was 87. Upon learning of Bob's death, fellow pilots whom Bob had instructed 40 years earlier wrote that they had tried to emulate his confidence and professionalism during their careers. To the very end, Bob was young at heart, reveling in play with grandson Will and talking about how much he wanted to travel into space. Not long before he died, Bob rose at 3 a.m. to watch the Shuttle Discovery land. I just wanted to see them home safely, he said. Once a pilot, always a pilot.

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PENTLAND, A/S/L William Harry (J3204) - **Distinguished Flying Cross** - No.440 Squadron - Award effective 19 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 4 May 1917, Lake Saskatoon, Alberta; home in Calgary; served in militia, two years and educated at Washington State University. Also described as being in the gasoline business before the war. Enlisted in RCAF at Calgary, 9 May 1940. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 21 June 1940 when posted to No.3 EFTS; to No.2 SFTS, 31 August 1940; reported to have graduated 20 October 1940 although a DHist summary says he did not receive wings until wings December 1940; his commission was dated 30 November 1940. To "Y" Depot, date uncertain; to No.401 Squadron, 16 December 1940. To

No.402 Squadron, 5 February 1941. Promoted Flying Officer, 1 December 1941; to No.417 Squadron, 25 February 1942; with that unit to 23 June 1943 and promoted Flight Lieutenant, 15 July 1942. Returned to Canada, 28 July 1943. To No.1 OTU, 3 October 1943; attached to WAC Headquarters, Vancouver, 27 November 1943. Promoted Squadron Leader, 1 December 1943. On 2 December 1943 he was posted to No.111 Squadron; to "Y" Depot, 5 January 1944. commanded No.440 Squadron from February 1944 to 7 October 1944. Killed in action near Wesel, Germany, 7 October 1944 (Typhoon MN641). Medal presented by Governor General to next-of-kin, 28 February 1946. Photo PL-1890 shows P/O W.H. Pentland (Calgary), P/O J.E. Walker (Edmonton) and P/O D.L. Ramsay (Calgary), 15 December 1940. Photo PL-2180 shows him beside aircraft while training at Uplands, PL-7484 is informal portrait. Photo PL-15591 shows him with Spitfire in No.417 Squadron. RCAF photo PL-29011 (ex UK-8686 dated 18 March 1944) shows him; caption states he was educated at Elbow Park Public School and Western Canada High School, Calgary; also Washington State College, Pullman, Washington; worked for Maple Leaf Oil; played rugby with Calgary Broncs; it also states (incorrectly) that he has been Mentioned in Despatches, 1 January 1944; Had been attached to a cruiser during invasion of Sicily as an identification officer. RCAF photo PL-31058 (ex UK-13339 dated 8 August 1944) is captioned as follows: "Groundcrews of the City of Ottawa 'Beaver' Squadron are given up-to-the-minute army developments on the fighting front by Captain George Carter, Bury St. Edmonds, Suffol, an air liaison officer with the advanced airfield. Captain Carter points out the moving line on the map. On the opposite side of the jeep is Flying Officer Ray Collis, 2026 Clifton Avenue, Montreal, the squadron's engineering officer, while the airmen press around, the better to see the map. Beside him is Squadron Leader Pentland, Commanding Officer of the squadron." Credited with the following aerial victories: **18 September 1941**, one Bf.109 damaged; **4 December 1942**, one Ju.88 damaged (shared with another pilot); **22 March 1943**, one He.111 destroyed (shared with three other pilots).

This officer has completed many sorties on his second tour of operational duty. In air operations over the Normandy area he has led the squadron on many sorties during which bridges, enemy strong points, troop concentrations and mechanical transport have been determinedly attacked. Throughout these operations, Squadron Leader Pentland has displayed great skill, courage and resolution.

NOTE: Public Record Office Air 2/9159 has recommendation drafted by W/C F.W. Hillock, Officer Commanding, No.143 Wing on 10 July 1944 when he had flown 199 sorties (255 hours 30 minutes).

This officer has completed 58 hours operational flying on his second operational tour. Previously he completed 198 operational hours between March 1941 and June 1943 with Nos.402 and 417 Squadrons (Hurricanes, Hurricane bombers and Spitfires). He has to his credit:

one He.111 confirmed  
one Ju.88 probable

one Me.109 damaged

When No.417 Squadron was posted to the Middle East in 1942, he did excellent work with them as light Commander in support of the Eighth Army. Since returning to operations on Typhoon bombers, Squadron Leader Pentland has distinguished himself by the very high standard of flying and courage which he has set in his squadron. He led his squadron on three successful attacks against radar targets at Arromanches, Cherbourg and Le Havre, and again in close support of the landing against beach defences at H Hour on June 6<sup>th</sup>. In subsequent attacks against bridges, strong points, concentration areas and Motor Transport, his squadron has achieved excellent results, largely owing to his own outstanding leadership and accuracy. He has achieved and maintained a very high standard of morale and efficiency in his squadron.

The same day W/C M.T. Judd, Wing Commander (Flying) of No.143 Wing wrote:

Squadron Leader Pentland has shown himself to be a very fine squadron commander and has achieved excellent results with his squadron. I strongly recommend that he be awarded an immediate Distinguished Flying Cross.

On 20 July 1944, the Air Officer Commanding, No.83 Group, wrote:

Squadron Leader Pentland has had a long and distinguished career as an operational pilot and has led many gallant and successful attacks as a fighter-bomber pilot on Typhoons. I strongly recommend him for the non-immediate award of the Distinguished Flying Cross.

This was supported by Air Marshal A. Coningham on 27 July 1944 and approved on 5 August 1944 by Air Chief Marshal Trafford Leigh-Mallory, Air Officer Commanding-in-Chief, Allied Expeditionary Air Force.

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PEPIN, P/O Joseph Romauld (J89008) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 22 March 1919 in Turnham, Quebec; home in Iberville, Quebec (taxi driver); enlisted Montreal, 22 August 1939 for General Duties and assigned to No.8 (BR) Squadron. Promoted AC1, 1 March 1940. Promoted LAC, 1 July 1940. Promoted Corporal, 15 June 1941. Reclassified as Batman, 21 June 1941. Promoted Sergeant, 1 October 1941. To Sea Island, 31 March 1942. To Coal Harbour, 25 October 1942. To Recruiting Centre, 13 December 1942. To No.2 ITS, 15 January 1943. To No.1 Air Gunner Ground Training School, 25 June 1943. To No.9 BGS, 7 August 1943; graduated 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, 8 October 1943. Commissioned 8 July



1944. Repatriated 9 November 1944. To No.9 Repair Depot, 13 December 1944. Promoted Flying Officer, 8 January 1945. To St. Hubert, 25 January 1945. To No.2 Release Centre, 24 May 1945. Retired 13 August 1945. Medal presented in Montreal, 25 November 1949. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1730 (PAC RG.24 Vol.20607) has recommendation for a DFM, dated 10 October 1944. He was then a Flight Sergeant who had flown 35 sorties (171 hours 15 minutes):

Flight Sergeant Pepin, a rear gunner on a Halifax bomber, has just completed a tour of operations over enemy country. He has bombed the heavily defended targets of Wesseling, Hamburg, Stuttgart, Kiel, and Wanne Eickel.

Throughout his whole tour of operations, Flight Sergeant Pepin has exhibited exceptional skill as an air gunner and coolness in the face of the enemy. On May 27th, 1944, after having attacked a target with great success on Bourg Leopold, Belgium, the bomber was attacked by enemy aircraft. Flight Sergeant Pepin sighted the enemy and displaying exceptional keenness, this rear gunner gave evasive action to the captain, thus undoubtedly saving his bomber from destruction.

His presence of mind coupled with a keen sense of timing have been responsible for the safety of this crew on more than one sortie.

The sortie list was as follows:

27 May 1944 - Bourg Leopold (5.30)  
31 May 1944 - Au Fevre (4.45)  
2 June 1944 - Neufchatel (4.00)  
5 June 1944 - Houlgate (5.25)  
6 June 1944 - Coutances (4.50)  
8 June 1944 - Mayenne (5.00)  
10 June 1944 - Versaille (5.25)  
12 June 1944 - Cambrai (5.05)  
14 June 1944 - St. Pol (4.15)  
15 June 1944 - Boulogne (4.10)  
17 June 1944 - Oisemont Neuville (4.20)  
21 June 1944 - St. Martin (4.40)  
24 June 1944 - Bemieres (3.55)  
6 July 1944 - Coqueraux (4.20)  
7 July 1944 - Caen (4.20)  
15 July 1944 - Nucourt (4.25)  
17 July 1944 - Caen A.1 (4.40)  
18 July 1944 - Wesseling (5.25)

24 July 1944 - Ferfay (4.20)  
25 July 1944 - Stuttgart (7.50)  
28 July 1944 - Hamburg (5.30)  
31 July 1944 - Oeuf-en-Ternois (4.50)  
3 August 1944 - Foret de Nieppe (4.50)  
4 August 1944 - Bois de Cassan (4.40)  
5 August 1944 - St.Leu d'Esserent (5.20)  
7 August 1944 - La Hogue (4.45)  
8 August 1944 - Foret de Chantilly (4.35)  
9 August 1944 - Foret de Nieppe (4.00)  
10 August 1944 - La Pallice (6.35)  
12 August 1944 - Foret de Montrichard (5.50)  
14 August 1944 - Bons Tassily (4.25)  
16 August 1944 - Kiel (5.55)  
3 September 1944 - Volkel (3.50)  
9 September 1944 - Le Havre (4.05)  
12 September 1944 - Wanne Eickel (5.10)  
The following is from <http://www.thememoryproject.com/stories/603:romuald-joseph-pepin/>,  
The Memory Project.

Our training involved firing at Fairey Battles [training aircraft] like the ones I had in my hand earlier. There was a drogue, that's what it was called in English; a big sock that was about 30 feet long and that's what we fired at. When the exercise was over, they studied it to see what percentage of shots we made. So it started like that. We did our ground school, they called it, in Québec City and after that, the air school, which was in Mont-Joli. No. 9 B and G school, because everything was in English at the time, was the "Bombing and Gunnery School". So we did our air training at Mont-Joli before receiving our wings. I was a gunner, so I had a gunner wing. It was on September 17, 1943 that I received my wings.

In Bournemouth, there was a meeting point where we went before being transferred to our respective posts. There weren't just Canadians in Bournemouth; there were Australians and New Zealanders, etc. It's there that I became aware that the war had really started because obviously the meal service lasted a very, very long time [which shed light on just how many airmen were stationed there, ready to join the fight]. There was a park in Bournemouth, by the seaside, and the first people who were done would sometimes go and sit there because we didn't have anything to read, it was a meeting point. During one lunch hour, as France was occupied at that time by Germany, there were one or two planes - they claimed that there were only two but there may have been more, that killed 20-25 people in the park. They called it "ground strafing". England had a radar system but below a thousand feet, it was easy for the fighter planes to go undetected by the radar. By the time the planes took off, they had already done a fair bit of

damage. So that was my first experience with the war.

There was an aviation minister who was a member of parliament in Québec City by the name of C.G. Power. Obviously, as there were a lot of Quebecers and Canadians, they put pressure on him to organise a French-Canadian, or Canadian, squadron. So, after a certain while, the idea was accepted and the 'Alouettes', 425 Squadron was founded in 1942 at Dishforth, in Yorkshire. I was there. The first people to enlist went to fight the war in Tunisia and in Italy; there were a lot of planes. I didn't go, I met up with the squadron after the battle in Italy, at El Alamein... I met up with them in England and we started bombing France, Belgium, Holland, Germany. We bombed mostly strategic points; oil wells, and rail hubs because we didn't want their munitions to reach France, because France was occupied at that time. When we dropped bombs, there were seven crew members. The bomb aimer would open the doors about 10 minutes before the objective. It was very dangerous because there were incendiaries that weighed 500 pounds each. Anyway, during those ten minutes, we had a fire below that would rise 85 metres, which was pretty close. On top of that, we had enemy planes and our bomb cargo that we had to drop at the right locations. People would say, you could have dropped that before or after. No, because there was a camera secured in the plane. The camera was used by special officers when we got back - we were never allowed to touch it - to study where the bombs were dropped and how much damage was done.

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PEPPER, F/O Manville Bancroft (J7765) - **Mention in Despatches** - No.400 Squadron - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Unit not identified in AFRO; identification derived from **The RCAF Overseas: The First Four Years**, p.304 and 307-308. Born 17 February 1920 (birth date on MI.9 report). Home in Vernon, British Columbia; enlisted in Toronto, 13 January 1941 (but MI.9 report says he enlisted 1 August 1940). Initially at No.1 Manning Depot; to No.1A Manning Depot, 29 January 1941; to No.12 Equipment Depot, 7 February 1941; to No.3 ITS, 22 April 1941. Promoted LAC, 28 May 1941 and posted that date to No.4 EFTS. To No.5 SFTS, 15 July 1941. Graduated and commissioned, 25 September 1941; to Embarkation Depot, 26 September 1941; to RAF overseas, 20 October 1941. Promoted Flying Officer, 25 September 1942. Shot down on 17 April 1943 and evaded capture until 2 August 1943. Held at Dulag Luft, Frankfurt, 23-37 September 1943 and Stalag Luft III, 1 October 1943 to 2 May 1943. Promoted Flight Lieutenant while in captivity, 25 September 1943. Liberated by British troops near Lubeck, 2 May 1945. Repatriated 6 July 1945; released 22 September 1945. Moved to Kamloops in 1948. Became a real estate agent and appraiser. Died in Kamloops, 31 May 2014. DHist award card has the following from the unit ORB, signed by W/C W.C.A. Wardell, describing events of 19 August 1942 over Dieppe:

His aircraft was struck by light flak as he began his task on a Jubilee operation. Although struck just above the eye by glass splinters, so as to affect his sight, he completed his sortie at ground level and reported first enemy movements of the operation. This was his first operational trip.

Public Records Office Air 2/8769 has recommendation for a Croix de Guerre dated 1 February 1943. Although later than the Mention in Despatches, the subject matter may be related.

During the Battle of Dieppe on 19th August 1942, Pilot Officer Pepper accompanied his squadron commander on a low reconnaissance over the approaches to the battle area, as a result of which valuable information was obtained, despite intense flak. At the commencement of the task Pilot Officer Pepper's aircraft was hit by light flak, causing him to be struck just above the eye by glass splinters. This temporarily affected his sight, despite which he completed his sortie at ground level and reported the first enemy movements seen in the operation. This was his first operational sortie.

Public Record Office WO 208/3328 and WO 208/3336 have his MI.9 interrogation from an interview on 26 May 1945. He had been captured in Paris on 2 August 1943, held in Dulag Luft (Frankfurt) 23-27 September 1943, and Stalag Luft III from 1 October 1943 to 2 May 1945 (liberated at Lubeck):

I left Dunsfold in a Mustang on 17 April 1943 on a night intruder and during the operation was shot down by flak.

I baled out and landed close to St. Valery-en-Caux. I walked for two nights, hiding during the day. On the outskirts of Sommesnil (Northwest Europe, 1:250,000, Sheet 4, L 94) I contacted a farmer with whom I stayed for two nights. As the people in the village were growing suspicious I was put in touch with a woman who was a member of the Underground movement who took me to Rouen, where I stayed for the next six weeks.

At the end of that time a man came for me from Paris saying he could get me back to the United Kingdom. I was joined by two Americans also evading and we went with this man to Paris. On 2 August we were arrested by the Gestapo in the house to which we had been taken. I was badly beaten up but refused to give the names of my helpers. I was imprisoned in Fresnes prison for 50 days and then sent to Germany.

Public Record Office WO 208/3336 has an additional report based on interview of 26 May 1945 but not transcribed until 5 July 1945.

About June 1943, while I was staying with the farmer near Sommesnil (Northwest

Europe, 1:250,000, Sheet 4, L 94), Madame Cheron, Place des Carmes, Rouen came for me and took me to her home, where I stayed for the next six weeks. At the end of that time a man called Darras came from Paris saying he was a member of the organisation. He told me that he could get me back to England and I was to go with him. Both Madame Cheron and I were suspicious of this man and another member of the organisation volunteered to go to Paris and investigate. On his return he said everything was all right and arrangements were made for me to meet Darras at Rouen station and accompany him to Paris. I was joined by two Americans and we travelled to Paris together. We were taken to an apartment but had not been there very long before we were arrested by Gestapo agents. I was taken to the Gestapo Headquarters and beaten up because I would not give away the names of my helpers. I was then sent to Fresnes Prison for 50 days after which I was sent to Germany.

I was liberated from Stalag Luft III near Lubeck in May 1945, after which I made my way back to Sommesnil to see if I could check up on what had happened to Madame Cheron. I found that she had been arrested and sent to a concentration camp in Germany, but I was not able to find which one. I was told to go to Le Havre to see the Commissioner of Police, which I did. He told me that Darras was imprisoned at Caen on another charge. The Commissioner gave me a letter to the authorities in Paris asking that I be permitted to return to Le Havre to give evidence against Darras. I went to the Provost Marshal in Paris, who instructed me to return to England immediately, which I did.

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PERCIVAL, F/L George Wortman (J15773) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 15 June 1919 in London, Ontario; home in St.Catharines, Ontario. Educated at University of Toronto (member, COTC); enlisted in Niagara Falls, Ontario, 16 September 1940. To No.2 Training Command, 10 October 1940. To No.2 ITS, 5 November 1940; may have graduated 6 December 1940 but not posted to No.15 EFTS until 11 December 1940; graduated 30 January 1941 and posted to No.2 Manning Depot; to No.6 SFTS, 7 February 1941; graduated and promoted Sergeant, 22 April 1941. To Embarkation Depot, 1 May 1941; to RAF overseas, 8 May 1941. Commissioned 1 May 1942. Promoted Flying Officer, 1 November 1942. Promoted Flight Lieutenant, 1 May 1944. Repatriated to Canada with No.431 Squadron, 23 June 1945. Retired 3 September 1945. Living in St. Catharines as of 1949. Medal presented at Stamford Centre, 7 August 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 17 April 1945 when he had flown 13 sorties (94 hours 52 minutes), 2 February to 25 March 1945.

Flight Lieutenant Percival has completed thirteen trips on his second tour of operations against the enemy. His targets have all been attacked with great skill and gallantry in spite of heavy opposition both from the ground and in the air. His targets in Germany include Dresden, Chemnitz, Dortmund, Duisburg, Hagen, Hanover and many others with heavy defences.

Through each operation this officer has displayed courage, resolution, accuracy and dependability to a degree which merits very high praise. These qualities have been a great inspiration to the rest of his squadron.

His unfailing devotion to duty and superb leadership have set an example that will be very difficult to equal. I strongly recommend he be awarded a non-immediate Distinguished Flying Cross.

The sortie list was as follows:

2 February 1945 - Weisbaden (6.46, second pilot)  
4 February 1945 - Bonn (7.12)  
7 February 1945 - Goch (6.37)  
13 February 1945 - Dresden (10.32)  
14 February 1945 - Chemnitz (8.58)  
20 February 1945 - Dortmund (7.45)  
21 February 1945 - Duisburg (6.59)  
27 February 1945 - Mainz (6.53)  
2 March 1945 - Cologne (6.06)  
14 March 1945 - Zweibrucken (7.38)  
15 March 1945 - Hagen (7.29)  
21 March 1945 - Hemmingstadt (5.19)  
25 March 1945 - Hanover (6.36)

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PERITON, WO1 Rodney Davis (Can 376) - **Mention in Despatches** - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born in Liverpool, England, 12 June 1916. Mechanic, salesman, cook and labourer as well as a member of the Duke of Cornwall's British Columbia Regiment, 8 September 1934 to 7 September 1939. Enlisted in RCAF in Vancouver, 13 September 1937 in General Duties. Promoted AC1, 13 September 1938. Promoted LAC, 13 March 1939. Promoted Corporal, 15 February 1940. To No.2 Equipment Depot, Calgary, 11 August 1940. Promoted Sergeant, 1 October 1940. To No.2 ITS, Regina, 17 October 1940. To No.1 Manning Depot, 11 February 1941. Reclassified as Disciplinarian, 25 February 1941. To Station Trenton, 15 April 1941. Promoted Flight Sergeant, 1 October 1941. To Prince Rupert, 15 December 1941. Promoted WO2, 1 August 1942. To Sea Island, 16 October 1942. Reclassified as Drill Sergeant,

21 June 1943. To Western Air Command Headquarters, Vancouver, 26 March 1944. Reclassified in Physical Training and Drill Trade, 1 October 1946 and reverted to Flight Sergeant. To Patricia Bay, 23 February 1947. To No.1 Composite Training School, Trenton, 11 January 1948. To No.12 Group Headquarters, Vancouver, 10 October 1950. Promoted WO2, 1 August 1951. To No.2 Wing, Metz, 11 October 1952. Reclassified as Recreation Specialist, 1 January 1953. Awarded Queen's Coronation Medal, 3 June 1953, at which time he was with No.2 (F) Wing, Grostenquin. To Station Saskatoon, 29 October 1953. To No.1 Technical Training School, Aylmer, 18 February 1954. To Station Saskatoon, 3 May 1954. Retired 28 February 1961. Died in Chase, British Columbia, 29 April 1976 as per British Columbia Vital Statistics. Had been recommended 27 July 1945.

This warrant officer, in his capacity as Station Warrant Officer at Western Air Command Headquarters, has displayed the highest devotion to duty under somewhat difficult circumstances and has set the finest example to other ranks on strength of this Headquarters and has at all times displayed outstanding ability and capacity in the pursuance of his duties.

**Note:** His wartime and postwar assessments were always favourable. The following are examples:

Since taking over the duties of Air Cadet Training and Liaison NCO, October 1950, Flight Sergeant Periton has applied himself well and is carrying out his work in a capable, diligent manner. The cadets with whom he works accord him every respect in view of his apparent, natural aptitude for handling boys on the drill square. He is recommended for promotion to WO2. (F/L L. Spruston, No.12 Group Headquarters, January 1951).

WO2 Periton has done an excellent job at this unit as Senior Warrant Officer, working under adverse conditions. He has organized his section well, trained an inexperienced staff to a smooth going outfit. He is popular among all ranks, yet maintains firm discipline. He is intelligent and endowed with common sense. Takes as active interest in the station activities. (W/C E.H.M. Walsh, No.2 Wing, 25 May 1953).

WO2 Periton has a knack of cementing good relationships with other recreational organizations, particularly civilian, in the area. This is a decided asset in his capacity as RecO. This Warrant Officer has been employed in an officer capacity for some time and has proven himself to be very capable from an organization and supervisory aspect. (S/L W.H. Lehman, Station Saskatoon, January 1953)

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PERKINS, FS Cecil Stanley (R52353) - **Mention in Despatches** - RCAF Station Dartmouth -

Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Wentworth County, Ontario, 21 June 1913 (RCAF press release 4907 announcing award). Attended Technical School in Hamilton. Employed as a watch maker. Home in Hamilton, Ontario; enlisted there 2 November 1939 as Instrument Maker and posted to Technical Training School. Promoted AC1, 29 February 1940. To No.10 (BR) Squadron, 1 March 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 15 October 1940. Promoted Sergeant, 15 March 1941. To No.5 (BR) Squadron, 16 July 1941. Promoted Flight Sergeant, 1 October 1942. To "K" (Dartmouth), 13 November 1942. Reclassified Instrument Mechanic, 1 February 1943. To No.4 Release Centre, 2 June 1945. Discharged 6 June 1945.

This non-commissioned officer has contributed in a large measure to the efficient operation of overwater patrols on this station. As non-commissioned officer in charge of the central instrument section, he has maintained close and efficient supervision over the many types of instruments, resulting in a high degree of serviceability. He is at all times willing to aid aircrew by lectures and to go out of his way to keep up to date on the latest developments in his trade. He is a most capable and loyal non-commissioned officer.

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PERKINS, F/O Coleman Douglas (J15979) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 13 May 1943 as per **London Gazette** dated 18 May 1943 and AFRO 1187/43 dated 25 June 1943. Born in Woodland, U.S.A., 25 September 1919; home given as being in Fonthill, Ontario but listed as American citizen; enlisted Niagara Falls, Ontario, 14 August 1940. To No.8 BGS, 28 October 1940. To No.2 WS, 6 December 1940; promoted LAC, 7 January 1941; to No.3 BGS, 23 May 1941; graduated and promoted Sergeant, 24 June 1941. Posted that date to Embarkation Depot. To RAF overseas, 19 July 1941. Promoted Flight Sergeant, 24 December 1941. Commissioned 19 July 1942. Promoted Flying Officer, 19 January 1943. Repatriated 23 October 1943. To No.1 ITS, 11 December 1943. To No.7 EFTS, 7 April 1944. To No.4 AOS, 23 July 1944. Promoted Flight Lieutenant, 4 August 1944. To No.1 SFTS, 14 August 1944. Graduated as pilot, 2 March 1945. To No.1 WS, 26 March 1945. To No.1 Air Command, 14 September 1945. To No.1 Flying Training School, 15 October 1945. To No.4 Release Centre, 16 January 1946. Retired 19 January 1945. As of June 1950 with Ontario Department of Lands and Forests, North Bay. Invested with medal 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 (Napanea). 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 Napanea, 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-19714 shows Perkins alone. PL-21641 is a portrait

This officer has displayed exceptional keenness and devotion to duty. He has highly efficient and courageous qualities which have made him a valuable member of aircraft crew. Included in his many sorties are raids on Genoa, Turin, Munich and Berlin. He also took part in daylight attacks on Le Creusot and Milan.

NOTE: Public Records Office Air 2/8951 has recommendation dated 5 March 1943 when he had flown 32 sorties (195 hours ten minutes).

\* daylight sortie

17 May 1942 - Boulogne (3.00)  
29 May 1942 - Dieppe (4.10)  
30 May 1942 - Cologne (3.50)  
1 June 1942 - Essen (3.50)  
6 June 1942 - Emden (4.30)  
9 June 1942 - GARDENING, Frisians (4.35)  
26 June 1942 - GARDENING, St. Nazaire (6.15)  
29 June 1942 - Bremen (5.00)  
2 July 1942 - Bremen (5.00)  
7 July 1942 - GARDENING, Norden (4.20)  
9 July 1942 - GARDENING, Heligoland (4.40)  
11 July 1942 - GARDENING, Kiel (4.10)  
13 July 1942 - Duisburg (3.35)  
13 September 1942 - Bremen (5.30)  
16 September 1942 - Essen (6.00)  
19 September 1942 - Munich (8.25)  
1 October 1942 - Wismar (7.15)  
5 October 1942 - Aachen (6.15)  
6 October 1942 - Osnabruck (4.30)  
13 October 1942 - Kiel (5.50)  
17 October 1942 - Le Creusot (10.00)\*  
22 October 1942 - Genoa (9.40)  
24 October 1942 - Milan (10.45)\*  
22 November 1942 - Stuttgart (7.25)  
28 November 1942 - Turin (9.45)  
6 December 1942 - Mannheim (7.00)  
8 December 1942 - Turin (6.45)  
9 December 1942 - Turin (8.10)

13 January 1943 - Essen (5.40)  
17 January 1943 - Berlin (7.50)  
27 January 1943 - Dusseldorf (4.40)  
30 January 1943 - Hamburg (6.50)

This officer has carried out 32 sorties as Wireless Operator involving 195 hours ten minutes flying. He has at all times displayed the utmost keenness and devotion to duty. His hard work on the ground has been proved by his efficiency in the air, while his courage and cheerfulness under the most trying conditions have made him a most valuable member of his crew. He has taken part in the daylight raids on Le Creusot and Milan, as well as the damaging raids on Genua, Turin, and Berlin.

\* \* \* \* \*

PERKINS, Flight Sergeant John Arthur (R56694) - **British Empire Medal** - No.4 Training Command Headquarters - Award effective as of 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 11 October 1911 in Cumberland, England (RCAF press release 4907 announcing award). Enlisted in Winnipeg, 27 January 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 10 May 1940. To "R", 14 August 1940. To No.3 STS, 11 October 1940. Promoted LAC, 1 December 1940. Promoted Corporal, 1 March 1941. Promoted Sergeant, 1 July 1942. To No.4 Training Command, 23 September 1942. Promoted Flight Sergeant, 1 February 1943. To No.2 Training Command, 30 November 1944. To No.10 Repair Depot, 17 December 1944. To "Y" Depot, Moncton, 1 March 1945. To United Kingdom, 10 March 1945. Repatriated 7 July 1945. To No.4 Repair Depot, 7 August 1945. Remained in postwar RCAF (27362), reverting to Corporal, 1 October 1946. Reduced to LAC, 6 January 1948. Reclassified as Aero Engine Technician, 1 April 1948. Reclassified as Aircraft Maintenance Superintendent, 1 October 1955. Medal presented 29 November 1947.

This non-commissioned officer, throughout his service career, has exhibited a high degree of aptitude in his trade as an aero engine mechanic. His qualification as a tradesman is complemented by his organizing and leadership ability. His excellent work has been largely responsible for the efficient organization of maintenance wings at units in this command. As contact instructor in maintenance his work has been noteworthy. At all times his devotion to duty has been outstanding.

\* \* \* \* \*

PERKINS, F/L Max Andrew (J17292) - **Mention in Despatches** - No.442 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 16 February 1922. Home in Melfort, Saskatchewan; enlisted in Saskatoon 18 December 1940 and posted to No.2 Manning Depot. To No.11 Equipment Depot, 28 January

1941. To No.2 ITS, 4 March 1941; graduated and promoted LAC, 9 April 1941 when posted to No.14 EFTS; graduated 8 June 1941 when posted to No.11 SFTS; graduated and promoted Sergeant, 20 August 1941. To Embarkation Depot, 21 August 1941. To RAF overseas, 14 September 1941 Promoted Flight Sergeant, 20 February 1942. Commissioned 21 January 1943. Promoted Flying Officer, 21 July 1943. Promoted Flight Lieutenant, 21 January 1945. Served in England, Malta, Egypt, Tunisia, Italy, Iraq, France and Germany. Repatriated 27 September 1945. Retired 7 November 1945. Rejoined As a pilot on short service commission, 20 November 1952 (213055). Died in Calgary, 22 February 2011. Unit not given in AFRO which gives only "Overseas". Damaged a Me.262 (27 December 1944) and shared in destruction of a Bf.109 (31 December 1944). See **The RCAF Overseas: The Sixth Year**, pp.209 and 211. RCAF photo PL-10261 (10 April 1943) shows "A group of Canucks and their Spitfire, somewhere in the Western Desert". These are FS M.A. Perkins (Melfort), FS E.G. Shea (Moose Jaw), FS Don Gordon (Vancouver), FS W.J. Steele (Montreal) and FS F.D. Schofield (Montreal West). Gordon was with No.601 Squadron at the time and the others may also have been in No.601. Certificate sent 10 August 1948.

\* \* \* \* \*

PERRIER, F/L Joseph Gerard Fernand (J36485) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 133/46 dated 8 February 1946. Born 19 September 1918 in Moose Creek, Ontario; home in Boulamaque, Quebec or Eastview, Ontario (diamond driller). Former member of Royal Canadian Artillery; enlisted Ottawa 15 June 1942. To No.5 Manning Depot, 13 October 1942. To No.3 ITS, 27 January 1943. Promoted LAC, 2 April 1943. Posted next day to No.4 EFTS; graduated 12 June 1943 on posting to No.9 SFTS; graduated and commissioned 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flying Officer, 7 April 1944. Promoted Flight Lieutenant, date uncertain. Repatriated 3 March 1945. To No.10 EFTS, 18 June 1945. Retired 23 August 1945. Medal sent by registered mail 7 November 1949. Postwar service (301788); attained rank of Squadron Leader. Also changed his name to Gerland Roger Perrier. Died in Rouyn, Quebec, 21 March 1994 as per **Legion Magazine** of August 1994.

This officer has completed many operational sorties. In December 1944 he was detailed to participate in an attack against Osnabruck. Whilst over the target area enemy anti-aircraft [fire] was encountered. The four engines of his aircraft failed momentarily, causing a loss of 7,000 feet in height, but Flight Lieutenant Perrier with great skill kept his aircraft airborne and when an altitude of 9,000 feet had been reached his engines began to function again. On the return journey engine trouble developed again and he was forced to make an emergency landing. Flight Lieutenant Perrier's initiative and keen judgement were mainly responsible for the safe return of the aircraft.

\* \* \* \* \*

PERRIN, WO James Hugh (R139455, later J88909) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born in Ayre, Ontario, 18 April 1919; home there (farmer); enlisted in Hamilton, 3 December 1941 when posted to No.3 Manning Depot. To No.1 BGS., 21 December 1941. To No.5 ITS, 14 March 1942; graduated and promoted LAC, 25 May 1942; to No.12 EFTS, 20 June 1942. Ceased training and posted elsewhere, 10 July 1942. To No.4 BGS, 15 August 1942; may have graduated 9 October 1942; posted to No.8 AOS, 11 October 1942; graduated 20 November 1942 when promoted Sergeant. To "Y" Depot, 4 December 1942; to RAF overseas, 10 December 1942. Commissioned 22 July 1944. Promoted Flying Officer, 22 January 1945. Repatriated 22 January 1945. Retired 21 March 1945. Farmed in Bright area (dairy, beef and cash crop) until retiring to Ayr in 1983. Died in Paris, Ontario, 6 July 2001. Medal presented 17 June 1945. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9015 has recommendation dated 18 April 1944 when he had flown 30 sorties (208 hours 44 minutes), 5 September 1943 to 30 March 1944.

5 September 1943 - Mannheim  
6 September 1943 - Munich  
29 September 1943 - Bochum  
3 October 1943 - Kassel  
18 October 1943 - Hannover  
20 October 1943 - Leipzig  
22 October 1943 - Kassel  
3 November 1943 - Dusseldorf  
22 November 1943 - Berlin  
26 November 1943 - Berlin  
2 December 1943 - Berlin  
3 December 1943 - Berlin  
23 December 1943 - Berlin  
29 December 1943 - Berlin  
1 January 1944 - Berlin  
2 January 1944 - Berlin  
14 January 1944 - Brunswick  
20 January 1944 - Berlin  
21 January 1944 - Magdeburg  
15 February 1944 - Berlin  
19 February 1944 - Leipzig  
20 February 1944 - Stuttgart  
22 February 1944 - Schweinfurt  
25 February 1944 - Augsburg  
15 March 1944 - Stuttgart

18 March 1944 - Frankfurt  
22 March 1944 - Frankfurt  
24 March 1944 - Berlin  
26 March 1944 - Essen  
30 March 1944 - Nurmemberg

Warrant Officer Perrin, a Canadian, joined No.103 Squadron on 21st August 1943 since when he has completed 30 operational sorties, totalling 208 hours 44 minutes.

This Warrant Officer has throughout his tour of operational duty shown, at all times, the greatest possible eagerness and enthusiasm to fly against the enemy. He has on every occasion tackled his job with thoroughness and left no stone unturned to make each attack the success that it has always proved to be.

His coolness and resolution in the face of the fiercest flak and fighter opposition over the target area have enabled his crew to make each time a relentless thrust to the enemy's vitals, and launch their full weight of bombs to his greater destruction.

His operational sorties have included ten on Berlin, very core of the enemy's resistance, and in these as in all the attacks in which he has taken part, Warrant Officer Perrin's doggedness of purpose and supreme grit have been largely responsible for the success of the many missions carried out by his crew.

He is strongly recommended in recognition of his high courage and supreme coolness in adversity, for the Non-Immediate award of the Distinguished Flying Cross.

\* \* \* \* \*

PERRIN, Sergeant Mildred Charlotte (W303500) - **Mention in Despatches** - No.1 Group Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born and raised in Galt, Ontario; home there; enlisted in Hamilton, 6 June 1942 as Clerk stenographer. To Technical Training School, 1 August 1942. Promoted AW1, 6 September 1942. Promoted Acting Corporal, 16 October 1942. To Halifax, 29 November 1942; confirmed as LAW, 1 January 1943; promoted Corporal, 1 February 1943; to Headquarters, No.1 Group, 30 November 1943. Secretary to the Air Staff operating jointly with the Royal Canadian Navy. Promoted Sergeant, 1 April 1944. To Torbay, 1 July 1945. To No.1 Air Command, 27 July 1945. To No.5 Radio School, 7 August 1945. Released, 28 November 1945. Received Queen's Coronation Medal, 26 October 1953, apparently for services with the RCAF Association. Died in Cambridge, Ontario, 17 December 2002 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2003. Obituary

notice gave her name as "Mildred Caroline."

Sergeant Perrin has given outstanding service in a position which calls for the highest degree of integrity. Her loyalty, outstanding devotion to duty and manner in which she carried out her many tasks are worthy of high praise.

\* \* \* \* \*

PERRON, FS Paul Rene Joseph (Can 8115A) - **Mention in Despatches** - Station Tholthorpe (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 13 April 1913. Enlisted in Montreal 29 March 1939 as Armament Assistant. Promoted Corporal, 4 September 1939. To St. Thomas, 16 December 1939. To Trenton, 20 February 1940. To No.4 (BR) Squadron, 7 June 1940. Promoted Sergeant, 1 May 1941. Promoted Flight Sergeant, 1 July 1941. To No.120 (BR) Squadron, 10 November 1941. To Coal Harbour, 9 December 1941. To Patricia Bay, 12 December 1941. To "CHS" (Coal Harbour Sub-Station ?), 25 February 1942. To Patricia Bay, 31 July 1942. To "Y" Depot, 1 August 1942. To RAF overseas, 24 September 1942. Promoted WO2, 1 October 1942. Remained in postwar RCAF (20903) as Armament Technician, reverting to Sergeant on 1 October 1946 but promoted Flight Sergeant, 1 April 1949. Awarded Queen's Coronation Medal, October 1953 while a Flight Sergeant at Station Trenton. Documents said he had served 42 months in Canada. Recommended 16 August 1943 for a BEM for services as NCO in charge of Armament Section, No.425 Squadron. Award not granted. Draft citation noted that he had been with the squadron from early on, had distinguished himself in the performance of his duties, was an exceptional Armourer and capable leader. "While in the field in North Africa this N.C.O. worked under adverse conditions and has discharged his duties in a highly meritorious manner, as these have entailed long and trying hours." DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has MiD recommendation forwarded 31 July 1944, when he had served 22 months overseas.

Flight Sergeant Perron has now served overseas for nearly two years. At all times, even under trying conditions, he has always given his best in the interests of the Service. On several occasions in recent months, aircraft required for operations have needed complete turret changes and changes of turret components on very short notice. This Non Commissioned Officer's skill and organization, combined with his devotion to duty, have enabled us to keep our serviceability at a high rate. Especially during the pressure of the last two months, this Non-Commissioned Officer's initiative and hard work have set a fine example to his men.

PERRON, WO1 Paul Rene Joseph (Can 8115A) - **Mention in Despatches** - Station Tholthorpe - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations dated 15 June 1945 identifies unit. DHist file 181.009 D.1725 (RG.24

Vol.20607) has recommendation for a BEM dated 27 April 1945 when he was Warrant Officer in charge of Daily Servicing (Armament) at Tholthorpe.

Can 8115A WO1 Perron, Paul Rene Joseph, employed as a Fitter Armourer, is recommended for the BEM for outstanding services rendered over a period of time. In whatever job this NCO is given, he has always undertaken that job energetically and with a marked ability in organization. On all occasions he has shown initiative beyond expectations, has willingly worked long hours and has acquired a service knowledge that makes him a definite strengthening hand to those for whom he serves and for the service in general. He has also proven to be an able leader and his personal example is an inspiration for all those working with him. It is felt that his efforts have been a contributing factor to the success and efficiency of operations carried out at this unit.

\* \* \* \* \*

PERRY, P/O Arthur Jackson (J93519) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 16 March 1921 at Spencerville, Ontario; home there (student); enlisted Hamilton, 16 April 1942 in Wireless Electrical trade. Remustered for aircrew and posted to No.5 ITS, 24 August 1942; graduated 7 November 1942 and promoted LAC; to No.13 EFTS, 5 December 1942. Ceased training and posted to Composite Training School, Trenton, 28 December 1942. To No.7 BGS, 19 February 1943; to No.1 AOS, 29 May 1943; graduated and promoted Sergeant on 23 July 1943. To "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943. Commissioned 30 January 1945. Promoted Flying Officer, 30 July 1945. Repatriated 5 August 1945. Released 24 September 1945. Medal presented 1 December 1948. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9083 has recommendation dated 13 March 1945 when he had flown 33 sorties (155 hours). Sortie sheet not sent from England.

Pilot Officer Perry has now completed 33 operational sorties, all in the Pathfinder Force, on this squadron, which includes 21 Marker trips.

This officer has set a fine example by his devotion to duty and conspicuous ability. His cheerful disregard of personal danger and dogged determination to give of his best no matter what the circumstances, have inspired a fine confidence in his crew and set them a high standard of all round efficiency.

\* \* \* \* \*

PERRY, WO (now P/O) Jack (R109092 and J90597) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 24 November 1944 as per **London Gazette** dated 5 December 1944

and AFRO 425/45 dated 9 March 1945. Born 29 May 1921 at Lethbridge, Alberta; home in North Lethbridge; enlisted in Calgary 25 June 1941. To No.2 Manning Depot, 9 July 1941. To No.4 SFTS (non-flying duties), 14 August 1941. To No.4 ITS, 25 September 1941; promoted LAC, 22 November 1941 and posted that date to No.5 EFTS. Ceased training on 20 January 1942. To No.9 AOS, 14 February 1942; to No.1 BGS, 23 May 1942; to No.1 ANS, 4 July 1942; graduated and promoted Sergeant, 21 August 1942. To "Y" Depot, date uncertain; to RAF overseas, 26 October 1942. Commissioned 25 July 1944. Promoted Flying Officer, 20 January 1945. Repatriated via Debert, 23 July 1945. Released 13 September 1945. Medal presented 9 July 1949. Earned both a BA and a Masters at the University of Alberta Excelling in sports, he received Block A and Wilson awards at the University for outstanding athletic and scholastic achievements. On graduation, Jack became a mentor to a wide range of students for decades in Edmonton schools. Upon his retirement he obtained a NAIT certificate in electronics. Died in Edmonton, 29 June 2002. RCAF photo PL-28087 (ex UK-8976 dated 18 March 1944) shows him back of Beaufighter tail; caption says he was an apprentice electrician before the war and was now a navigator. RCAF photo PL-36837 dated July 1945 shows eight decorated RCAF officers from Alberta aboard SS **Stratheden** as it docked in Quebec: Front Row, left to right, F/L D.W. Schmidt, DFC and Bar, Wetaskiwin; F/O H.E. Patch, DFM, Vegreville; F/L G.A. Berry, DFC, Lloydminster; F/O J. Perry, Lethbridge; Back Row, left to right, F/L J.M. Calder, DFC, Edmonton; F/L G.L. Scott, DFC, Innisfail; F/O G.P. Bodard, DFC, Edmonton; F/L E.S. Dunn, DFC, Calgary and formerly of Medicine Hat. RCAF photo PL-41456 (ex UK-17713 dated 21 December 1944) shows members of No.404 Squadron at readiness, playing cards - left to right, P/O J. Perry, DFC (Lethbridge), F/O Don Embully (Napanea, Ontario), F/O H. Smook (Winnipeg), F/O J. Tomes, DFC (Winnipeg), F/O Bob Keale (Kingston, Ontario) and F/L Hugh Watlington, DFM (Hamilton, Bermuda).

This Warrant Officer has completed many operational sorties. On all occasions, often under difficulties and in adverse weather he has guided his aircraft safely to the target and back. In addition Warrant Officer Perry has obtained some excellent photographs.

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PERRY, F/O John Kenneth (J19050) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 19 September 1920 at Howarden, Saskatchewan; home there (motor mechanic and farmer). Enlisted in Saskatchewan, 28 June 1940. To No.1 ITS, 22 July 1941; promoted LAC and posted to No.2 WS, 16 September 1940. To No.2 BGS, 19 January 1941. Graduated and promoted Sergeant, 17 March 1941. To Embarkation Depot, 27 March 1941. Overseas as of 5 April 1941. Taken on strength of No.3 PRC, Bournemouth, 20 April 1941. To No.2 Radio School, 28 April 1941. To No.2 (Coastal) OTU, 2 June 1941. To No.217 Squadron, 15 October 1941. To Thorney island, 28 October 1941. To No.217 Squadron, 4 January 1942. Promoted Flight Sergeant, 1 February 1942. To No.47 Squadron, 7 September 1942. Promoted WO2, 1 November 1942. Returned to United Kingdom following Mediterranean



service and posted to Leuchars, 22 December 1942. To No.5 (Coastal) OTU, 12 February 1943 as radar instructor. To No.3 School of General Reconnaissance, Squires Gate, 20 June 1943, instructing in radar. Commissioned 9 September 1943. To Canada on special leave, 3 December 1943. To RCAF overseas, 30 January 1944. To No.61 Base, 14 February 1944. Attached to No.1659 Conversion Unit, 20 February to 13 April 1944. Promoted Flying Officer, 9 March 1944. To No.425 Squadron, 13 April 1944 (Signals Leader). Promoted Flight Lieutenant, 30 August 1944. To No.22 OTU, 15 February 1945. Repatriated 8 August 1945. Retired 16 October 1945. Attended University of Saskatchewan (Engineering). Rejoined RCAF in Construction Engineer Branch, 21 September 1949 at AFHQ. To No.9406 Unit, Saskatoon, 2 April 1950. To Goose Bay, 4 June 1950. To No.2 Construction and Maintenance Unit, Calgary, 6 June 1951. Promoted Flight Lieutenant, 1 June 1952. To Moose Jaw, 2 December 1952. To AFHQ, 21 July 1956. Promoted Squadron Leader, 1 January 1957. To Training Command Headquarters, 1 August 1961. Retired 6 November 1967. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1633 (RG.24 Vol.20603) has recommendation dated 14 August 1944 when he had flown 23 sorties (119 hours 50 minutes). First tour was 28 March 1942 to 2 September 1942 (ten sorties). First two sorties were in Coastal Command, followed by Portreath-Gibraltar (4 June 1942, 8 hours 20 minutes) and Gibraltar-Malta (9 June 1942, 7 hours 30 minutes). Attack on Italian fleet at Crete (15 June 1942, 4 hours 30 minutes, claim hit on battleship), and further attacks on Italian vessels on 15 June (same day), 20 June, 17 July and 23 July 1942 (on the latter his pilot wounded by flak but they scored a hit on motor vessel). On 2 September 1942 flew Malta-Cairo. Recommended half-way through second tour in Bomber Command when he had flown 13 sorties (8 May to 5 August 1944). Application for operational wing dated 25 January 1945 indicated he had flown 22 sorties (8 May 1944 to 13 January 1945) for 115 hours 30 minutes.

During a long period of operational flying, this officer has distinguished himself by his cool courage in the face of danger, by his outstanding skill as a Wireless Operator, and by his unswerving devotion to duty. Since commencing his second tour, he has participated in a considerable number of offensive sorties, including attacks on Wesseling, Bourg-Leopold in Belgium and several targets in France.

On one occasion, as Wireless Operator of a Beaufort torpedo-bomber, he was returning to Malta with his squadron after a successful attack on the Italian fleet. Due to faulty navigation in the leading aircraft, Malta was passed and the squadron temporarily lost. Rising to the occasion, Flying Officer Perry succeeded in obtaining several Q.D.M.s whereupon his pilot took over as Squadron Leader and brought the other aircraft safely back to base. By his prompt action and skill, this Wireless Operator thus extricated his squadron from a most perilous situation.

Flying Officer Perry possesses coolness and displays exceptional fearlessness in the face of danger. I consider that his splendid record merits the award of the Distinguished Flying Cross.

The complete sortie list was as follows:

### **First Tour**

28 March 1942 - Leuchars to Sunburgh, anti-submarine patrol (3.35)  
24 April 1942 - anti-submarine patrol (4.00)  
4 June 1942 - Portwreath to Gibraltar (8.20)  
9 June 1942 - Antisubmarine, Gibraltar to Malta (7.30)  
15 June 1942 - Strike on Italian fleet, Crete (4.30, hit on battleship)  
15 June 1942 - Strike on Italian fleet (4.30)  
20 June 1942 - Strike on Italian M/Vs (5.20)  
23 July 1942 - Strike on Italian M/Vs and D.R.s (4.10, hit on M.V., pilot wounded)  
17 July 1942 - Strike on Italian M.V.s (5.15)  
2 September 1942 - Malta to 224 Landing Ground, Cairo (16.00)

### **Second Tour**

8 May 1944 - St.Pierre (4.20)  
9 May 1944 - Calais (3.45)  
22 May 1944 - Le Mans (5.10)  
27 May 1944 - Bourg Leopold (4.55)  
27 June 1944 - Foret d'Eawy (4.40)  
1 July 1944 - Biennais (4.10)  
3 July 1944 - Biennais (4.25)  
5 July 1944 - Biennais (3.20)  
18 July 1944 - Wesseling (5.20)  
20 July 1944 - Ferme du Forrestel (4.15)  
24 July 1944 - Ferfay (4.00)  
3 August 1944 - Foret de Nieppe (3.45)  
5 August 1944 - St. Leu d'Esserent (4.45)

**Notes:** Course at No.2 (Coastal) OTU, Catfoss, was 4 August to 14 October 1941. Flew in Blenheims (36.05, Ansons (6.40) and Oxford (11.15). Courses in WT subjects (67 %), Morse (59 %), Preliminary Air Operating (81.8 %), Advanced Air Operating (50 %) and Gunnery (71 %). "A good NCO and all round worker; with operational experience should prove a satisfactory type for a commission." (W/C E.L. Hyde, 28 October 1941).

On 24 November 1943, following his first tour, he stated he had flown ten sorties (46 operational hours), having trained on Blenheims and flown Beauforts on operations.

Brother of Flying Officer W.A. Perry, killed in Estevan crash of 15 September 1946.

An assessment late in his career (18 December 1961) is interesting:

Squadron Leader Perry is considered to be an above average Construction Engineer officer. He is well versed with a particularly intimate knowledge of administrative procedures as applied to CE activities. Immediately prior to his transfer to TCHQ, Squadron Leader Perry was responsible for the development of the CE training presently being undertaken at the Central Officers School at Centralia and at Camp Borden. Such success as is now apparent with particular reference to the courses at COS must be credited in a very large degree to his efforts. Since his arrival at TCHQ this interest has not subsided and Squadron Leader Perry was a large contributor during the period of the first trial course for CE officers at Centralia which he attended. Squadron Leader Perry is recommended for promotion without reservation. (W/C H.D. Monteith.

\* \* \* \* \*

PERRY, F/L John Wycliffe (J9192) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 10 May 1921 at Schomberg, Ontario; home in Woodbridge, Ontario; enlisted Toronto 11 February 1941. To No.1 Manning Depot, 16 February 1941. To No.4 Manning Depot, 4 April 1941. To No.119 (BR) Squadron, for non-flying duties, 19 April 1941. To No.1 ITS, 27 May 1941; promoted LAC, 14 July 1941 and posted that date to No.20 EFTS; to No.16 SFTS, 13 September 1941; graduated and commissioned 5 December 1941. To Trenton, 24 December 1941. To No.16 SFTS, 27 February 1942. Promoted Flying Officer, 15 November 1942. To "Y" Depot, 9 June 1943. To United Kingdom, 20 July 1943. Promoted Flight Lieutenant, 5 December 1943; promoted Squadron Leader, 19 July 1944. Flew two tours. Repatriated 27 November 1944. To No.1 Air Command, 9 January 1945. To No.1 Communications Flight, 23 May 1945. To Release Centre, 11 October 1945. Released 18 October 1945. DSO and DFC presented 30 November 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9026 has recommendation dated 20 July 1944 when he had flown 34 sorties (122 hours 15 minutes), 5 January to 18 July 1944.

\* counted as 1/3 an operation  
# daylight operation  
MB=Master Bomber

5 January 1944 - Stettin (8.30)  
14 January 1944 - Brunswick (4.35)  
24 February 1944 - Schweinfurt (7.00)  
25 February 1944 - Augsburg (6.50)  
1 March 1944 - Stuttgart (7.05)

30 March 1944 - Nuremburg (6.25)  
9 April 1944 - Lille (2.55)\*  
10 April 1944 - Laon (3.50)\*  
11 April 1944 - Aachen (3.35)  
20 April 1944 - Lens (3.00)\*  
22 April 1944 - Laon (3.50)\*  
26 April 1944 - Essen (3.45)  
3 May 1944 - Montdidier (2.55)  
6 May 1944 - Mantes Gassicourt (2.55)  
19 May 1944 - Mont Couple (1.55)  
22 May 1944 - Dortmund (3.40)  
27 May 1944 - Rennes (3.40)  
28 May 1944 - Dunkirk (1.40)  
31 May 1944 - Mont Couple (2.00)  
5 June 1944 - Longues (3.00)  
7 June 1944 - Foret-de-Cerisy (3.30)  
9 June 1944 - Rennes (4.15)  
11 June 1944 - Tours (5.15)  
12 June 1944 - Amiens (2.45)  
15 June 1944 - Lens (2.10)  
16 June 1944 - Sterkrade (3.35)  
17 June 1944 - Neuville (2.30)  
24 June 1944 - Middel Straete (1.55)  
4 July 1944 - Brenvisi (2.20, MB)#  
5 July 1944 - Watten (1.40)  
6 July 1944 - Croixdale (2.30, MB)#  
7 July 1944 - Caen (2.55, MB)#  
9 July 1944 - Mont Condon (2.05, MB)#  
12 July 1944 - Acquet (2.40, MB)  
14 July 1944 - Anderbelck (1.40, MB)  
18 July 1944 - Caen (2.25)#  
18 July 1944 - Acquet (1.30)

This officer is a very keen and capable Captain. He is a first class pilot with a high sense of devotion to duty and an unquenchable spirit which has acted as incentive to all members of his crew. On one occasion his aircraft was attacked by an enemy fighter and badly damaged, but this did not in any way deter him from completing his mission successfully and returning his aircraft to base. The fine leadership and personal example set by this officer is most commendable. Strongly recommended for the award of the Distinguished Flying Cross.

PERRY, S/L John Wycliffe, DFC (J9192) - **Distinguished Service Order** - No.405 Squadron - Award effective 2 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16

March 1945.

This officer is a highly efficient pilot and captain of aircraft. He has completed two tours of duty, during which he has attacked a wide variety of enemy targets. His successes are a splendid tribute to his outstanding ability, great personal courage and iron determination. His example both in the air and on the ground has been most inspiring.

**Note:** The fighter attack which was mentioned in the citation to his DFC is described in a Combat Report (Air 50/248), 22/23 April 1944 involving Lancaster ND412 (X/405). Crew was F/L J.E. Perry, F/O K.H. Reynolds (navigator, RAF, later awarded DFC), F/O R.W. Hiscott (bomb aimer, RCAF, later awarded DFC), P/O G.B. Mellons (WOP, RCAF), Sergeant A. McLennan (RCAF, mid-upper gunner), Sergeant J.R. McCrae (RCAF, rear gunner, killed) and Sergeant T.J. Beach (flight engineer, RAF). Crew list blurred on Combat Report and should be checked against Operational Record Book.

While on operations to Laon and in the target area at a position of 49.34N 03.30E, Lancaster aircraft "X", No.ND412 of 405 (RCAF) Squadron was surprised by an enemy fighter identified by the W/Air as a Ju.88. Time of the encounter was 0003 while flying at 8,000 feet altitude, before the bombs were released. Visibility was good with no cloud and no moon. Slight smoke haze below.

The first indication of the attack was when hits were scored on the bomber by cannon and machine gun fire, the trace of which was sighted by the Bomb Aimer coming from a position on the fine starboard quarter. Only one short burst was fired which killed the rear gunner, setting fire to his parachute and the H2S after which the fighter broke away port quarter up and was sighted by the W/Air and identified.

Only one attack was made and no word was received from the rear gunner; the mid-upper gunner did not sight the attack. Considerable damage was caused to the bomber which rendered unserviceable the following equipment - D.R. Compass, I.F.F., W/C. W/T, H2S, R/W, elevation and rudders. Two fires were started, one in the rear turret and one in the H2S compartment; these were extinguished by members of the crew. Monica was not in use at the time of the attack.

\* \* \* \* \*

PERRY, WO1 Leonard Herbert (RCAF 1234) - **Member, Order of the British Empire** - No.6 SFTS - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944 - Born at Woodstock, England, 12 December 1893 (RCAF Press Release 2659 announcing award). Virtually abandoned by his mother (whom he eventually traced to

being a housekeeper); educated in British charity schools before migrating to Canada (1910 by one report, February 1914 by another). Served as Private, First Battalion, CEF, 4 August 1914 to 15 July 1916 (wounded and gassed at Ypres); Private, Canadian Army Service Corps, 31 October 1916 to 30 March 1920 but also noted as having served with Canadian Air Force in England, 1919-1920 with unpaid rank of Acting Sergeant. Enrolled with Canadian Air Board (Second Class Air Mechanic), 30 March 1920 to 10 December 1921. Posted to Camp Borden as Motor Transport Driver, 3 January 1922. Taken on strength of permanent RCAF at Camp Borden, 1 April 1924. Promoted Flight Sergeant, 1 July 1927. Involved as a driver during Imperial Economic Conference of 1932. Promoted WO2, 1 May 1934. Attended Vimy Pilgrimage in July and August 1936. To Station Trenton, 28 June 1937. Promoted WO1, 1 April 1939. To No.2 SFTS, Uplands, 24 August 1941. To No.6 SFTS, Dunnville, 1 July 1942. To No.401 Reserve Equipment and Maintenance Unit, Dunnville, 2 December 1944. To No.3 Release Centre, Rockcliffe, 18 December 1944. Retired 26 May 1945. Medal presented 28 April 1944. Died in Victoria, 8 July 1981 as per **Airforce Magazine**, September 1981.

This senior Warrant Officer, in charge of a Motor Transport Section, has at all times fulfilled his duties in a very capable manner. His paramount interest is the Service and he has displayed marked ability in maintaining a high standard of efficiency and enthusiasm in personnel under his supervision. During the tour through Canada of Their Majesties the King and Queen this Warrant Officer was in charge of the RCAF Motor Transport placed at their disposal.

The recommendation was raised on 30 August 1943 by F/L D.U. Grant, No.6 SFTS, Dunnville, as follows:

WO1 Perry is one of the most senior Warrant Officers in the RCAF. In 1939, during the tour of Their Majesties, the King and Queen, this Warrant Officer was in charge of the RCAF motor transport placed at their disposal. His paramount interest is the Service and he fulfills his duties in a manner over and above that expected of him. WO1 Perry sets an example of efficiency to officers and airmen alike. He displays outstanding ability in maintaining the enthusiasm of the men under him, and his ability to impart knowledge to his subordinates is of a very high order. He has been a member of the RCAF since 1924.

The above is most interesting give a letter dated 22 May 1939, when G/C W.R. Kenny reported as follows:

In connection with the Royal Visit, it has been reported that an NCO, driving a car, arrived in front of the War Memorial on Sunday morning, May 21<sup>st</sup>, chewing gum vociferously and that the same NCO was seen at the Trooping of the Colours, standing on a chair in the area reserved for officers.

The name of the NCO concerned was No.1234 WO2 Perry, L.H., RCAF Station Trenton.

The matter should be taken up with the Officer Commanding, Air Training Command at once, pointing out the action of this NCO was in great contrast to the behaviour of the other airmen and is more serious on account of his seniority in rank.

**Notes:** There are ample reports of his expertise throughout his career. On 12 January 1934, F/L A.L. James (Officer in Charge, Motor Transport Section, Camp Borden) recommended (then) Flight Sergeant Perry for promoted to WO2 as follows:

- (1) Flight Sergeant Perry possesses administrative knowledge above the average for NCO rank as evidenced by his operation of the Mechanical Transport Section on this Station for the past ten years or so. This NCO has actually done the work of an officer in this respect.
- (2) A perusal of the maintenance reports of the M.T. Section at this station will show that the transport has been operated extremely efficiently. This is due entirely to the careful inspection of vehicles, judicious overhauls, careful supervision of the work of personnel, and the esprit de corps instilled in all M.T. drivers.
- (3) All personnel of the M.T. Section exhibit a keen interest in the section, and the work connected therewith. This is due to the leadership of Flight Sergeant Perry.
- (4) This NCO is extremely conscientious, reliable and does a considerable amount of work outside of normal working hours.
- (5) This NCO is a good disciplinarian.
- (6) This NCO is a qualified drill instructor and possesses requirements laid down in Para 17 Order and Instruction P.15/2.
- (7) An excellent NCO in every respect.

Perry became an interesting but erratic character. On 29 January 1942, he was assessed as follows: "Has a very good knowledge of M.T. duties but due to an extremely erratic nature is prevented from carrying out his duties to the satisfaction of his superior officers." This was sighted by to Commanding Officer of No.2 SFTS. The Station Commander added, "This WO1 has a long experience in M.T. duties but for some reason has developed a complete lack of tack with his subordinates and become generally erratic since his recent illness." These reports were detrimental to his being commissioned.

The flip side of this was his attachment to No.1 SFTS in March and April 1943. This was in

response to a request from G/C D.M. Edwards who found the M.T. section unsatisfactory and sought help in having it reorganized. Edwards subsequently made a remarkable report:

It is desired to state in the strongest terms how excellent his work in connection with the reorganization of our M.T. Section was. I have known this Warrant Officer since 1929 and although he has always been one of our best Warrant Officers, he seems to have increased in stature and knowledge to a point where his handling of a difficult situation, such as we had, is a joy to watch. He has a most pleasant personality and the ability to get along with all ranks, both officers and airmen. With his sound and extensive knowledge of Service procedure he proves a source of strength to all who come in contact with him. His presence at this Station has been like a "shot in the arm" to the M.T. Section and I do not expect any further major trouble from that Section.

Although I feel that it may be out of order, as I am not his Commanding Officer, I should like to recommend in the strongest terms that he be considered for a commission. I know of certain individuals, for instance Flight Lieutenant Bourne, who were taken on as AC2s and trained in the knowledge of their trade by this Warrant Officer, and who now hold commissioned rank. His usefulness to the Service with a commission and with a job at a Command Headquarters as an M.T. trouble-shooter would be immense. I would have no hesitation in recommending this warrant officer for a commission, or employing him as a commissioned officer, if I ever had the legal opportunity.

His ups and downs were further noted in a medical report dated 9 December 1943 from No.2 Convalescent Hospital, Hamilton:

The reason for admitting this man to Hospital in the first instance was more because of the complaints made about him by others than because of any symptoms presented by himself. Briefly he was described as upsetting the whole station. He was expending large amounts of energy with the effect of upsetting not only his own Section but other Sections of the Station. He was just bursting with ideas as to how everything should be done by everyone, full of good intentions in this respect, of course, but universally regarded as a pest and a troublemaker. Following his admission to Hospital, his Commanding Officer telephoned a request that this patient might be recommended for employment in some individual form of effort such as driving a staff car in which he would not be in a position to upset any organized section.

\* \* \* \* \*

PERRY, F/O Robert Allan (J35522) - **Distinguished Flying Cross** - No.640 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1085/45 dated



29 June 1945. Born 4 October 1922 in Windsor, Ontario; home there; enlisted there 7 March 1941 for General Duties (Trumpeter) and posted to No.1 Manning Depot. To Trenton and Composite Training School, 7 June 1941. Reclassified as Physical Training Instructor and posted to Halifax, 28 July 1941 with rank of Corporal. Promoted Sergeant, 1 October 1941. To No.4 Manning Depot, 16 October 1942. Remustered to aircrew and posted to No.5 ITS, date uncertain; may have graduated 1 May 1943 but not posted to No.1 BGS until 15 May 1943; graduated 6 August 1943 and posted next day to No.1 AOS; graduated and commissioned 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, 21 October 1943. Promoted Flying Officer, 17 March 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. To "K", 20 September 1945. To Greenwood again, 24 October 1945. To Release Centre, 17 November 1945. Retired 21 November 1945. Earned a Masters Degree in Education; spent 30 years as teacher and principal. Medal sent by registered mail. Died in Sarnia, Ontario, 1986 as per **Airforce Magazine** of January-February-March 1987.

This officer has taken part in a large number of operational sorties. He has attacked such heavily defended targets as Stuttgart, Kiel, Duisburg and Bochum. On one occasion in August 1944 he was bomb aimer in an aircraft which was badly damaged by anti-aircraft fire when crossing the enemy coast. While over the target area further damage was sustained. Although slightly injured in the eye by a splinter from the shattered windscreen, Flying Officer Perry successfully bombed his objective. At all times his cheerful courage and devotion to duty have been worthy of the highest praise.

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PERRY, WO Roy Everett (Can 6610) - **Mention in Despatches** - Linton - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 31 May 1919. Home in St.Thomas, Ontario; enlisted in Ottawa 16 September 1939 as Machinist and posted to "T". To Trenton, 5 March 1940. To Rockcliffe, 3 June 1940; reclassified that date as Armament Assistant. Promoted LAC, 25 January 1941. Promoted Corporal, 1 June 1941. Reclassified as Armourer (Bombs), 31 October 1941. To "Y" Depot, 28 November 1941. To RAF overseas, 12 December 1941. Promoted Sergeant, 1 July 1942. Promoted Flight Sergeant, 26 July 1943. Reclassified Fitter Armourer, 30 September 1943. Promoted WO2, date uncertain. Reclassified Armourer, 30 January 1945. Repatriated 15 February 1945. To No.1 Air Command, 26 February 1945. To Mountain View, 2 April 1945. Promoted WO1, 11 June 1945. To Air Armament School, 15 March 1946. To No.2 Release Centre, 28 May 1946. Released 31 May 1946. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 3 February 1945 when he had served 27 months in Canada, 38 months overseas.

This Warrant Officer has been, at different times, in charge of R & I Armoury and Armament Daily Servicing Squadron. Through his initiative and ability to organize he has made a very major contribution towards the efficiency of the

Armament Section. With heavy operational requirements of the last eight months he has worked extremely long hours, both day and night, entirely on his own initiative. Always cheerful, keen and enthusiastic towards his work, he has earned the complete confidence and respect of both his superiors and those who work under him. An outstanding Warrant Officer who has twice been recommended for commission.

PERRY, WO1 Roy Everett (Can 6610) - **Mention in Despatches** - Station Linton ("Overseas" in AFRO) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. See DHist file 181.009 D.1725 (PAC RG.24 Vol.20607). Warrant Officer in charge of Armament, Daily Serving Squadron, Station Linton. Recommended for BEM, 24 May 1945:

During the three and a half years that Warrant Officer Perry served with the RCAF overseas, the services which he rendered were of the highest quality. As an NCO and Armourer he at all times displayed the highest degree of keenness and efficiency, which was apparent in the efficient manner in which his section always worked. Though his duties often required that he work long, arduous hours, he at all times maintained a cheerful disposition and showed a willingness to do even more, if necessary. His outstanding devotion to duty and fine leadership qualities won for him the admiration of all serving with him and undoubtedly contributed greatly to the operational efficiency of his station.

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PERRY, F/L Victor Roland (C11542) - **Member, Order of the British Empire** - No.127 Wing, AEF - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 13 July 1911 in Newfoundland (RCAF press release 4910 reporting award). Attended University of Toronto. Employed by Toronto Hospital for Sick Children. Home in Oakville, Ontario. Enlisted in Toronto, 4 May 1942 in Medical Branch with rank of Flying Officer and posted to No.4 ITS. To Prince Rupert, 31 May 1942. Promoted Flight Lieutenant, 4 August 1942. To Boundary Bay, 2 January 1943. To Sea Island, 20 March 1943. To "Y" Depot, 15 July 1943. To United Kingdom, 25 August 1943. Repatriated 21 December 1944. To No.1 Composite Training School, 14 March 1945. To Technical Training School, 15 March 1945. To No.3 Release Centre, 21 July 1945. To No.4 Release Centre, 4 September 1945. Retired in Toronto, 7 December 1945. Died in Toronto, 19 January 2008. RCAF Press Release 3420 issued 10 June 1944 stated that at the time he was Medical Officer to the "Red Indian Squadron" (No.421 Squadron). Medal sent by registered mail 13 February 1948. No citation found in Canadian sources. Public Records Office Air 2/8872 has recommended citation.

This officer was the only Medical Officer on an L.C.T. on which he was proceeding to France when it was torpedoed in the early hours of June 7th. He made every effort to assist in the transfer of badly wounded men to an escort

vessel and did not leave the ship until ordered to do so. On transfer to a small vessel for the next 18 hours his sole concern was for the burnt and wounded men on board. Although suffering from shock and exhaustion himself, he tended the wounded in a confined space with very limited resources, before administering to his own needs. His efforts were undoubtedly instrumental in saving the life of at least one badly burnt man.

\* \* \* \* \*

PETERS, F/L Herbert Peter (J3512) - **Distinguished Flying Cross** - No.400 Squadron - Award effective 19 May 1943 as per **London Gazette** dated 25 May 1943 and AFRO 1247/43 dated 2 July 1943. Born in Regina, 13 September 1918, the son of a clergyman; received his elementary and high school training in Boston and Buffalo, New York, prior to attending the University of Saskatchewan. He gave his home as Edmonton when he enlisted in Saskatoon, 4 June 1940. Posted to No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940; to No.5 EFTS that date. May have graduated 18 September 1940 but not posted to No.1 SFTS until 4 October 1940; graduated and commissioned on 17 January 1941. In the United Kingdom he joined No. 1 School of Army Co-operation at Old Sarum, Wiltshire ( March 1941) flying Lysanders. Transferred in August 1941 to No.1416 Flight (Spitfires), then posted to No. 400 Squadron, Old Sarum. The unit was then converting from Lysanders to Tomahawks. Towards the end of 1941 he flew his first operational sortie, to Beauchamp. In January 1942, he similarly completed his first "Rhubarb" operation, against targets in Le Touquet, and in August, having converted to Mustangs, he participated in two trips in support of the Dieppe raid. The latter outings marked the advent of regular cross-channel operations, largely as outlined in his DFC recommendation, his Flying Log Book listing no less than 24 trips before the year's end, some of them, however, to intercept "business" over the Isle of Wight. On a sortie to Cherbourg on 4 November, Peters logged four railway engines. New Year 1943 commenced with two patrols over the Bay of Biscay, and as his tally of sorties mounted over the coming months, so, too, did recognition of his powers of leadership. In July, he was appointed Commanding Officer of No.414 Squadron, leading his pilots on operations to Paris, Antwerp (via Flushing) and St. Omer in the following month. Outings to Brussels and Cherbourg followed in September, the entry in his Flying Log Book for the latter trip stating, "Looked for D. H. Lewis (no luck). Too bad, a good type". Promoted Flight Lieutenant, 1 August 1942. Promoted Squadron Leader, 9 July 1943. Killed in action, 5 November 1943 (Mustang AM111) while commanding No.414 Squadron; name on Runnymede Memorial. Medal presented to next-of-kin, 20 February 1945. Medals sold at auction, 19 September 2003 for £ 2,900 by Dix-Noonan-Webb. Much of the foregoing material is based on their website auction information. For photographs see PL-4383 (ex UK-103) showing him alone and PL-4384 (ex UK-104), receiving last-minute briefing from Flight Sergeant F.L. Benson (Belleville, Ontario) "at an RCAF Army Cooperation Squadron somewhere in England."

This officer has been engaged on operational flying since August 1941. He has taken part in reconnaissance shipping and low level patrols. Throughout this period he has shown an unswerving determination and a fine fighting spirit. At

all times he has displayed a high standard of leadership which, with his ability, coolness and courage, has inspired his subordinates.

Original recommendation read as follows:

Since 22 August 1941, this Officer has completed 46 successful operational sorties for a total of 60 hours flying. Seven of these were "Popular" sorties in which oblique photographs were taken along the French coast from Boulogne to Berck-sur-Mer both landwards and seawards. The pictures taken on 4 January 1942 of the coast from Le Touquet to Berck-sur-Mer were taken at an altitude of between 200 and 500 feet and from 400 to 800 yards off shore. Although fired at from several points along the coast he displayed courage and determination in completing his task to produce a perfect set of pictures.

Up to 1 December 1942, Flight Lieutenant Peters led five "Rhubarb" operations during which four locomotives were attacked and damaged in the Dol-Avranches-Folligny area in Brittany and a locomotive, factory and gunpost were all successfully attacked at Yvetot in Normandy. During the Dieppe operation on 19 August 1942, this Officer led two sorties.

From 3 December till 1 January 1943, Flight Lieutenant Peters was engaged in low patrols over the Western approaches and the Bay of Biscay. His skill in navigation of single engine aircraft enabled him to successfully lead 12 sorties all of 550 miles or more in length over water at heights of less than 500 feet.

On 13 March 1943 at 2230 hours, while circling South East of Paris on a "Ranger" sortie in the vicinity of Melun aerodrome his aircraft was illuminated by searchlights just as his No. 2 sighted a Do. 217 circling to land. By turning away from his No. 2 he drew the searchlights away. This presence of mind enabled his No. 2 to engage and destroy the enemy undetected.

On 16 March 1943, while on his second night "Ranger" sortie, he covered 750 miles patrolling the vicinity of Rheims and Laon-Athis Aerodrome. Returning from this sortie he attacked and damaged seven barges at Noyon.

Since this pilot has been on operations he has shown an unswerving determination to get at the enemy in every possible way. His skill in handling single engine aircraft at night has enabled him to operate over enemy territory at periods when such aircraft are not expected. In all operations this Officer has displayed a high standard of leadership. This, together with his ability, coolness and determination, have done much to inspire those under him.

I therefore have the honour to recommend this Officer for the Distinguished

Flying Cross.

The sale of his medals included some correspondence which included an Air Ministry letter dated 9 November 1943:

Your husband, piloting a Mustang aircraft [on 5 November 1943], was carrying out day operations over enemy territory South West of Tholen, Holland, when the plane was seen to be hit by flak about fifty feet up when travelling at 250 m.p.h., and the pilot was seen to bale out but the parachute did not have time to open. From this it would appear that there is little likelihood that he could have survived, but unless confirmed by further evidence he will remain classified as "missing"

Another letter, from the Officer Commanding, Station Gatwick, (22 November 1943), quoted eye-witness information from Flying Officer G. Wannacott, who was present with Peters on the same sortie:

At one point he [Peters] attacked four locomotives, and damaged them all. Later both pilots attacked a 200-ton vessel causing so much damage that when they left the ship, the superstructure appeared on fire. Shortly after this your husband attacked another vessel of approximately the same size near the enemy shore. These attacks were carried out at very low-levels. After the last attack on the above target, Flying Officer Wannacott missed Herb, and on retracing his course, could make no contact with him. He then accordingly returned to base

The Base Commander concluded that Peters was "a top-notch pilot, a fearless flier, who combined skill and care with daring."

RCAF Press Release No. 2644 dated 26 August 1943 reads:

Interpretation of having a "hot time" in the Herb Peters' manner is to be hovering over a hostile airfield like Poix, taking a few pictures of the pock-mark effect, as Typhoon bombers drop their explosives in that direction.

"That was as hot as I've seen it, or want to see it," admitted Squadron Leader Herbert Peter Peters, DFC., of Edmonton, Alberta, who became commanding officer of an RCAF fighter reconnaissance squadron on August 1st, and has been through a lot of ticklish situations. "There was surely lots of flak coming up, as the "Tiffies" were dropping their loads. Flying Officer Gord Wannacott, my No.2 man, from Edmonton, will vouch for that."

Herb Peters has enjoyed a considerably closer than bird's eye view of France and the Low Countries since he joined the RCAF's first army co-operation squadron

in England, back in February of 1941. Not only has his assignment been largely one of tactical and photographic reconnaissance over enemy territory, but he was had a spell as a P.R.U. (Photographic Reconnaissance Unit) pilot in the bargain.

Flying at exceedingly low altitudes in the high speed Mustang, he has skipped over the Channel on innumerable occasions, dashing in and out of such harbours as Cherbourg and Brest, keeping a watchful eye on military and shipping events in the Channel Islands, his flights carrying him over Holland, and almost to the boundaries of Germany. He saw Paris in the Spring one night this year, along with his train busting pal, F/O D.M. "Bitsy" Grant, D.F.C., of Watrous, Saskatchewan. The latter shot down a Dornier 217.

"Had I known then what I know now, I would probably have knocked down my first enemy aircraft," believes Peters, who was closing in on one when he was caught in searchlights, and lost sight of his Jerry while taking evasive action. Peters had a grandstand seat at the Dieppe show, but his duty then was not to combat Hun aircraft.

"I only saw a few enemy aircraft that day, although there were plenty around, admitted Peters. "We were dashing up and down the back roads on "recces", looking for enemy troop and equipment movements, low level stuff all the time."

The Mustang pilot also knows what the middle aisle looks like from point of view of participant. He walked it with Flight Officer Joan Rowell last April, their romance being inaugurated when they both were based at the same station.

His citation for the Distinguished Flying Cross reveals what Peters doesn't discuss about the award of his "gong" on May 25th of this year. It reads: "This officer has been engaged on operational flying since August, 1941. He has taken part in reconnaissances, shipping and low level patrols. Throughout this period, he has shown an unswerving determination and a fine fighting spirit. At all times, he has displayed a high standard of leadership which, with his ability, coolness and courage, has inspired his subordinates".

Peters' progress is another success story of the boys who stepped right into the ranks in the British Commonwealth Air Training Plan, and rose to such posts as commanding officers. He had spent three years of Engineering at the University of Saskatchewan, but dropped studies for service when war came along. He enlisted on December 1, 1939. His call-up didn't come until the following May. He was in the first B.C.A.T.P. class at Manning Pool. He took his elementary training at Lethbridge. With him were Jack Amos and Fred Clarke, Montreal, who became flight commanders in RCAF fighter reconnaissance squadrons about the same time as Peters. He graduated from Camp Borden, his overseas posting

taking him to the “city of Toronto” squadron, where he served the greater part of his overseas time. He became a flight commander with that unit in February 1942, making the jump directly from pilot officer.

Peters’ habit of ‘getting around’ dates back to his tender years. Born in Regina, on September 13, 1918, Peters lived in Boston for three years, Buffalo for eight, before moving to Saskatoon, his father being a rancher, a minister and a professor at the University of Saskatchewan.

As for resuming engineering studies after the war, Peters goes into evasive action. “One thing at a time,” he grins. “Let’s keep our minds on the present business.”

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PETERS, F/O Lazar (J24058) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 293/45 dated 16 February 1945. Born 28 September 1912 in Dlugosiodlo, Russia; home in Montreal. Served in Black Watch Regiment; enlisted in RCAF in Montreal, 11 November 1941 and posted to No.2 Manning Depot. To No.7 Repair Depot, 15 January 1942. To No.6 ITS, 28 February 1942; graduated and promoted LAC on 24 April 1942 and posted to No.4 EFTS; graduated 17 July 1942 and posted next day to No.16 SFTS; ceased training 22 September 1942 and posted to No.1 Composite School. Posted to No.5 AOS, 24 October 1942; graduated and commissioned 19 February 1943. To “Y” Depot, 8 March 1943. To RAF, 19 March 1943. Promoted Flying Officer, 19 August 1943. Promoted Flight Lieutenant, 19 February 1945. Repatriated to Canada, 26 September 1945. Retired 5 November 1945. Appointed Member, Order of Canada, 15 December 1980 (see below). Died in Montreal, 15 July 1994. Medal presented in Montreal 25 November 1949.

This officer has successfully navigated his aircraft to such distant and well defended targets as Bremen, Essen, Karlsruhe and Dusseldorf. On one occasion in August 1944 while taking part in a sea search, his navigational ability was largely responsible for locating a dinghy and accurately directing a high speed launch to the rescue, in consequence of which seven lives were saved. At all times Flying Officer Peters has applied himself diligently to his allotted tasks, setting a fine example by his keenness, efficiency and devotion to duty.

DHist file 181.009 D.5526 (RG.24 Vol.20667) has recommendation dated 10 September 1944 when he had flown 27 1/2 sorties (126 hours 55 minutes), 11 March to 19 August 1944. Submission and sortie list as follows:

11 March 1944 - mine laying (6.10)  
13 March 1944 - Le Mans (5.50)  
15 March 1944 - Amiens (5.45)

20 April 1944 - Lens (5.30)  
22 April 1944 - Russelheim (5.20)  
24 April 1944 - Karlsruhe (6.50)  
26 April 1944 - Essen (5.25)  
27 April 1944 - Montzen (5.15)  
8 May 1944 - Haine St. Pierre (4.10)  
24 May 1944 - Trouville (4.25)  
27 May 1944 - Le Clipon (4.00)  
31 May 1944 - Leubringen (3.15)  
4 June 1944 - Calais (3.25)  
5 June 1944 - Merville (5.05)  
6 June 1944 - Conde-sur-Noreau (5.25)  
12 June 1944 - Le Mans (5.45)  
12 June 1944 - Arras (4.30)  
15 June 1944 - Boulogne (3.50)  
27 June 1944 - Wizernes (3.45)  
1 July 1944 - Bienneais (4.20)  
4 July 1944 - Biennais (4.15)  
12 July 1944 - Bremont (4.25)  
29 July 1944 - Hamburg (5.40)  
12 August 1944 - La Neuville (3.55)  
14 August 1944 - Falaise (4.05)  
15 August 1944 - Soesterberg (3.35)  
17 August 1944 - sea search (6.40, dinghy located)  
19 August 1944 - Bremen (6.20)

This officer, a Navigator, has completed 27 ½ sorties against the enemy. By his successful navigation, he has successfully navigated his aircraft to such distant and well defended targets as Bremen, Essen, Karlsruhe and Dusseldorf. On one occasion - 17<sup>th</sup> August 1944, while taking part in a sea search, this Navigator's outstanding ability was largely responsible for the spotting of the dinghy and accurate directing of the High Speed Launch to effect the saving of seven lives. At all times Flying Officer Peters has applied himself diligently and cheerfully to his task and he has contributed a full share on a most successful crew. I strongly recommend that he be awarded the Distinguished Flying Cross.

Order of Canada citation was as follows:

President of the Montreal Dress and Sportswear Manufacturers Guild. A Polish-born Canadian, he returned from distinguished war service in the RCAF to found his own company in Montreal. In recognition of the twenty years during which he has been chief negotiator for collective agreements in his industry, contributing thereby to its improvement and to industrial peace.



\* \* \* \* \*

PETERS, F/O William David (J36603) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born in Scotland, 25 March 1922 (birth date from obituary notice but other evidence suggests 25 August 1922). Came to Canada with his parents at the age of seven. Home in Sudbury; enlisted North Bay 23 July 1942. To No.1 Manning Depot, 7 September 1942. To No.6 SFTS (guard duty), 25 November 1942. To No.6 ITS, 6 March 1943; graduated and promoted LAC, 14 May 1943 but not posted to No.1 BGS until 29 May 1943; to No.1 AOS, 21 August 1943; graduated and commissioned 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, 21 October 1943. Promoted Flying Officer, 1 April 1944. Repatriated 23 April 1945. Retired 9 June 1945. Medal sent by registered mail 28 June 1949. Died in Toronto, 18 February 2005. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8751 has recommendation dated 15 April 1945 when he had flown 37 sorties (216 hours 51 minutes), 27 September 1944 to 21 March 1945. His obituary notice stated that he had routinely flown in an aircraft named "Friday the Thirteenth".

27 September 1944 - Calais (3.58) - Bombed on aiming point.  
30 September 1944 - Bottrop (4.37) - Cloud over target.  
6 October 1944 - Sterkrade (4.12) - 2,500 yards from A/P.  
25 October 1944 - Essen (5.02) - 3,500 yards from A/P.  
29 October 1944 - Zoutelande (3.31) - Aiming point.  
30 October 1944 - Cologne (6.03) - Cloud over target.  
2 November 1944 - Dusseldorf (5.55) - Fires; good attack.  
4 November 1944 - Bochum (5.47) - Concentrated fires.  
16 November 1944 - Julich (4.57) - Bombed aiming point.  
18 November 1944 - Munster (5.15) - Bombed through cloud.  
21 November 1944 - Sterkrade (7.11) - Good attack.  
29 November 1944 - Essen (5.49) - Bombed through clouds.  
21 December 1944 - Cologne/Nippes (6.08) - do.  
28 December 1944 - Opladen (5.47) - Cloud only (most aircraft did not see target).  
29 December 1944 - Koblenz/Mosel marshalling yard (6.13) - 5,700 yards from A/P.  
30 December 1944 - Cologne (6.48) - Cloud over target.  
2 January 1945 - Ludwigshaven (6.55) - Bombed aiming point.  
5 January 1945 - Hanover (5.19) - Cloud over target.  
16 January 1945 - Magdeburg (5.52) - Bombed aiming point.  
22 January 1945 - Gelsenkirchen (5.44) - Many fires.  
1 February 1945 - Mainz (6.28) - do.  
4 February 1945 - Gelsenkirchen (5.43) - Cloud over target.

7 February 1945 - Goch (5.39) - Sortie completed.  
 9 February 1945 - Wanne Eickel (5.35) - Good attack.  
 13 February 1945 - Bohlen (7.48) - Concentrated fires.  
 14 February 1945 - Chemnitz (7.53) - Fires in target area.  
 3 March 1945 - Kamen (6.15) - Good attack.  
 5 March 1945 - Chemnitz (8.31) - Cloud over target.  
 8 March 1945 - Hamburg (5.34) - 3 3/4 miles SW of A/P.  
 11 March 1945 - Essen (5.24) - Good bombing; cloud.  
 12 March 1945 - Dortmund (6.03) - Bombed through clouds.  
 13 March 1945 - Wuppertal (5.40) - do.  
 14 March 1945 - Homburg (6.08) - Intense fires.  
 15 March 1945 - Hagen (6.11) - Fires and T.I.s seen.  
 18 March 1945 - Witten (6.485) - Bombed as ordered; fires.  
 20 March 1945 - Recklinghausen (5.21) - 8 miles east of A/P/  
 21 March 1945 - Rheine (4.47) - Bombed aiming point.

An air bomber of skill and courage, Flying Officer Peters has completed a tour of 37 operations in Halifax III aircraft with No.158 Squadron. He has bombed such targets as Magdeburg, Chemnitz, Kamen, Gelsenkirchen, Dusseldorf, Sterkrade and many other objectives in highly defended parts of Germany. All but two of his sorties have been against major targets.

A keen member of aircrew, he has pressed home his attacks with determination and skill and has proved himself fearless in the face of the fiercest opposition. His other qualities of initiative and competence in times of emergency have made him a welcome member of an excellent crew.

In all phases of his work, this officer rendered valuable service throughout his tour, and it is now recommended that his constant courage and unfailing devotion to duty be recognized by the award of the Distinguished Flying Cross.

**Note:** Many of his sorties were flown with F/L Norman Graham Gordon, DFC, who in turn was associated on many sorties with Halifax LV907, "Friday the Thirteenth". See entry for Gordon for details.

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PETERS, F/L William Nelson (J22823) - **Air Force Cross** - No.14 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946 - Born 23 October 1920. Enlisted in Toronto, 27 November 1941 and posted to No.1 Manning Depot. To No.5 ITS, 28 March 1942; promoted LAC, 23 May 1943 but not posted to No.13 EFTS until 18 July 1942; to No.2 SFTS, 26 September 1942; graduated and commissioned, 22 January 1943; to No.1 Flying Instructor School, 5 February 1943. To No.14 SFTS, 2 April 1943.

Promoted Flying Officer, 22 July 1943. Promoted Flight Lieutenant, 1 February 1945. To Release Centre, 7 September 1945. Retired 24 October 1945. As of award had flown 1,940 hours, of which 1,600 hours were as instructor, 350 hours in previous six months. Medal sent by registered mail 20 April 1949.

As Examining Officer and previously as a Flight Commander, this officer is an inspiration to all with whom he serves. His outstanding ability as a flying instructor and pilot is unquestionably of the highest calibre. His enthusiasm, diligence and ability have set an excellent example for other instructors. His willingness to accept any task and carry it through to a successful conclusion is most praiseworthy.

\* \* \* \* \*

PETERSON, FS Andreas (R216282, later J92910) - **Distinguished Flying Medal** - No.166 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Name also rendered as "Petersen". Born 5 October 1921 (seaman); home in Hellevad, Denmark; enlisted Montreal, 3 February 1943 and posted to No.5 Manning Depot. To No.1 Training Command, 21 April 1943. To No.23 Pre-Aircrew Education Unit, 2 May 1943. To No.2 Advanced Gunnery Training School, 11 June 1943; promoted LAC and posted to No.3 BGS, 24 July 1943; graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 7 September 1943; taken on strength of No.3 PRC, 8 October 1943. Commissioned 20 December 1944. Repatriated 28 December 1944. To Mountain View, 8 February 1945. Promoted Flying Officer, 20 June 1945. To Release Centre, 29 August 1945; retired 5 September 1945. Medal presented in Copenhagen, September 1947.

This airman has participated in many attacks on targets in Germany and enemy occupied territory. He is outstanding as an air gunner and such is his vigilance that the crew have been able to proceed with their respective tasks with complete confidence. His vigilance and accuracy were demonstrated in June 1944 when over the target area his aircraft was damaged by an enemy fighter. After the bombing run had been completed the pilot took evasive action which enabled Flight Sergeant Peterson to fire a long burst at the fighter. The enemy fighter was seen to catch fire at the wing root. It dived out of control and later was observed to explode on the ground. The coolness and determination with which this gunner handled his guns has earned for him the confidence and respect of his crew and has been an example to other air gunners in the squadron.

RCAF Press Release No. 8001 dated 27 December 1944 from F/O George Sinclair reads:

WITH RCAF IN BRITAIN: -- After earning the DFM for shooting down a German fighter two days after D-Day, Flight Sergeant S A. Peterson, Danish rear-gunner of an RAF Lancaster is on his way to Canada for 30 days leave. He wants

to ski again at St. Sauveur, near Montreal, Quebec, and soon he hopes he may return to Denmark.

A midshipman in the training ship "Denmark", Peterson was at Jacksonville, Florida, in the spring of 1940, when Denmark was overrun by the Nazis. "It wasn't much of a surprise", said Peterson, "Because Germany had just signed a peace agreement with Denmark a few days before."

The "Denmark's" entire complement offered their services to the U.S. Coastguard when word came of the German invasion of their country. After a few months with the Coastguard, Peterson and two friends decided they wanted more action, and went to Montreal where they enlisted in the RCAF. Seven months later, Peterson was in England, wearing an air-gunner's wing.

In the days just before and after D-Day, Peterson and his crew flew bombing missions on five out of six nights. "On the fifth night, two days after D-Day, I felt and thought I could hardly see," he said, "but just as we were running up on our target, the Versailles marshalling yard, I saw a single engine fighter out on our port quarter. He was assessing our speed as he flew parallel with us. Then he dipped his right wing and disappeared below us. I counted, knowing how long it would take before he would come up under our tail. I swung my turret around and stood up to see over my guns downward. At 200 yards, I saw his white propeller spinners and we both opened fire at once."

"His engine burst into flame. As he broke away he had to show me his belly and I raked it with all four guns. He went down still burning."

"He had hit us too, but it was a lucky shot. Two cannon shells went into our starboard outer engine, starting a fire. But, they also hit the mechanism which operated the fire extinguishers, so the fire went out at once and the engine continued running."

\* \* \* \* \*

PETERSON, F/O Benjamin Lane (J85778) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 21 November 1923 in Victoria, British Columbia; home there (student); enlisted Vancouver 7 July 1942. To No.3 Manning Depot, 20 July 1942. To No.7 SFTS (guard duty), 11 September 1942. To No.4 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942; to No..5 EFTS, 23 January 1943; may have completed course 19 March 1943 but not posted to No.3 SFTS until 3 April 1943; graduated and promoted Sergeant, 25 July 1943. To "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943. Commissioned 11 April 1944. Promoted Flying Officer, 11 October 1944. Repatriated 25

January 1945. To Western Air Command, 26 January 1945. To Release Centre, 2 April 1945. Retired 5 April 1945. Attended University of British Columbia; obtained a Bachelor of Commerce degree. Already married, he studied Architecture and became a partner in Peterson and Lester Architects. Died in Victoria, 15 March 2018. Medal sent by registered mail 7 June 1950. RCAF photo PL-33617 (ex-UK-16043, 21 October 1944) shows F/O Ben Peterson talking to P/O G.W. Turner (flight engineer, Toronto). Intelligence Officer in centre is F/L C. Harry Brown (Winnipeg). No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 10 December 1944 when he had flown 33 sorties (167 hours 50 minutes), 14 June to 16 November 1944.

Flying Officer Peterson has completed a tour of operations, the majority of which were attacks against heavily defended German targets such as Sterkrade, Stuttgart, Essen and Cologne. Flying Officer Peterson has proven himself a fearless captain who always presses home his attacks with great tenacity despite the opposition. He has displayed skill and devotion to duty of a high order, his keenness being worthy of emulation by all pilots in the squadron.

The sortie list was as follows:

14 June 1944 - Cambrai (4.10, second pilot)  
16 June 1944 - Sterkrade (4.50, second pilot)  
21 June 1944 - Disemont (4.30)  
1 July 1944 - Biennais (4.00)  
3 July 1944 - Biennais (3.55)  
4 July 1944 - Biennais (3.45)  
12 July 1944 - Bromont (4.25)  
18 July 1944 - Vaires (5.10)  
25 July 1944 - Donges (6.10)  
25 July 1944 - Stuttgart (8.50)  
28 July 1944 - Hamburg (5.55)  
3 August 1944 - Foret de Nieppe (3.45)  
5 August 1944 - St.Leu d'Esserent (4.55)  
5 August 1944 - La Hogue (4.45)  
18 August 1944 - Bremen (5.15)  
25 August 1944 - Brest (5.30)  
31 August 1944 - Ile de Cezembre (4.50)  
6 September 1944 - Emden (4.15)  
11 September 1944 - Le Havre (4.30)  
11 September 1944 - Castrop Rauxel (4.55)  
12 September 1944 - Dortmund (4.45)  
15 September 1944 - Kiel (6.05)  
17 September 1944 - Boulogne (3.30)

20 September 1944 - Calais (3.05)  
4 October 1944 - Bergen (6.30)  
6 October 1944 - Dortmund (6.15, hit by flak)  
9 October 1944 - Bochum (6.50)  
14 October 1944 - Duisburg (5.10)  
14 October 1944 - Duisurg (6.00)  
23 October 1944 - Essen (5.30)  
25 October 1944 - Homburg (4.35)  
28 October 1944 - Cologne (6.00)  
16 November 1944 - Julich (5.05)

\* \* \* \* \*

PETERSON, LAC George Andrew (R168838) - **British Empire Medal** - No.7 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Langdon, Alberta, 16 July 1914 (RCAF press release announcing award); educated there. Employed as mechanic by John Deere Plough Co. of Calgary. Enlisted in Calgary, 17 June 1942 as Aero Engine Mechanic. To No.2 Manning Depot, 6 August 1942. To Technical Training School, 23 August 1942. Promoted AC1, 23 December 1942 and posted that date to No.7 SFTS. Promoted LAC, 23 March 1943. To Release Centre, 15 November 1944. Released 26 December 1944. Medal sent by registered mail 22 November 1945.

This airman, possessing a very high degree of trade skill, is extremely conscientious and has at all times produced the very best work of which he is capable. His cheerfulness and sincerity of purpose have made for him an enviable record and he has helped create a very high state of morale on his unit. Industrious and willing at all times, he has displayed devotion to duty of a very high order.

\* \* \* \* \*

PETERSON, WO Herbert Victor (R60240, later J15600) - **Distinguished Flying Cross** - No.10 Squadron (official announcement gave No.35 Squadron in error) - Award effective 29 May 1942 as per **London Gazette** dated 29 May 1942 and AFRO 880-881/42 dated 12 June 1942. Born in Calgary, 24 May 1920; home there (clerk and book keeper); enlisted there 28 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 14 October 1940; posted that date to No.9 EFTS; may have graduated 8 December 1940 but not posted to No.5 SFTS until 11 December 1940; graduated and promoted Sergeant, 11 March 1941. To Embarkation Depot, 23 March 1943. To RAF overseas, 29 March 1941. To No.10 OTU, 10 May 1941. To No.10 Squadron, 31 July 1941. Commissioned 2 June 1942. To Headquarters, Middle East, 30 June 1942. To No.462 Squadron, 21 August 1942. Promoted Flying Officer, 2 December 1942. To No.1 Personnel Despatch Centre, 26 March 1943. To No.1659 Conversion Unit, 28 April 1943. Promoted Flight Lieutenant, 10 May 1943 on posting to No.1664 Conversion Unit. Attached to

No.3 Flying Instructor School, 12 May 1943 to 5 June 1943, returning to No.1664 Conversion Unit. To RCAF Repatriation Depot, Warrington, 22 May 1944 for special leave in Canada (ferried a Halifax to Canada), returning 11 August 1944 via No.3 PRC, Bournemouth. To No.61 Base, 2 September 1944. To No.1664 Conversion Unit, 3 September 1944. Promoted Squadron Leader, 25 October 1944. To No.429 Squadron, 14 November 1944, serving with that unit to 4 May 1945. To No.246 Squadron, 15 May 1945 (York aircraft) including Temporary Duty, India, 25 May 1945. To No.426 Squadron, 26 June 1945. Repatriated to Canada, 19 January 1946. To No.2 Air Command, Winnipeg, 6 February 1946. Retained by postwar RCAF, 1 October 1946 with rank of Squadron Leader (199863). To Northwest Air Command, Edmonton, 28 February 1947. To Staff College, Toronto, 1 September 1948. To "K" Flight, Trenton, 27 June 1949. To No.1 Air Navigation School, Summerside, 9 February 1952. To Canadian Joint Air Training Centre, Rivers, 18 September 1953. To Station Chatham, 13 August 1955. To No.401 Squadron, Montreal, 14 May 1959. Attended Dakota First Officer course, No.4 OTU, Trenton, 18-30 July 1960 and Otter Conversion Course, No.102 K Flight, Trenton, 13 February to 2 March 1961. To AFHQ, 9 September 1962 for attachment to UN Contingent, Congo. To Air Defence Command, St. Hubert, 13 December 1963. Relinquished ADCHQ appointment, 23 May 1967. Retired 24 May 1967 (final release date being 2 January 1968).. DHist file 181.009 D.1505 (RG.24 Vol.20599) has recommendation dated 2 May 1942 when he had flown 19 sorties (125 hours). Had joined unit on 5 April 1941. Attack cited was 27 April 1942 (**Tirpitz**) and he attacked at 250-300 feet. Damage to aircraft included an 18-inch square hole in tail plane, leads to petrol cock shot away, and one engine disabled. His Flight Commander said of him, "Nothing is too arduous or too trivial." Died in Boucherville, Quebec, 9 August 1983 as per **Airforce Magazine** of December 1983. See Tom Coughlin, **The Dangerous Skies**. DFC and Bar presented by the King, 19 October 1943; second Bar presented 29 November 1947. RCAF photo PL-2713 shows Sergeants M.R. Sharun (St. Paul, Alberta), H.V. Peterson (Calgary), L. Smitten (Edmonton) and L. Bolli (Jasper, Alberta).

Warrant Officer Peterson has completed many operational sorties of which thirteen have been as captain of aircraft. One night in April 1942 he was detailed to attack the German Naval Base at Trondheim. On arrival over the target, in spite of intense barrage of anti-aircraft fire which he encountered, he dived to very low altitude and pressed home his attack. On the following night he carried out another low-level attack on the same target. His aircraft sustained severe damage and one engine was put out of action. With great skill and judgement Warrant Officer Peterson succeeded in flying his aircraft to an emergency landing ground where he made a safe landing.

DHH file 181.009 D.1505 (Library and Archives RG.24 Vol.20599 has the original recommendation dated 2 May 1942 when he had flown 19 sorties (125 hours).

Warrant Officer Peterson has been with No.10 Squadron since 5<sup>th</sup> April 1941 and during this period he has carried out 19 operational sorties, the last 13 as Captain. On the night of the 27<sup>th</sup> April 1942 he was detailed to carry out operations against

the battleship **Von Tirpitz** in Aas Fjord, Norway. On arrival at the target he was confronted by an intense barrage of fire, but in spite of this and hampered by a thick smoke screen, he dived down to bomb from a low altitude. On the following night he again operated against this target and pressed home his attack from a height between 250 and 300 feet. He identified the target and his crew report that they clearly saw the bombs burst under the stern of the ship.

By this time Warrant Officer Peterson's aircraft had been badly shot up, with a hole 18 inches square in the tail plane, leads to the petrol cock shot away and one engine out of action, but in spite of this, realizing that he could not reach his base, with great judgement and determination he nursed his aircraft back to the emergency landing ground and made a successful landing.

Warrant Officer Peterson's Flight Commander says of him, "Nothing is too arduous or too trivial", and I consider that his repeated determination, skill and courage should be recognized by the immediate award of the DFC.

The same day the Station Commander, Leeming, added his remarks:

Warrant Officer H.V. Peterson was captain on both the attacks against the **Tirpitz** when he displayed the utmost gallantry and elan and conception of duty in pressing home his attacks against intense flak from a very low height. On the second attack his aircraft was very badly damaged by AA fire. On this occasion he showed great skill, judgement and determination in nursing his crippled aircraft back to an emergency landing ground where he made a successful landing under very arduous and trying conditions. Warrant Officer Peterson has always shown an eager and aggressive spirit to strike the enemy. I strongly recommend him for the immediate award of the DFC.

PETERSON, WO Herbert Victor (R60240, later J15600) - **Bar to Distinguished Flying Cross** - No.10 Squadron (RAF) - Award effective 14 June 1942 as per **London Gazette** dated 30 June 1942 and AFRO 1052-1053/42 dated 10 July 1942. DHist file 181.009 D.1505 (RG.24 Vol.20599) has recommendation dated 8 June 1942. Incident was night of 5/6 June 1942 (aircraft was W7667, F/10) and he had flown 25 sorties (164 hours).

One night in June 1942, Warrant Officer Peterson was the captain of a Halifax aircraft detailed to attack Essen. Whilst over the target the aircraft was held by strong searchlight cones and subject to intense anti-aircraft fire. The port engine was hit and ceased to function, the windscreen was also damaged and a piece of perspex entered Warrant Officer Peterson's left eye. Nevertheless he continued to take evasive action and eventually set off on the return journey. Whilst over Holland, flying at 11,000 feet, he was attacked by an enemy fighter. His rear gunner delivered a short burst which caused the enemy aircraft to burst into



flames and dive away out of control. When crossing the Dutch coast the aircraft was again subjected to anti-aircraft fire and the starboard engine was put out of action. Despite Warrant Officer Peterson's injuries and the severe damage sustained by the aircraft he succeeded in flying back to this country and landing at an aerodrome with which he was unfamiliar. Warrant Officer Peterson displayed fine courage and determination throughout.

The original recommendation is found in DHH file 181.009 (D.1505), Library and Archives Canada RG.24 Volume 20599; raised 8 June 1942 by W/C D.C.T. Bennett: he had flown 25 sorties (164 operational hours).

Warrant Officer Peterson was the captain of Halifax N7667 "F3" of 10 Squadron on the night of the 5/6 June 1942 briefed to attack Essen. When over the target the aircraft was held in very strong searchlight cones and was subjected to very intense anti-aircraft fire. The port outer engine was hit and seized up. The windscreen was hit and a piece of perspex entered Warrant Officer Peterson's left eye. He continued to take evasive action continued on the homeward journey. When over Holland at 11,000 feet, he was attacked by an Me.110 and his rear gunner with a short burst caused the enemy aircraft to burst into flames, turn over on its back and go down out of control. When crossing the Dutch coast the aircraft was once again subjected to anti-aircraft fire and the starboard inner engine was put out of action. Warrant Officer Peterson' then continued on two engines and using one eye only,. On arrival over England he carried out a most excellent piece of flying by landing without flaps, with only two engines, and the use of one eye in a strange aerodrome with a run of only 800 yards. This is undoubtedly a case of very distinguished flying and I wish to recommend Warrant Officer Peterson most strongly for the award of the Bar to the Distinguished Flying Cross.

PETERSON, S/L Herbert Victor, DFC (J15600) - **Second Bar to Distinguished Flying Cross** - No.429 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 133/46 dated 8 February 1946.

This officer has served in both the African and European theatres of war. Since the award of the Distinguished Flying Cross he has attacked many of the most heavily defended targets in Germany. On several occasions his skill and fortitude were mainly responsible for the safe return of his aircraft and crew. Squadron Leader Peterson is a flight commander of outstanding ability whose fine leadership and organization have been reflected in the high standard of operational efficiency maintained by his flight.

DHist file 181.009 D.2610 (RG.24 Vol.20627) has the original recommendation dated 19 May when he had flown 20 trips (133 hours) on his second tour (21 November 1944 to 22 April

1945). The text and sortie list were as follows:

Squadron Leader Peterson, as captain of aircraft, has completed twenty trips on his second operational tour and was, until recently screened, employed as Flight Commander of "A" Flight of this squadron. This officer, during his second tour, displayed outstanding courage, willingness and determination. He took part in most of the raids to the more heavily defended areas of Germany and on occasions, when in the face of the most concentrated enemy opposition, was at his best; on many of these trips only his skill and fortitude made possible the safe return of his crew. Squadron Leader Peterson's crew has been outstanding, due mainly to his leadership. He has set a splendid example to them as well as to the other aircrew personnel of the squadron. Fearlessness, combined with accuracy, at all times describes this officer's capabilities in the air.

Squadron Leader Peterson has been an outstanding Flight Commander and his cooperation and organization have been instrumental in establishing an efficient flight besides being an inspiration to the remainder of the squadron.

While on his first tour as a Warrant Officer, Squadron Leader Peterson received the Distinguished Flying Cross and Bar and it is strongly recommended that he be awarded a second Bar to the Distinguished Flying Cross.

The sortie list was as follows:

21 November 1944 - Castrop-Rauxel (6.00)  
6 December 1944 - Osnabruck (6.15)  
18 December 1944 - Duisburg (6.15)  
28 December 1944 - Opladen (5.40)  
30 December 1944 - Cologne (5.55)  
2 January 1945 - Ludwigshaven (6.50)  
6 January 1945 - Hanau (7.10)  
1 February 1945 - Mainz (7.20)  
4 February 1945 - Osterfeld (6.00)  
13 February 1945 - Bohlen (8.00)  
8 March 1945 - Hamburg (6.00)  
9 March 1945 - Gardening, Oslo (7.40)  
11 March 1945 - Essen (6.20)  
13 March 1945 - Wuppertal (5.45)  
14 March 1945 - Zweibrucken (7.05)  
15 March 1945 - Castrop-Rauxel (6.05)  
31 March 1945 - Hamburg (5.55)  
4 April 1945 - Merseburg (9.20)  
10 April 1945 - Leipzig (8.10)

22 April 1945 - Bremen (5.15)

**Training:** Interviewed 8 May 1940 in Calgary by F/O J.P. Alexander - "Applicant is well built athletic young man of very good appearance, manner and personality. Good intelligence and has been employed on accountancy work and has some knowledge of wireless."

Course at No.1 ITS was 22 July to 14 September 1940. Courses and marks were Mathematics (100/100), Armament, practical and oral (98/100), Visual Link ("good"), Drill (80/100), Law and Discipline (95/100). Placed fifth in a class of 193.

Course at No.9 EFTS was 14 October to 11 December 1940; Finch II (33.35 dual, 25.25 solo). "This airman was quick to solo. His aerobatics are very good, instrument flying good, He is methodical and conscientious." (G.B. Dunbar) Ground courses in Airmanship (145/200), Airframes (128/200), Aero Engines (132/200), Signals, practical (50/50), Theory of Flight (79/100), Air Navigation (160/200), Armament, oral (138/200). Placed 11<sup>th</sup> in a class of 29. "Conduct very good. Ability average. This airman has the ability to absorb knowledge quickly. He is conscientious and tidy and should with further instruction become a satisfactory NCO pilot. Attitude towards the service good." (F/L H.H. Drury, 8 December 1940)

Course at No.15 SFTS was 11 December 1940 to 11 March 1941. Anson aircraft (28.50 day dual, 41.25 day solo, 2.20 night dual, 5.20 night solo, two hours in Link). Placed 13<sup>th</sup> in a class of 54.

**Notes:**

Accident, 14 December 1941 on Halifax R9376 at Skipton Satellite. He applied full power to all four engines with brakes on, intending to build up a running start. Aircraft had been delivered with no ammunition and so was slightly nose-heavy. He pushed stick forward and Halifax went on its nose, damaging it. "Primary cause of the accident was the pilot's over-anxiety to get the tail up quickly. This combined with conditions of grass surface and apparent slow reaction on the part of the pilot caused the accident." Suspended from flying for two weeks. At the time he had three hours five minutes on type.

Application for Operational Wing dated 5 April 1944 states he had flown 35 sorties (251 hours 25 minutes) with Nos.35 and 462 Squadrons. This was broken down as 166 hours 45 minutes with No.10 Squadron (31 July 1941 to 28 June 1942) and 84 hours 40 minutes with No.462 Squadron (29 June 1942 to 15 April 1943).

Application for Bar to Operational Wing dated 23 April 1945 stated he had flown 20 sorties (133 hours) with No.429 Squadron, 21 November 1944 to 22 April 1945.

**Selected Assessments:** It is strange that in the postwar RCAF he was never promoted, for his assessments were generally laudatory. He had not been impressive at Staff College, and what

some described as “tact” was called “weak discipline” by others.

“A captain who has done extremely well during his first operational tour. A very good type of officer.” (W/C G.P. Seymour-Price, No.462 Squadron, 10 January 1943; he had flown 255 hours, 90 in previous six months).

“Is employed as a deputy flight commander and has shown on numerous occasions that he is fully capable of running a flight himself.” (W/C S. Clarke, concurred in by G/C N.S. McGregor, No.1664 Conversion Unit, 6 October 1943)

“Has just completed a second tour as Flight Commander, ran a vet efficient flight and when given responsibility does a very good job, His skill and ability in flying duties was held in high esteem by all squadron personnel.” (W/C E.H. Evans, No.429 Squadron, 14 May 1945)

“Squadron Leader Peterson is a young pilot who has acted in the dual capacity of Personnel Staff Officer and Executive Assistant to the undersigned for a period of 18 month prior to August 1948. A wartime bomber pilot of proven courage and ability, Squadron Leader Peterson has shown adaptability to peacetime administrative work and has rapidly built up experience in this sense. His never-failing frank, courteous personalty plus tact have made him an extremely popular officer with both senior and junior officers of all Services, as well as civilians with whom he came in contact. Squadron Leader Peterson’s sense of humour is well developed and has contributed to his success to date. He is hardworking and willing and does not permit the Service to take second place to social life, although he is popular socially. He has absorbed a great deal of restricted military knowledge during the past 18 months and is fully security conscious,. I consider Squadron Leader Peterson should have an excellent career in the RCAF and strongly recommend him for the rank of Wing Commander.” (A/V/M K.M. Guthrie, Northwest Air Command Headquarters, 12 October 1948.

“Squadron Leader Peterson, as Officer Commanding Training Command Communication and Rescue Flight, possesses a sound knowledge of the pilot trade. His pilot ability is above average and the utilization of his aircraft is well-planned. This officer’s supervision of the parra-rescue and rescue team training has been good and deserves commendation. He is, however, lacking in force and leadership ability. He appears slightly immature and it is considered that further time in present rank is necessary before this officer can be recommended for promotion.” (W/C G.A. McKenna, Trenton, 28 February 1951). G/C G.P. Dunlop added, “This officer appears to be well employed commanding a flying unit. However, there is some doubt, owing to his lack of aggressiveness or shyness, that he could be employed to advantage as a staff officer.”

“Squadron Leader Peterson has been the Officer Commanding of the Air Training Wing at this Centre and in this capacity took a very active interest in flying and maintained his own flying proficiency at a high level. From the administrative aspect Squadron Leader Peterson was only average. Partly this was due to lack of staff and partly by Squadron Leader Peterson’s inexperience in this field and a tendency to show a lack of imagination. His present transfer to

an administrative position should do much to rectify this situation, in that Squadron Leader Peterson has been employed for far too long a period of time on straight flying duties. Squadron Leader Peterson is always very industrious toward any task assigned to him. He took an active part in sports activities and in this regard attempted to maintain the physical fitness of his aircrew.” (G/C J.A. Sproule, CJATC, Rivers, 26 August 1955).

“This officer runs the administrative side of this Station in a very capable manner. He is a good organizer and administrator and is a very able staff officer. In addition to his onerous duties as Chief Administrative Officer he is the Senior Air Cadet Liaison Officer for the ten squadrons for which this Station is responsible. In this capacity, he has done an outstanding job and has contributed greatly to the success of the Air Cadet Movement in New Brunswick. I am not cognizant of the reasons for the long delay in Squadron Leader Peterson’s promotion, but based on his current performance I consider he is well worthy of promotion to Wing Commander.” (G/C N.W. Timmerman, Station Chatham, 26 June 1958).

“Squadron Leader Peterson has provided loyal and competent support during a period in the Congo when all UN personnel were working under conditions of extreme pressure. There is no doubt as to his fine ability as a pilot and his knowledge of air matters. In dealing with aircrews of many nations, he has won their respect for his counselling and judgement. His affable manner has also earned the respect of the subordinate airman and he has been instrumental in maintaining their good morale under very frustrating working and living conditions. Squadron Leader Peterson is worthy of and is recommended for promotion.” (W/C W.F. Wiltshire, 8 August 1963).

\* \* \* \* \*

PETERSON, F/O Ivan Norman (J18238) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 2 June 1944 and AFRO 1444/44 dated 7 July 1944. Born Grassy Lake, Alberta, 11 January 1919; home there; enlisted Calgary 29 May 1941. Trained at No.8 BGS (graduated 13 April 1942) and No.3 WS (graduated 13 March 1942). Commissioned 1943. Released 27 April 1945. Rejoined RCAF, 13 June 1951 (41318), serving to 11 January 1969 when he retired to Victoria. Died in Kelowna, 10 November 2005 as per Royal Canadian Legion “Last Post” website and **Legion Magazine** of March/April 2006. Wireless operator in W/C W.H. Swetman's crew. Photo PL-33623 shows him. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty". DHist file 181.009 D.2624 (RG.24 Vol.20628) has recommendation dated 21 February 1944 when he had flown 22 ½ sorties (153 sorties 55 minutes). His first operation, against Bremen, was flown on 14 September 1942 while he was in No.14 OTU; the others were flown 14 January 1943 to 15 February 1944. Photo PL-33623 shows him.

This officer is a Wireless Operator of outstanding ability and has completed a large number of operational sorties. At all times he has displayed a strong sense

of duty and determination to ensure the successful completion of his missions. His coolness and fearlessness in the face of danger have given confidence to his crew...

The sortie list was as follows:

14 January 1943 - Lorient (8.20)  
15 January 1943 - Lorient (5.20)  
26 January 1943 - Lorient (5.10)  
29 January 1943 - Lorient (6.55)  
16 February 1943 - Lorient (6.40)  
3 March 1943 - Hamburg (6.50)  
5 March 1943 - Essen (7.00)  
8 March 1943 - Gardening (5.20)  
23 March 1943 - Gardening (4.40)  
4 May 1943 - Air/Sea Rescue (4.10 - counted as one-half sortie)  
17 August 1943 - Peenemunde (7.40)  
3 September 1943 - Berlin (7.55)  
5 September 1943 - Mannheim (6.50)  
18 October 1943 - Hanover (5.55)  
22 October 1943 - Kassel (6.00)  
22 November 1943 - Berlin (7.40)  
3 December 1943 - Leipzig (7.45)  
20 December 1943 - Frankfurt (6.00)  
5 January 1944 - Stettin (8.35)  
27 January 1944 - Berlin (8.45)  
28 January 1944 - Berlin (8.15)  
15 February 1944 - Berlin (7.35)

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PETERSON, P/O John Allan (J87217) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 27 October 1922 in Winnipeg; home there; enlisted there 9 February 1942. Granted Leave Without Pay until 10 March 1942 when posted to No.2 Manning Depot. To No.3 BGS, 8 May 1942 (non-flying duty). To No.7 ITS, 6 June 1942; graduated and promoted LAC, 31 July 1942 but not posted to No.2 AOS until 29 August 1942; graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 24 January 1943. To RAF overseas, 25 January 1943. Commissioned 27 May 1944. Promoted Flying Officer, 27 November 1944. Repatriated 3 May 1945. Retired 19 June 1945. DFC and Bar presented 17 January 1948. RCAF photo PL-41069 (ex UK-16868 dated 22 November 1944) shows him as navigator, "the sole Canadian in an RAF crew" who watched five earthquake bombs hit Tirpitz.

Throughout his tour of operations this officer has shown himself to be a skilful, courageous and resourceful navigator. He has participated in numerous sorties including some daylight missions. His accurate navigation played a large part in the success of these attacks. His aircraft has been in combat several times. On one occasion it was attacked by three Junkers 88 simultaneously. In spite of all the difficulties he has encountered, Pilot Officer Peterson has always displayed coolness, initiative and commendable fortitude.

NOTE: Public Records Office Air 2/9039 has recommendation dated 12 October 1944 when he had flown 34 sorties (182 hours 30 minutes); text gives a few more details to supplement that which was published. Sortie list indicates he was in same crew as P/O Robert D. Kerr and WO2 George B. Watts.

1 May 1944 - Toulouse (8.25)  
3 May 1944 - Mailly le Camp (5.35)  
6 May 1944 - Sable-sur-Sarthe (4.50)  
8 May 1944 - Brest (4.55)  
10 May 1944 - Lille (3.25)  
11 May 1944 - Bourg Leopold (3.55)  
21 May 1944 - Duisburg (4.40)  
22 May 1944 - Brunswick (6.25)  
27 May 1944 - Nantes (5.45)  
28 May 1944 - Cherbourg (3.15)  
31 May 1944 - Saumur (5.40)  
3 June 1944 - Cherbourg (3.35)  
6 June 1944 - Argentan (3.55)  
8 June 1944 - Rennes (7.00)  
12 June 1944 - Poitiers (6.15)  
14 June 1944 - Auray-sur-Odon (4.45)  
15 June 1944 - Chatellerault (6.50)  
21 June 1944 - Gelsenkirchen (4.20)  
24 June 1944 - Prouville (3.35)  
29 June 1944 - Beauvoir (3.20)  
12 July 1944 - Culmont Chalndrey (3.00)  
15 July 1944 - Nevers (7.20)  
19 July 1944 - Thiverny (3.54)  
20 July 1944 - Courtrai (3.20)  
24 July 1944 - Stuttgart (8.00)  
26 July 1944 - Givors (2.25, DNCO)  
28 July 1944 - Stuttgart (7.50)  
1 August 1944 - Mont Condon (4.45)  
2 August 1944 - Bois de Casson (4.40)  
5 August 1944 - Etaples (4.25)

7 August 1944 - Lorient (4.35)  
9 August 1944 - La Pallice (6.10)  
11 August 1944 - Givors (7.50)  
13 August 1944 - Brest (4.30)  
14 August 1944 - Brest (4.40)

This officer has just completed his first tour as a navigator of a most successful crew. Apart from his normal duties as navigator, he has on several occasions found winds in the target area for the squadron on special daylight operations, and the success of these attacks can be attributed in some measure to the accuracy of the winds found by Pilot Officer Peterson. He has a record of consistent navigation which, taken with his determination and courage, have made him a most valuable member of his squadron and an example to the other navigators. The aircraft in which he flew was engaged several times in the course of his tour in combats with enemy fighters, on one occasion being attacked by three Ju.88s simultaneously, but Pilot Officer Peterson always maintained his course and overcame all the difficulties with which he was confronted.

PETERSON, F/O John Allan, DFC (J87217) - **Bar to Distinguished Flying Cross** - No.9 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945.

Since the award of the Distinguished Flying Cross this officer has taken part in a number of hazardous operations which have included the last two attacks on the battleship Tirpitz. These flights called for a very high standard of navigational skill and Flying Officer Peterson proved his ability by guiding his pilot safely to the target on both occasions. In addition to great skill this officer has always displayed a high degree of courage and devotion to duty.

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PETERSON, F/L Lawrence Gordon (J23748) - **Mention in Despatches** - No.5 (BR) Squadron (now No.162 Squadron) - Award effective 3 November 1944 as per **Canada Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born 8 June 1920. Home in Winnipeg; enlisted there 9 February 1942. Granted Leave Without Pay until 10 March 1942 when posted to No.2 Manning Depot. To No.3 BGS, 8 May 1942 (guard duty). To No.7 ITS, 6 June 1942; graduated and promoted LAC, 31 July 1942; to 6 AOS, 1 August 1942; to No.1 CNS on 12 September 1942; to No.7 BGS, 4 December 1942; graduated and commissioned 5 February 1943; to No.3 OTU, 30 April 1943; to Eastern Air Command, 16 July 1943. To No.5 (BR) Squadron, 26 July 1943. Promoted Flying Officer, 5 August 1943. To No.162 (BR) Squadron, 4 September 1944. Promoted Flight Lieutenant, 5 February 1945. To Moncton, 1 May 1945. Retired 1 June 1945.

This officer was an observer of a Canso aircraft crew which volunteered to search



for a crashed Anson aircraft. He established contact with the crew on the ground by visual signalling and skilfully established the location of the crash. Although weary from lack of sleep, this officer maintained vigil throughout the night until the rescue party had been finally directed to the scene of the crash. The determined effort of the crew resulted in saving three of the lives of the crew members of the crashed aircraft although the pilot had been killed.

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PETERSON, F/O Thomas Ronald (J28495) - **Distinguished Flying Cross** - No.138 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 3 November 1923 in Duncan, British Columbia; home there (farmer and log scaler). Enlisted in 62<sup>nd</sup> Battery, Canadian Field Artillery, 5 June 1939; volunteered for Active Service, 1 September 1939; discharged 15 February 1940 as being underage; enlisted in RCAF, Vancouver 18 March 1942 and posted to No.3 Manning Depot. To No.3 SFTS, 8 May 1942 (guard duty). To No.7 ITS, 6 June 1942; graduated and promoted LAC, 31 July 1942; to No.19 EFTS, 12 September 1942; to No.11 SFTS, 7 November 1942. Ceased training, 24 February 1943 when posted to No.2 Manning Depot; to No.7 BGS, 19 March 1943; graduated and commissioned 27 July 1943. To "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943, embarking from Halifax on 26 August 1943; disembarked in United Kingdom, 1 September 1943 and posted to No.3 PRC, Bournemouth. To No.4 (Observer) AFU, 9 November 1943. Promoted Flying Officer, 23 January 1944. To No.26 OTU, 24 January 1944. To No.31 Base, 21 April 1944. Attached to No.1653 Conversion Unit, 5 May 1944. To No.138 Squadron, 8 June 1944. Repatriated 9 February 1945, arriving in Canada 17 February 1945. To Western Air Command, 28 February 1945; to No.6 OTU, Comox, 4 April 1945. To No.8 Release Centre, 24 July 1945. Released 3 August 1945. Died in Richmond, British Columbia, 7 September 1991 as per British Columbia Vital Statistics. Medal presented 13 July 1946. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." Public Records Office Air 2/9060 has recommendation dated 19 January 1945 when he had flown 32 sorties (201 hours five minutes), 27 June 1944 to 12 January 1945. The unit was a "Special Duties" squadron aiding Resistance forces, and the sortie list gives dates, times - but no objectives !

27 June 1944 - (4.00)  
29 June 1944 - (6.25)  
3 July 1944 - (4.35)  
4 July 1944 - (5.25)  
9 July 1944 - (4.40)  
10 July 1944 - (5.35)  
23 July 1944 - (6.55)  
24 July 1944 - (5.50)  
26 July 1944 - (6.35)  
30 July 1944 - (5.15)

4 August 1944 - (7.20)  
6 August 1944 - (6.55)  
8 August 1944 - (4.35)  
9 August 1944 - (4.40)  
11 August 1944 - (7.45)  
31 August 1944 - (6.40)  
5 September 1944 - (7.05)  
7 September 1944 - (5.05)  
10 September 1944 - (4.00)  
11 September 1944 - (3.50)  
19 September 1944 - (4.20)  
30 September 1944 - (8.40)  
4 October 1944 - (7.50)  
22 October 1944 - (6.35)  
1 November 1944 - (6.55)  
8 November 1944 - (8.20)  
26 November 1944 - (7.55)  
29 November 1944 - (7.25)  
28 December 1944 - (9.00)  
30 December 1944 - (4.45)  
31 December 1944 - (7.10)  
12 January 1945 - (9.00)

Flying Officer Peterson has completed 32 operations of a special nature, as an Air Bomber, with this squadron. The high degree of success which he has obtained, often under adverse weather conditions, and against most difficult targets, has proved him to be a most reliable and efficient member of his crew.

His keenness to operate on all occasions, his determination to ensure the success of each operation and his cheerful contempt for the dangers involved have been a sound example to all.

**Notes:** On repatriation he stated on form that he had flown 202 operational hours (32 sorties) plus 230 hours 20 minutes non-operational. Types on which he had flown were Anson (33.55), Wellington (88.05), Halifax (121.40) and Stirling (188.40).

**Training:** At No.7 ITS he placed 97<sup>th</sup> in a class of 150 - "Good type lad, hard worker - mature for age. Reliable, steady."

At No.19 EFTS he flew Tiger Moths (33.50 day dual, 34.30 day solo, 3.50 night dual, 50 minutes night solo) of which ten hours were on instruments; took 10.30 dual to first solo. Placed 26<sup>th</sup> in a class of 38 - "This pupil does an average job on both instrument and contact flying. Seems to be very willing and is always on the job. Good student in Ground School. Industrious

and conscientious with a good sense of duty.”

At No.11 SFTS he flew Cranes (74.25 day dual, 58.50 day solo, 8.40 night dual, 9.30 night solo). Of these figures, 14.30 in formation and 26.55 on instruments. Flew 8.55 dual to first solo. He was 50<sup>th</sup> in a class of 51. F/L J.B. Hardy concluded, “Temperamentally unsuited to become a Service Pilot. Shows lack of airmanship and initiative. Nervous to the extent of ‘blowing up’ in emergencies.”

At No.7 BGS (22 March to 11 June 1943) he flew in Anson aircraft for bombing (46.45 day, 4.10 night) and Bolingbroke aircraft for gunnery (24.35 day). Dropped 87 bombs by day and 20 by night (high level) plus 15 by day in low level. Fired 3,800 rounds in various exercises. Placed 26<sup>th</sup> in a class of 46.

At No.1 AOS (14 June to 23 July 1943) flew in Ansons (32.35 day and 16.50 night). Placed 28<sup>th</sup> in a class of 38. Graded in Navigation, air work (347/500), Bombing, air work (199/300), Photography in air (141/200), Elements of Navigation (112/200), Signals, practical (250/250), General Photography (138/150), Reconnaissance (114/150) and Aircraft Recognition (202/250).

Course at No.4 (Observer) AFU was 15 December 1943 to 24 January 1944. Flew in Ansons (10.55 day bombing, 9.50 day combined exercises, 13.10 night combined exercises). By day he dropped 24 bombs (medium level) and two bombs (low level). Carried out four infra-red night bombing exercises. On his navigation it was noted, “This officer showed the best results as far as navigation was concerned and took a keen interest in the subject.”

Course at No.26 OTU was 26 January to 24 April 1944. Flew 48.25 (day) and 38.50 (night). Did not complete four infra-red exercises due to weather. “Above average Air Bomber in both practical and theoretical work. Has shown plenty of interest. Crew cooperation very good. General bearing very good.” Under “Bombing” he was assessed under five headings - Bombs and Component (“Above average”), Pyrotechnics (“Above average”), Bombing Drill and Panel Manipulation (“Above average”), Bombsight Bombing Theory (“Exceptional”) and Map Reading (“Above average”). In basic bombing exercises he dropped 24 bombs by day and 24 by night. On cross-country exercises he dropped nine sticks of bombs by day (all successful) and eight sticks by night (all successful). Carried out two exercises in practical gun handling, firing 1,500 rounds from Frazer Nash turrets

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PETERSON, F/L Warren Senior (J9533) - **Commended for Valuable Services in the Air** - No.18 SFTS - Awarded as per **London Gazette** dated 14 November 1944 and AFRO 2684/44 dated 15 December 1944. Born in Winnipeg, 4 April 1920. Carpenter’s helper (1936-1937), secretary at a vocational training school (1937-1940) and salesman (1940-1941). Home in Winnipeg; enlisted there 15 March 1941. At the time of enlistment he submitted a letter of reference from Konnie Johannesson Flying Service which stated that only lack of funds had

prevented his completing a course at that company, and stating, "His association with sports and participation in same gives him the advantage of keenness of eye and mind so essential to combat flying today. Apart from this, he is a first class physical specimen and would be an asset to any squadron on the ground or in the air." To No.2 Manning Depot, Bramdon, 28 May 1941. To No.35 SFTS, North Battleford (guard), 20 June 1941. To No.4 ITS, Edmonton, 16 July 1941; graduated and promoted LAC, 19 August 1941; to No.18 EFTS, Boundary Bay, 20 August 1941; graduated 11 October 1941 and posted next day to No.15 SFTS, Claresholm; graduated and promoted Sergeant, 2 January 1942; subsequently commissioned with effect from that date. To Central Flying School, Trenton, 17 January 1942. To No.12 SFTS, Brandon, 27 March 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 15 August 1943. To No.18 SFTS, Gimli, 7 September 1943. Attended No.2 Flying Instructor School, 22 July to 5 August 1944. To No.8 OTU, 1 February 1945; to No.2 Air Command, 10 March 1945; to Release Centre, 8 June 1945. Retired 12 June 1945. Died in Surrey, British Columbia, 7 July 1987.

This officer, while employed at this unit as an Examining Officer, in addition to his regular duties, drew up a complete system of improving the character and leadership training of aircrew, which has been in effect for a number of months. The outstanding resourcefulness of this officer has been a valuable contribution to the training plan. His ability, keenness and devotion to duty have been an excellent example to those serving under him.

Recommendation raised on 14 July 1944 by S/L B.G. Miller when he had flown 1,206 hours (88.30 in previous six months) of which 948 hours had been on instructional duties (70.30 in previous six months). Text as follows:

This officer, while employed at this unit as a Squadron Examining Officer, in addition to his regular duties, drew up a complete system of improving the character and leadership training of aircrew trainees, which has been in effect for the past five months. Many of his original ideas have since been adopted in the present policy of Aircrew Leadership Training, indicating that his extra effort and thought have been a valuable contribution to the Training Plan. His keenness and devotion to duty have at all times been exemplary and he has set an example to those who serve under him.

**Selected Assessments:** "This officer has always merited the highest praise from his Flight Commander. Strongly recommended for Flying Officer." (F/L C.H. Mussells, No.12 SFTS, 6 November 1942).

"A very efficient flight commander. Good organizer and has always kept the instructors and students on their toes." (F/L G.R. Young, No.12 SFTS, 9 September 1943).

"This officer is Squadron Commander of all Specialist Flights at this unit. He is a conscientious

worker and has organized his Squadron effectively. His cooperation is very good and he is highly recommended for promotion to Acting Squadron Leader in order that he may discharge his duties even more effectively." (S/L J.H. Baird, No.18 SFTS, 31 October 1944),

**Training:** Interviewed 11 February 1941.

Course at No.4 ITS was 15 July to 15 August 1941. Courses and marks were: Mathematics (85/100), Armament, practical and oral (84/100), Signals (100/100), Hygiene and sanitation (37/40), Drill (77/100), Law and Disciplined (57/60). Tested 75 % in Visual Link. "Formerly Office Manager for Beach Foundry Limited, Winnipeg. Keen, alert, excellent spirit. Appears to be above average material. Very active in all sports. One brother training for pilot in RCAF. Father served in last war."

At No.18 EFTS, 20 August to 10 October 1941. Flew in Tiger Moth aircraft (28.00 dual, 27.45 solo of which 5.05 on instruments; also ten hours in Link. "This pupil is very intelligent and alert. Very enthusiastic about flying and has no trouble on any of the sequences. With more experience should become an excellent pilot." Ground school courses in Airmanship (132/200), Airframes (67/100). Aero Engines (60/100), Signals, practical (98/100), Theory of Flight (63/100), Air Navigation (139/200), Armament, oral (165/200). Placed 15<sup>th</sup> in a class of 60. Suitable for commission. "A good student who has shown good results after hard work. His progress has been favourable from the start of his course. He also possesses good leadership qualities which should be developed."

Course at No.15 SFTS was 13 October 1941 to 2 January 1942 on Anson aircraft (40.05 day dual, 55.45 day solo, 2.15 night dual, 9.55 night solo - of this, 22 hours on instruments. Also 20 hours in Link. "An average pilot. Has excellent control over his aircraft, and has the making of an outstanding twin-engine pilot. Very smooth and his judgement is outstanding." Ground school courses in Airmanship and Maintenance (123/200), Armament, written (55/100), Armament, practical (92/100), Navigation and Meteorology (151/200), Signals, written (37/50) and Signals, practical (100/100). Placed fourth in a class of 49. "Steady, reliable student who takes pride in his work. A good leader on account of his mature and sound character."

When attending Central Flying School, 2 February to 24 March 1942, his flying experience was described as 29 hours single engine solo, 27 hours single engine dual, 65 hours twin engine solo, 39 hours twin-engine dual. "Above average pilot and instructor material, Good voice and manner. Aerobatics require more practice." (WO2 McCloskey). Ground school courses in Airframes (68/100), Airmanship (64/100), Engines (74/100) and Air Navigation (87/100). Tested on Harvard aircraft. Assessed under following headings: Sequence ("Needs practice"), Voice ("Good"), Manner ("Confident"), Ability to impart knowledge ("Potentially high"), and Ability as Pilot ("Needs practice in aerobatics"). General remarks: "This pilot needs supervision and practice in patter and flying. With hard work, he should become a good instructor." (F/L B.A. Casey, 27 April 1942). Awarded Category "C" instructor class.

He was subsequently tested at No.12 SFTS by the Central Flying School Visiting Flight, 12 December 1942, on Cessna aircraft. By then he had logged 526 hours 20 minutes instructing. Described as a "high average instructor" and category raised to "B" for twin-engine flying. Assessed by F/L J.F.. Davis and S/L G. Folkins.

Assessed again by No.2 Visiting Flight, 14 February 1944 at No.18 SFTS on Anson II aircraft. By then he had logged 865 hours 15 minutes on instructional flying. Described as "a very capable instructor" by S/L R.C. Stovel and Category raised to "A2" for twin-engine flying.

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PETHICK, F/O Llewellyn Wallace (J85243) - **Distinguished Flying Cross** - No.50 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Hamilton, Ontario, 20 October 1917; home in Montreal (bookkeeper); enlisted there 6 March 1942. Granted Leave Without Pay until 29 March 1942 when posted to No.5 Manning Depot. To No.6 ITS, 19 July 1942; graduated and promoted LAC, 11 September 1942 but not posted to No.20 EFTS until 10 October 1942; graduated 3 December 1942 when posted to No.16 SFTS; graduated and promoted Sergeant, 2 April 1943. To "Y" Depot, 16 April 1943. To RAF overseas, 26 May 1943. Commissioned 3 March 1944. Promoted Flying Officer, 3 September 1944. Repatriated 23 November 1945. Retired 9 January 1946. Medal sent by registered mail 10 March 1949. Died in Burlington, Ontario, 1 September 1998 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1999. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8827 has recommendation dated 10 August 1944 when he had flown 35 sorties (194 hours 55 minutes) as follows:

10 May 1944 - Lille  
11 May 1944 - Bourg Leopold  
19 May 1944 - Tours  
21 May 1944 - Duisburg  
22 May 1944 - Brunswick  
3 June 1944 - Serve d'Urville  
5 June 1944 - St.Pierre du Mont  
6 June 1944 - Argentan  
8 June 1944 - Rennes  
10 June 1944 - Orleans  
12 June 1944 - Portiers  
14 June 1944 - Annay  
15 June 1944 - Chatellerault  
21 June 1944 - Buer  
23 June 1944 - Limogens  
24 June 1944 - Prouville

27 June 1944 - Vitri  
29 June 1944 - Beauvoir (day)  
12 July 1944 - Revigny rail jun.  
14 July 1944 - Villeneuve  
15 July 1944 - Nevers  
18 July 1944 - Caen (day)  
20 July 1944 - Courtrai  
23 July 1944 - Kiel  
24 July 1944 - Stuttgart  
25 July 1944 - St.Cyr (day)  
26 July 1944 - Givors  
28 July 1944 - Stuttgart  
30 July 1944 - Cahagnes  
31 July 1944 - Joigny (day)  
1 August 1944 - Mont Candon (day)  
2 August 1944 - Bois de Casson (day)  
3 August 1944 - St.Leu d'Esserent  
7 August 1944 - Fecqueville  
9 August 1944 - Chatellerault

Flying Officer Pethick has now completed thirty-five bombing sorties comprising 194.55 hours operational flying and including attacks on such targets as Stuttgart (twice), Kiel, Duisburg and Brunswick. He has proved himself to be one of the most efficient captains and pilots of the squadron and the success which his crew has achieved is largely due to his personal skill, judgement and leadership.

All his sorties have been characterized by a quiet determination and unostentatious enthusiasm to hit the enemy hard and with great accuracy. He has infused a fine spirit in his crew and his example has contributed in no small measure to the high morale of his squadron.

For his dogged perseverance, his courage in the face of the enemy and his unrelenting devotion to duty, Flying Officer Pethick is recommended for the award of the Distinguished Flying Cross.

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PETSCHE, Sergeant Joseph (R216097, later J86805) - **Distinguished Flying Medal** - No.434 Squadron - Award effective 18 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1020/44 dated 12 May 1944. Born 16 March 1922 in Yugoslavia; home in Ville Lasalle, Quebec (machinist); enlisted Montreal, 8 January 1943 and posted to No.3 Manning Depot; to No.9 Pre-Aircrew Education Unit, 7 February 1943; to No.9 SFTS, 3 April 1943; to No.1 Manning Depot, 30 April 1943; to No.2 Air Gunner Ground Training School, 28 May 1943;

promoted LAC, 10 July 1943 when posted to No.3 BGS; graduated and promoted Sergeant, 20 August 1943. To "Y" Depot, 3 September 1943; to United Kingdom, 12 September 1943. Commissioned 25 May 1944. Repatriated 16 October 1944. Promoted Flying Officer, 25 November 1944. To No.2 Release Centre, 14 February 1945; retired 1 March 1945. Medal presented by Governor General, 24 May 1946. RCAF photo PL-28716 (ex UK-9932 dated 28 April 1944) shows him

In March 1944, this airman was the mid-upper gunner of an aircraft detailed for a sortie. Whilst over the target area the aircraft was hit by bullets from a fighter. Sergeant Petsche was wounded. Although in much pain and suffering from the loss of blood, he displayed great devotion to duty and gallantly assisted in extinguishing a fire which had commenced in the rear of the aircraft. Not until then did he inform his captain of his injuries. On this first sortie this airman set a worthy example.

\* \* \* \* \*

PETTIT, F/L Maurice William (J16060) - **Distinguished Flying Cross** - No.218 Squadron - Award effective 24 March 1943 as per **London Gazette** dated 6 April 1943 and AFRO 809/43 dated 7 May 1943. Born in New Liskeard, Ontario, 27 January Ontario, 1920; home in Toronto; enlisted there 6 January 1940 and posted to No.1 Manning Depot; to No.1A Manning Depot, 21 January 1941; to No.4 BGS, 8 February 1941; to No.1 ITS, 22 April 1941; graduated and promoted LAC, 28 May 1941 when posted to No.12 EFTS; graduated 15 July 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 25 September 1941. To Embarkation Depot, 26 September 1941; to RAF overseas, 11 October 1941. To No.20 OTU, 12 January 1942; to No.1651 CU, 22 July 1942; to No.218 Squadron, 7 September 1942; commissioned 7 October 1942. Promoted Flying Officer, 15 February 1943; promoted Flight Lieutenant, 7 March 1943. To No.12 OTU, 24 April 1943. Promoted Squadron Leader, 17 June 1944. Repatriated 25 September 1944. To No.124 (Communications) Squadron, 1 November 1944. To No.5 OTU, 15 November 1944. To No.9 Release Centre, 7 September 1945. Released 11 September 1945. DFC presented at uncertain date - probably same time as Bar to DFC (9 April 1948).

This officer, who has completed twenty-seven operational missions, has displayed great keenness and tenacity. On two occasions towards the end of 1942 he displayed great resolution in pressing home his attack on certain targets after his aircraft had been badly damaged by enemy action. In February 1943 he took part in an attack on Cologne. Whilst over the city his aircraft was held in the searchlights and hit by anti-aircraft fire. One engine was put out of action and two windows beside the pilot were blown in. Despite this, Flight Lieutenant Pettit successfully bombed his target. His exemplary conduct has been worthy of high praise.

Public Record Office Air 2/4951 has recommendation drafted 17 March 1943 when he had flown



27 sorties (160 hours).

Flight Lieutenant Pettit has been operating with No.218 Squadron since September 1942 and has completed 27 operations involving 160 flying hours. He has undoubtedly shown himself to be one of the most tenacious and level headed pilots in the squadron.

In October 1942, while on operations to Hearnwyk his aircraft was so badly shot up that it seemed impossible to attack. Flight Lieutenant Pettit, however, pressed home his attack with three engines, one having received a hit and cut, and daringly bombed in the face of heavy opposition. He was able to bring his badly damaged aircraft back to base where he crash landed with an unserviceable undercarriage.

In November 1942 while on an operation to Hamburg his Stirling was intercepted and badly shot up by two night fighters. Despite this, " " carried on and bombed the target on three engines and made a safe return.

In February 1943, his aircraft was coned at Cologne and received severe hits by flak. One engine was completely put out of action and two windows beside the pilot were blown in; despite these hazards the target was successfully bombed.

Flight Lieutenant Pettit has, at all times, displayed keenness of a high order towards operational effort, and has been a splendid example to younger and inexperienced pilots joining the squadron.

He is very strongly recommended for an immediate award of the Distinguished Flying Cross.

PETTIT, S/L Maurice William, DFC (J16060) - **Bar to Distinguished Flying Cross** - No.432 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Recommended 28 July 1944 when he had flown 46 sorties (258 hours 25 minutes), including 20 sorties since the DFC. Tours had been from 10 September 1942 to 11 March 1943 (26 trips, 155 hours 50 minutes) and 18 March to 24 July 1944 (20 sorties, 102 hours 35 minutes). An ink notation added one more sortie on 1 August 1944 (3 hours 30 minutes).

Since the award of the Distinguished Flying Cross, Squadron Leader Pettit has completed many attacks on heavily defended targets. He has displayed outstanding qualities of courage, skill and determination. His operational record during both of his tours has set an inspiring example to all the members of the squadron.

The sortie list with the recommendation for the Bar to the DFC covered both tours and went as

follows:

### **First Tour**

10 September 1942 - Dusseldorf (4.20, second pilot)  
16 September 1942 - Mining, Dutch coast (3.25)  
18 September 1942 - Mining, Frisians (4.35)  
23 September 1942 - Mining, Frisian (5.00)  
1 October 1942 - Wismar (8.20)  
2 October 1942 - Krefeld (3.30)  
5 October 1942 - Aachen (5.20)  
6 October 1942 - Osnabruck (4.30)  
12 October 1942 - Mining, Kattegat (6.30)  
24 October 1942 - Italian Alps - Milan (6.20)  
26 October 1942 - Mining, Gironde (6.35)  
9 November 1942 - Hamburg (6.00)  
16 November 1942 - Mining, objective unclear (9.15)  
20 November 1942 - Turin (7.10)  
8 December 1942 - Mining, Baltic (8.00)  
15 December 1942 - Duplholtz (4.20)  
7 January 1943 - Sylt (5.25)  
27 January 1943 - Mining, Baltic (7.40)  
7 February 1943 - Lorient (5.00)  
13 February 1943 - Lorient (6.00)  
14 February 1943 - Cologne (4.30)  
16 February 1943 - Lorient (5.15)  
18 February 1943 - Mining, Gironde (7.15)  
19 February 1943 - Wilhelmshaven (5.25)  
5 March 1943 - objective not specified (2.30, aircraft unserviceable, duty not carried out)  
9 March 1943 - Bordeaux (7.00)  
11 March 1943 - Stuttgart (6.40)

### **Second Tour**

18 March 1944 - Frankfurt (6.00)  
22 March 1944 - objective not specified (3.10, aircraft unserviceable, duty not carried out)  
24 March 1944 - Berlin (7.30)  
30 March 1944 - Nuremberg (7.15)  
18 April 1944 - Noisy le Sec (5.25)  
22 April 1944 - Dusseldorf (5.05)  
24 April 1944 - Karlsruhe (6.35)  
1 May 1944 - St. Ghislaine (4.00)  
12 May 1944 - Louvain (4.45)

2 June 1944 - Neufchatel (4.00)  
5 June 1944 - Houlgate (4.35)  
6 June 1944 - Coitrances (4.20)  
8 June 1944 - Mayenne (5.40)  
10 June 1944 - Versailles (5.10)  
16 June 1944 - Sterkrade Holten (4.25)  
23 June 1944 - Bienteques (3.50)  
24 June 1944 - Baminnes (3.40)  
1 July 1944 - Biennais (3.45, daylight)  
15 July 1944 - Nucourt (4.15)  
18 July 1944 - Wesseling (5.15)  
24 July 1944 - Ferfay (3.55)  
1 August 1944 - Foret de Forestel (3.30, day)

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has a recommendation for an American DFC drafted 2 August 1944 when he had flown 47 sorties (261 hours 55 minutes); sortie list as above. Text as follows:

This officer has to his credit twenty-one trips on his second tour of operations. His tested coolness and skilful leadership in face of enemy fire is an inspiration to those who serve with him and a definite asset to the Allied cause.

On recent occasions when detailed to support the Allied ground forces participating in the Normandy campaign this same cool, determined and effective leadership has helped in good measure the air support given the Allied ground forces. He is recommended for an American award of the American Distinguished Flying Cross.

In a letter dated 5 August 1944 (No.62 Base to Air Officer Commanding, No.6 Group) the opinion was expressed that as he could (or should) receive only one decoration, the American award would be preferable.

**Note:** The website <http://www.yorkshire-aircraft.co.uk> reports that on 4 August 1944, Halifax aircraft NP723 of No.432 Squadron suffered minor flak damage in attacking a supply and repair depot at Bois de Cassen; unit diary said the aircraft was "well plastered" by falling shrapnel. Crew was S/L Maurice William Pettit, DFC (pilot), Sergeant Arthur Victor Plummer, RAF (flight engineer, later DFM), Warrant Officer Alex Henry Branch (J87394, navigator, later DFC), Warrant Officer William Gray (bomb aimer, later DFC), Warrant Officer G.J. Keogh (WOP/AG), Warrant Officer Ralph Gordon Bullivant (mid-upper gunner, later DFC) and Sergeant Douglas Richard Penny (rear gunner, awarded DFM).

\* \* \* \* \*

PETTIT, F/L Murray Fothergill (J22352) - **Commended for Valuable Services in the Air** - No.20 EFTS - award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 17 July 1915. Home in Freeman, Ontario; enlisted in Hamilton, 20 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 8 January 1941. To Trenton, 27 January 1941. To No.1 ITS, 10 April 1941; graduated and promoted LAC, 16 May 1941 when posted to No.9 EFTS; graduated 3 July 1941 when posted to No.1 SFTS; graduated and promoted Sergeant, 13 September 1941. To Trenton, 14 September 1941. To No.20 EFTS, 14 December 1941. Promoted WO2, 13 September 1942. Commissioned 11 December 1942. Promoted Flying Officer, 1 May 1943. Promoted Flight Lieutenant, 1 November 1943. To Central Flying School, 24 September 1944. To No.4 Release Centre, 18 March 1945. Retired 22 March 1945.

Employed in flying instructional work for two years, this officer has consistently been, in that capacity, a credit to the service. The proficiency with which he carries out his duties is exemplary and his qualities of leadership command the respect of all ranks.

\* \* \* \* \*

PETTIT, F/L Wilmot Reginald (J15517) - **Distinguished Flying Cross** - No.199 Squadron - Award effective 30 September 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2386/43 dated 19 November 1943. Born in Brantford, Ontario, 3 April 1912; educated at Dufferin Public School and Brantford Collegiate. Worked as a shoe salesman for the Robert Simpson Company, Montreal, 1934 to 1937 and Assistant Manager of Shoe Department, Charles Ogilvy, Ottawa, 1937-1940. Enlisted in Ottawa 5 September 1940. To No.1 Manning Depot, 6 September 1940. To No.1 Training Command, 4 October 1940. To No.5 SFTS, Brantford, 5 November 1940 (guard). To No.1 ITS, 10 December 1940; graduated and promoted LAC, 15 January 1941 when returned to No.1 Manning Depot. To No.14 EFTS, 20 January 1941; graduated 17 March 1941 when posted to No.2 Manning Depot; to No.3 SFTS, 9 April 1941; graduated and promoted Sergeant, 3 July 1941. Warned for overseas embarkation, 4 July 1941; to RAF overseas, 25 July 1941. Arrived in Britain, 16 August 1941. To Central Flying School, 21 August 1941 where he took an instructor course followed by a Beam Approach Training course. To No.12 SFTS, 16 November 1941 (later redesignated No.12 Pilots Advanced Flying Unit) as instructor. Commissioned 15 May 1942. To No.27 OTU, 1 September 1942; promoted Flying Officer, 15 November 1942. To No.199 Squadron, 2 January 1943. To Station Hemswell, supernumerary, 28 January 1943. Attached to No.11 OTU, 24-27 June 1943, apparently for purposed of taking an engine course at No.1 ECDU, Westcott. Attached to No.1651 CU, 9 July 1943 to 3 August 1943. Reposted to No.199 Squadron, 23 August 1943 with Acting Rank of Flight Lieutenant (confirmed in that rank, 28 August 1943); promoted Acting Squadron Leader, 6 January 1944. To No.190 Squadron, 4 April 1944. To No.620 Squadron, 13 April 1944. Killed in action, 5/6 June 1944 (Stirling EF295, No.620 Squadron); buried in France. DFC and OBE presented to next-of-kin by Governor General, 28 February 1946.

As pilot this officer has participated in many attacks on important enemy targets

and has displayed great skill and determination. On a recent occasion whilst over Berlin his aircraft was hit by fire from the ground defences but he continued his bombing run to execute a successful attack. Shortly afterwards the bomber was hit again, this time by fire from an enemy fighter. The rear turret was rendered unserviceable, most of the electrical system was shot away, while the control wires of two petrol tanks were severed. Coolly and skilfully Flight Lieutenant Pettit evaded the attacker and afterwards flew the bomber to base. This officer displayed great courage and determination throughout.

**Note:** His sorties with No.199 Squadron are reported as follows:

14 January 1943 - Lorient area : Mining  
9-10 August 1943 - Frisian Islands : Mining  
15-16 August 1943 - Gironde River : Mining 16-17 August 1943 - Turin : Bombing  
23-24 August 1943 – Berlin : Bombing  
27-28 August 1943 – Nuremburg : Bombing  
30 August 1943 - Munchengladbach : Bombing  
31 August 1943 – Berlin : Bombing  
5-6/9 1943 - Mannheim : Bombing  
15-16 September 1943 – Montlucon : Bombing  
16-17 September 1943 – Modane : Bombing  
22-23 September 1943 – Hanover : Bombing  
23-24 September 1943 – Mannheim : Bombing  
3-4 October 1943 – Kassel : Bombing  
4-5 October 1943 – Frankfurt : Bombing  
28-29 January 1944 – South East Denmark : Mining  
5-6 February 1944 – Special Mission  
11-12 February 1944 – Special Mission  
5-6 March 1944 – Special Mission  
11-12 March 1944 – San Sebastian area - Mining

PETTIT, S/L Wilmot Reginald, DFC (J15517) - **Officer, Order of the British Empire** - No.199 Squadron (since KIA) - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Joint citation with 944525 LAC Joseph Therwell Wray, awarded BEM.

One night in February 1944, Squadron Leader Pettit was the officer in charge of night flying at a Royal Air Force Station when an aircraft, whilst attempting an emergency landing, overshot the end of the runway and overturned. The aircraft immediately caught fire. Squadron Leader Pettit rushed to the spot and, with the assistance of the fire party led by leading aircraftman Wray, quickly released two members of the crew who had been trapped in the fuselage. Squadron Leader Pettit then found that the rear gunner was seriously injured and trapped upside

down in his turret. By this time the aircraft was burning furiously and the petrol tanks had started to explode. In spite of this and of the further danger from exploding ammunition and pyrotechnics, Squadron Leader Pettit decided to attempt the extremely difficult task of removing the rear turret completely from the fuselage as all other attempts to reach the trapped gunner had failed. By strenuous efforts he was ultimately able to get into the turret while a party headed by Leading Aircraftman Wray, wrenched at it from outside. Eventually the gunner was extricated alive and without any addition to the severe injuries which he had sustained in the crash. Squadron Leader Pettit's coolness, courage and initiative, and Leading Aircraftman Wray's determination and devotion to duty in dangerous circumstances were of a very high order and were instrumental in saving the lives of three members of the crew of the aircraft.

NOTE: Public Record Office Air 2/9119 has original recommendation for a George Medal. The incident occurred on 26 February 1944. The aircraft that crashed - a Lancaster - overturned in the middle of some swampy ground.

Public Record Office Air 2/9219 has the original BEM recommendation for LAC Wray, drafted 3 March 1944, which fills in the story.

Leading Aircraftman Wray was in charge of the fire party on the night that a Lancaster overturned in swampy ground beyond the runway and caught fire. The fire tender was unable to get near the crash but the fire party headed by Leading Aircraftman Wray, ignoring the flames and exploding petrol tanks, assisted the officer in charge of night flying to free two members of the crew who were trapped in the fuselage.

When the rear gunner was found upside down in his turret, Leading Aircraftman Wray led his men in to the officer in charge of night flying in the difficult task of wrenching the rear turret away from the fuselage, all other attempts to extricate the gunner having failed.

The flames and heat were intense, and there was a possibility that some bombs were still on board the aircraft. In spite of this, Leading Aircraftman Wray persisted in his efforts in a most courageous and determined fashion, and eventually was successful in securing the release without further delay of the trapped gunner.

The splendid courage and devotion to duty shown by Leading Aircraftman Wray in the face of great danger and under severe physical difficulties is most commendable and is an inspiration to all ranks in his station.

Leading Aircraftman Wray was uninjured.

A further note by the Air Officer Commanding, No.3 Group, stated:

This incident occurred in the early hours of the morning of February 26<sup>th</sup> on the

boundary of Lakenheath airfield. In the burning wreckage all the petrol tanks exploded, as well as the oil tanks, a large quantity of ammunition, pyrotechnics and some incendiary bombs, and Leading Aircraftman Wray ran the risk of serious injury. I recommend the award of the British Empire Medal.

The website "Lost Bombers" provides the following on the crashed aircraft. Lancaster ED383 of No.15 Squadron (LS-D), returning from attack on Augsburg, 25/26 February 1944. ED383 was a Mark III and served with No.1656 Heavy Conversion Unit and No.622 Squadron before joining No.15 Squadron. Airborne at 2130 hours, 25 February 1944 from Mildenhall. On return, attempted to land at nearby Lakenheath, but over-ran the end of the runway, overturned and caught fire. Crew consisted of Flight Sergeant J.A. Davis (killed), Sergeant D. Haydock (killed), Flight Sergeant J.E. Carrott (killed), Sergeant W.R. Geraghty (killed), Warrant Officer G.Franklin (injured), Sergeant H. Bysouth (injured) and Sergeant W.E. Harbidge (died of injuries, 27 February 1944).

**Training:** Interviewed on 19 August 1940 by F/O O.W. Froom who listed his hobbies (music, especially clarinet) and sports (golf, tennis, badminton extensively, skiing, swimming and hockey moderately). "Excellent character and pleasant. Alert and intelligent. This young man has Junior Matriculation, also part Senior Matriculation. Has been successful in business life. Nice looking, clean, smart, intelligent - alert - officer calibre. Wants to be a pilot but overage. Recommend observer."

Course at No.1 ITS was 13 December 1940 to 14 January 1941. Courses and marks as follows: Mathematics (92/100), Armament, practical and oral (96/100), Visual Link (80/100), Drill (82/100), Law and Discipline (84/100). Placed 28<sup>th</sup> in a class of 116. "Intelligent, keen and smart. Is good pilot material. Second aircrew recommendation, observer."

Course at No.14 EFTS was 16 January to 17 March 1941. Flew in Tiger Moths (27.45 dual, 25.05 solo plus five hours in Link). "Smooth, confident student. Shows excellent air sense at all times. No outstanding weaknesses." (H. Taylor, CFI). Ground school courses were Airmanship (194/200), Airframes (100/100), Aero Engines (85/100), Signals, practical (97/100), Theory of Flight (75/100), Air Navigation (129/200), Armament, oral (160/200). Considered suitable for commission. "Excellent type. Neat. Conduct very good. Active and reliable. Very good on parade." (F/L D.J. Thomson). Graduated 9<sup>th</sup> in a class of 29.

Course at No.3 SFTS was 10 April to 3 July 1941. All flying in Ansons (30.20 day dual, 40.20 day solo, 3.35 night dual, 6.40 night solo). These times included 21.00 on instruments. Also logged 17 hours in Link and 12.15 as passenger. Marked on formation flying (average), navigation ability (below average), night flying (average), determination and initiative (average), instrument flying (average), ability to maintain speed, course and height (above average). "An above average pilot. Flying is sound." Ground courses were Airmanship and Maintenance (123/200), Armament, written (64/100), Armament, practical (73/100), Navigation and Meteorology (116/200), Signals, written (87/100) and Signals, practical (49/50). Placed 14<sup>th</sup> in a class of 39. "Pleasant, frank personality. Keen, alert and mature. Confident manner. Has makings of a good officer."

Course at No.27 OTU, 1 September to 21 December 1942 involved flying on Wellington aircraft - two hours 35 minutes day dual to first day solo, five hours 20 minutes day dual total, 35 hours ten minutes day solo; one hour 50 minutes night dual to first night solo, three hours five minutes night dual total, 41 hours 15 minutes night solo. Of this time, 24 hours five minutes on instruments. Also logged 25 hours in Link. Flying Tests in General Flying (320/400), Applied Flying (150/200), Instrument Flying (175/250), Night Flying (77/100), and Link (47/50). Ground examinations in Airmanship (261/300), Armament (240/300), Navigation (148.200), and Signals (63/100). Meteorology either not taken or he was not tested. "An above average pilot of quiet, imperturbable nature. Keen and his perseverance has done him credit whilst on the course." (W/C A.D. Jackson).

### **Assessments:**

"This NCO is very thorough in his method, but needed checking on several points. He did not know the correct recovery from a stall and had never used 'U.M.P. Flaps Trim Gyros' before landing. Steep turns should be frequently practised. He is a good pilot and sound type and is considered up to 'Q' Standard." (F/L A. Scott, No.12 AFU, at which time Pettit had 106.55 dual and 303.45 solo of which 127.20 were instructional.)

"This officer has been commissioned recently at this unit, and has been carrying out his duties as an officer satisfactorily." (W/C A.B. Abbott, No.12 AFU, 22 September 1942).

"An excellent officer and an exceptional operational captain of aircraft." (Flight Commander, signature illegible, 18 September 1943).

"A fine operational pilot and excellent Flight Commander. Squadron Leader Pettit is justly respected and esteemed by all ranks. He is a very good and steady influence among aircrew especially, and with some more experience as Flight Commander should make a first class Squadron Commander." (W/C N.A.N. Bray, No.199 Squadron, 8 April 1944. At the time he was noted as having flown 990 hours, of which 77 were in previous six months).

**Circumstances of Death:** He took off at 2334 hours, 5 June 1944 in Stirling EF295. His aircraft was carrying 17 paratroopers, of whom one subsequently returned to the United Kingdom, six were taken prisoner, and ten killed or missing. The objective was Ranville. The aircraft was hit by flak and caught fire as they crossed the coast. A surviving air gunner (1314446, Sergeant A.E. Pryde or Pryce or Pride) stated they were at about 500 feet when hit. He remembered little, although he landed by parachute about 25 yards from the wreckage. Crew had consisted of J15517 S/L W.R. Pettit, 135746 F/O Richard George Watkins (navigator), NZ424961 Flight Sergeant Edward Harry Frederick Atkinson (air bomber), 1851161 Sergeant Geoffrey Albert Maud (flight engineer), 1295606 Flight Sergeant Robert Frederick Kebbell (WOP, POW), and 1314446 Sergeant Albert Ernest Price (air gunner, POW).

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PEZANOWSKY, Corporal Joseph (R103475) - **Mention in Despatches** - Dishforth - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations



with MiD recommendations for 1 February to 31 July 1945 identifies unit. Born 17 November 1912. Home in Crowland, Ontario; enlisted Hamilton, 24 June 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To No.6 SFTS, 14 July 1941. To Technical Training School, 22 August 1941. Promoted AC1, 27 December 1941. To No.6 SFTS, 1 January 1942. To "Y" Depot, 12 March 1942; promoted LAC, 1 April 1942; to RAF overseas, 30 April 1942. Promoted Corporal, 1 January 1945. Repatriated 7 August 1945; released 27 September 1945. DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation forwarded from No.61 Base to Headquarters, No.6 Group, 11 September 1944. Notwithstanding the discrepancy of dates, this indicates the sort of work he was doing which would have merited award. He had enlisted 24 June 1941, had served eleven months in Canada and 28 months in England. He was then with No.1664 Conversion Unit.

Corporal Pezanowsky is outstanding in his efforts to produce the most efficient work. He has worked very long hours without relief and has been most cheerful under trying conditions. His good work and the fine example he sets have frequently been commented on by his superiors; he is strongly recommended for the award.

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PHELAN, F/O William Gerald (J27718) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 19 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 7 February 1917 in Vancouver; home in Toronto; enlisted there 20 April 1942 and posted to No.1 Manning Depot. To No.1 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942 but not posted to No.9 EFTS until 21 November 1942; may have graduated 5 February 1943 but not posted to No.16 SFTS until 6 March 1943; graduated and commissioned 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Promoted Flying Officer, 25 December 1943. Promoted Flight Lieutenant, 10 July 1944. Promoted Squadron Leader, 5 August 1944. Repatriated 2 September 1945. Retired 17 October 1946. Died 14 September 1970 as per DVA letter dated 23 October 1970. Medal presented at Buckingham Palace 29 June 1945. RCAF photo PL-32718 (ex UK-14635 dated 13 September 1944) shows W/C Hugh Ledoux, recently appointed CO of No.425 Squadron, with two flight commanders - S/L Lionel Dupuis (left) and F/L Gerald Phelan (right). Photo PL-33576 shows F/O W.G. Phalen (right) and F/L Real St. Amour. RCAF photo P:-32755 (ex UK-14628 dated 9 September 1944) shows him alone. Photo PL-41602 (ex UK-18125 dated 19 January 1945) shows commanders of No.420 Squadron - F/L F.S. McCarthy (Windsor, flight commander), W/C W.G. Phalen (Toronto, squadron commander) and S/L B.C. Motherwell (Vancouver, flight commander).

This officer has completed many sorties and has displayed exceptional skill and determination, qualities which were well in evidence when detailed for an attack one evening in July 1944. Early in the outward flight one of the engines became defective and had to be put out of action. In spite of this, Flying Officer Phelan was determined to complete the mission for which he had been detailed. Owing to the loss of air speed he knew that to follow the prescribed route would mean a late arrival over the target. He therefore altered course and, by the most direct route, went on to the target and executed a successful attack. On the return flight he skilfully controlled the use of the engines to conserve the petrol supply which had become much reduced and finally reached base. This officer has at all times displayed the highest standard of devotion to duty.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has recommendation raised by W/C Lecomte, 26 July 1944 when he had completed 20 sorties (86 hours 30 minutes):

On the evening of July 6, 1944, Flying Officer Phelan was pilot of a Halifax bomber detailed to attack Coquereaux, France. Ten minutes after setting course from base, he discovered that the oil pressure in the starboard outer engine had become so low that there was no alternative to switching off the engine and feathering the propellor. With exceptional tenacity of purpose, he decided to continue to the target on the three engines. In order to maintain height it was necessary to change his petrol mixture from lean to rich. With the reduced airspeed it was difficult to reach the concentration point on time so Flying Officer Phelan, exercising unusual initiative, decided to fly a direct route instead of following the prescribed course. After encountering the main force of bombers he then put his aircraft into a gradual descent, thus maintaining the speed necessary to reach the target on schedule. Though the bombsight computer box was unserviceable, the target was bombed most successfully with the use of the sighting head. Continuing his magnificent display of airmanship, this officer brought his aircraft back to base despite the reduced petrol supply by again cutting off parts of the required tracks and by allowing a gradual loss of height.

Flying Officer Phelan's initiative, skill and devotion to duty merit high praise. His fine offensive spirit and determination to complete his mission have been an inspiration to his crew. I recommend that his outstanding achievement be recognized by the immediate award of the Distinguished Flying Cross.

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PHELPS, AC1 Thomas James (R166974) - **Mention in Despatches** - No.432 Squadron (also given as Station Eastmoor) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born in Winnipeg, Manitoba, 6 May 1917. Home in Vancouver (clerk; service in Vernon, British Columbia with Irish Fusiliers of Canada, January-February 1941); enlisted there 19 June 1942 as Airframe Mechanic and posted to No.1 Manning Depot, Toronto. To School of Technical Training, St. Thomas, 8 August 1942. Promoted AC1, 28 October 1942. To No.3 Repair Depot, Vancouver, 30 October 1942. To Prince Rupert, 3 December 1942. To "Y" Depot, Halifax, 2 February 1943. To RAF Trainee Pool, 8 March 1943; disembarked in Britain, 17 March 1943; taken on strength of No.3 PRC, Bournemouth, 18 March 1943. To No.428 Squadron, 27 March 1943. Promoted LAC, 1 April 1943. To No.432 Squadron, 1 May 1943. To No.62 Base, 12 August 1944. Attached to No.25 School of Technical Training, 14-20 June 1945. To No.63 Base, 20 August 1945. Repatriated 22 November 1945 and posted to No.1 Repair Depot. To No.8 Release Centre, 2 December 1945. Retired 5 January 1946. Died in Vancouver, 5 February 1985 as per British Columbia Vital Statistics. DHist file 181.009 D.1719 has recommendation dated 3 February 1945 when he had served nine months in Canada, 21 months overseas.

AC1 Phelps has always set an excellent example to all his comrades in his unflinching sense of responsibility to his section. He has worked without thought of personal activities to complete any job in an efficient and cheerful manner in spite of adverse circumstances.

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PHIBBS, F/O Norman Albert (J19137) - **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 21 April 1920. Home in Windsor, Ontario; enlisted there 26 February 1941 as Equipment Assistant and posted to No.1 Manning Depot. To No.1 Equipment Depot, 5 April 1941. To Technical Training School, 7 June 1941. Promoted AC1, 18 July 1941. Remustered to aircrew, 4

January 1942 when reverted to AC2 and posted to No.6 ITS; graduated and promoted LAC, 27 February 1942 but not posted to No.7 EFTS until 28 March 1942; graduated 5 June 1942 and posted next day to No.2 SFTS; graduated and promoted Sergeant, 25 September 1942. To "Y" Depot, 9 October 1942. To RAF overseas, 27 October 1942. Promoted Flight Sergeant, 23 March 1943. Promoted WO2, 25 September 1943. Commissioned 18 October 1943. Promoted Flying Officer, 18 April 1944. Repatriated 2 August 1945. Retired 22 September 1945.

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PHILBIN, S/L Gerald Bernard (J13999) - **Distinguished Flying Cross** - No.425 Squadron (missing) - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 28 October 1909 in Montreal (MI.9 report). Played hockey, 1936-1937 in a British-French league (Paris Flyers, then Southampton Vikings); RCAF Allan Cup team, and for Valleyfield and Montreal clubs in the Quebec Senior Hockey League. Home in Valleyfield where he was an "efficiency clerk" for Montreal Cotton Company; enlisted in Montreal, 21 July 1940. To Trenton, 31 August 1940. To No.1 Equipment Depot, 10 November 1940. To No.1 ITS, 15 November 1940; graduated and promoted LAC, 10 December 1940 when posted to No.11 EFTS; graduated 28 January 1941 when posted to No.2 SFTS; graduated and promoted Sergeant, 10 April 1941. To Central Flying School, 20 April 1941. To No.2 SFTS, 4 August 1941. To Rockcliffe, 1 December 1941. Commissioned 1 July 1942. Promoted Flying Officer, 1 January 1943. To "Y" Depot, 28 February 1943. To RAF overseas, 27 March 1943. Promoted Flight Lieutenant, 15 April 1944. Promoted Squadron Leader, 22 May 1944. Repatriated 16 October 1944. To No.12 Communication Squadron, 5 December 1944. To No.9 (Transport) Group, 20 February 1945. To "Y" Depot, 16 October 1945. To United Kingdom, 24 October 1945. Repatriated and assigned to No.10 Group, 3 August 1947. To Release Centre, 8 August 1947. Retired 16 September 1947, settling in Valleyfield, Quebec. Photo PL-2545 shows him as a Leading Aircraftman. Caption to Photo PL-15722 describes him as scanning shoreline from a porthole following arrival overseas. He had served two years as an instructor at Uplands and Rockcliffe. Reported missing, 5 August 1944 after attacking a munitions dump near Paris. Hit by flak; bomber exploded. He succeeded in baling out but was captured (virtually pulled into a foxhole by a German soldier as other bombs fell nearby). Taken to hospital near Paris (two broken ribs, feet swollen); moved to another hospital before being set free by American. Safe in UK, 6 September 1944. DFC presented by Governor General, 27 June 1945. In April 1998 Gateway Militaria (Winnipeg) offered medals for sale with logbook, wings, and other items for \$ 2,800. Died in Cowansville, Quebec, 22 May 1999 as per **Legion** Magazine of September 1999; strange that his material would be sold before his death. RCAF photo PL-32912 (ex UK-15095 dated 20 September 1944) shows S/L Gerry Philbin, DFC and Corporal Walter Sullivan, both of Valleyfield, Quebec, at Lincoln Field's Inn, London. Photos PL-32913 (ex UK-15096) and PL-32915 (ex UK-15098), dated 20 September 1944 taken at Lincoln Field's Inn showing (front row) P/O Claude Bourassa (Trois Rivieres), Corporal Walter Sullivan (Valleyfield), and S/L Gerry Philbin, DFC (Valleyfield); standing behind are P/O Gerald Goudreau (Quebec City), P/O Leo Gaudry (Winnipeg) and Warrant Officer Elarie Pressault (Hawksbury, Ontario). Photo PL-32914 (ex UK-15097) shows S/L Gerry Philbin, DFC being congratulated on award by P/O Leo Gaudry.

This officer has participated in many attacks on distant and well defended targets such as Berlin, Leipzig, Stuttgart and Essen. One night in November 1943, shortly after completing an attack on Berlin, the starboard outer engine of his aircraft failed and during the return flight damage from anti-aircraft fire was sustained. Despite this, Squadron Leader Philbin flew the aircraft safely to base.

This officer has invariably displayed commendable courage and determination. DHH file 181.009 D.1730, Library and Archives Canada RG.24 volume 20607 has original recommendation drafted by W/C Hugh Lecompte, 29 June 1944 when he had flown 25 sorties (144 hours 15 minutes). Sortie list and text as follows:

3 October 1943 - Kassel (6.15, second pilot)  
8 October 1943 - Hanover (5.30)  
22 October 1943 - Kassel (6.20)  
3 November 1943 - Dusseldorf (3.35, early return, could not maintain height on  
airspeed)  
18 November 1943 - Mannheim (7.30)  
19 November 1943 - Leverkusen (5.45)  
22 November 1943 - Berlin (6.55)  
26 November 1943 - Stuttgart (8.45)  
3 December 1943 - Leipzig (8.10)  
20 January 1944 - Berlin (7.30)  
25 January 1944 - Berlin (8.05)  
19 February 1944 - Leipzig (7.45)  
2 March 1944 - Meules les Mureaux (5.05)  
7 March 1944 - Le Mans (5.45)  
13 March 1944 - Le Mans (5.45)  
14 April 1944 - Amiens (5.30)  
18 April 1944 - Paris-Le Bourget (5.15)  
20 April 1944 - Lens (5.25)  
24 April 1944 - Karlsruhe (4.15, early return, rear gunner sick)  
26 April 1944 - Essen (5.15)  
7 May 1944 - St. Valery (4.05)  
11 May 1944 - Boulogne (3.50)  
12 May 1944 - Louvain (5.00)  
16 June 1944 - Sautrecourt (4.10)  
23 June 1944 - Bientques (4.30)

This officer has participated in many attacks on distant and well defended targets such as Berlin, Leipzig, Stuttgart and Essen. One night, on the 22<sup>nd</sup> November 1943, shortly after releasing the bombs over Berlin, the starboard outer engine failed and on his return trip the aircraft sustained some damage by flak, but he flew it back safely to base.

This officer has invariably displayed commendable courage and determination and his outstanding leadership and efficiency has greatly inspired all crews. I recommend that this officer be granted the non-immediate award of the Distinguished Flying Cross.

NOTE: On 15/16 March 1944, returning to Croft from operations with No.431 Squadron (Halifax LL152) he had a harrowing experience. At the time he had 167 hours on type (95 of them at night) and 914 hours total. He reported:

After landing I had passed the intersection of Runway 210 and 320 and was slowing down to turn to the left at the end of the runway 210 when it felt as if both tires blew out and I was pitched forward on the nose. It immediately started to burn and we made good our escape.

The report of the incident read as follows:

Investigation showed that an H.E. Bomb (presumably 500 lbs) was brought back from the operation and dropped off the aircraft at the end of its landing run. The explosion of the bomb blew the tail and rear fuselage off the aircraft and threw the remainder of it over on its nose. The aircraft immediately caught fire

and burned. It is not possible to definitely say what the size of the bomb was or on which station it was being carried.

The rear gunner, R147712 WO2 L.G. Klein and mid-upper gunner, R181954 Sergeant L.R. Barker were killed.

Directorate of History and Heritage file 181.001 D.24 has an MI.9 report of his being downed in August 1944.

We took off from Tholthorpe on 5 August 1944 in a Halifax aircraft to bomb an ammunition dump in France. Immediately after dropping our bombs we were hit by flak. The machine went into a dive and started to spin. I remember nothing more until I found myself falling through the air. I made a good landing in a field about one and a half miles from Chantilly (N.W. Europe, 1:250,000, Sheet 8, S.17). I believe that the machine exploded in the air as I was wounded in the face and broke two ribs; also my legs were black and blue as if having been knocked against something very hard.

Immediately on landing I was surrounded by Germans. I was driven to Paris and put in the Beaujon Hospital in Clichy, Paris. I stayed there until 18 August and was then moved to another hospital, where I stayed until the arrival of Allied troops on 26 August.

\* \* \* \* \*

PHILLIP, F/L Robert Dulmage (J16145) - **Distinguished Flying Cross** - No.421 Squadron - Award effective 11 November 1943 as per **London Gazette** dated 16 November 1943 and AFRO 113/44 dated 21 January 1944. Born in Toronto, 5 April 1921; home there; enlisted there 28 October 1940. To No.8 SFTS, 7 December 1940 (guard); to No.1 ITS, 3 March 1941; graduated and promoted LAC, 10 April 1941 when posted to No.3 EFTS; may have graduated 28 May 1941 but not posted to No.1 SFTS until 9 June 1941; graduated and promoted Sergeant, 20 August 1941. To Embarkation Depot, 21 August 1941. To RAF overseas, 14 September 1941. Promoted Flight Sergeant, 20 February 1942. Commissioned 4 September 1942. Promoted Flying Officer, 4 March 1943. Repatriated to Canada 4 July 1944; to RAF again, date uncertain; promoted Flight Lieutenant, 4 September 1944. Repatriated again, 7 August 1945. Released 20 September 1945. Served in RCAF Auxiliary, 15 October 1948 to 3 July 1953 (120722, promoted Flight Lieutenant in No.400 Squadron, 1 January 1951). Medal presented at Buckingham Palace, 29 June 1945. Died in Gravenhurst, Ontario, 29 November 2011. Photo PL-19884 (ex UK-5454 dated 7 October 1943) is captioned as follows: "Two Toronto flight leaders in a Canadian fighter wing check over a gun of a Sherman tank. They are F/L Dean Dover, Mount Dennis, of the Wolf Squadron (left) and F/L Robert Dulmage (Dagwood) Phillip, Strathmore Boulevard, of the Red Indian Squadron." Photo PL-25164 shows him soon after return to Canada in 1944. RCAF photos PL-41349 (ex UK-18098) and PL-31350 (ex UK-18099) dated 11 January 1945 are captioned as follows: "'Somebody take a look at my kite, I think it has been hit' asked F/L R.D. 'Dagwood' Phillip, DFC (Toronto) on his R/T just after the Oshawa squadron flight he had led on a strafing sweep had met up with a hail of German flak. 'You had better set her down easy' another pilot replied, 'half your fuselage is gone.' 'Dag' did and groundcrew said it was a miracle the tail did not fall off when he landed. A bullet or piece of flak had pieced the bottom of the fuselage and exploded the oxygen bottle. He inspects here what the blast did

to his Spitfire." Photo PL-44894 (ex UK-22478 dated 6 July 1945) shows F/L B.T. Gilmour (St. Thomas, Ontario), S/L J.D. Mitchener (Saskatoon) and F/L R.D. Phillip (Toronto) after investiture. Directorate of History and Heritage cards indicate the following victories: **19 August 1942**, one FW.190 destroyed (Flight Sergeant, No.416 Squadron); **20 April 1943**, one FW.190 damaged (Pilot Officer, No.416 Squadron); **27 June 1943**, one FW.190 destroyed (No.416 Squadron, shared with F/L J.A. Rae); **12 August 1943**, one Bf.108 damaged plus one Bf.109 damaged (No.421 Squadron); **26 August 1943**, one Bf.109 destroyed (No.421 Squadron, shared with three others); **31 August 1943**, one Bf.109 destroyed (No.421 Squadron); **6 September 1943**, one FW.190 damaged.

This officer has displayed marked ability in leading his flight over enemy territory. His exceptional keenness and fine fighting spirit have set a magnificent example to all. He has destroyed at least two enemy aircraft and damaged others.

NOTE: Public Records Office Air 2/8992 has recommendation raised approximately 16 September 1943 when he had flown 91 offensive sweeps and 193 operational hours:

This officer has shown marked ability in leading his flight over enemy territory. His exceptional keenness to seek out the enemy and destroy him has been an outstanding example to those flying with him. During these offensive operations this officer has destroyed two enemy aircraft, shared in destroying others and damaged six.

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PHILLIPS, Corporal Alixe Buntin (W314064) - **British Empire Medal** - No.1 Release Centre - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born April 18, 1924, in Toronto. Enlisted 16 July 1943 as Clerk, Office. To No.7 Manning Depot, 5 August 1943; to Rockcliffe, 8 September 1943; to Eastern Air Command, 4 October 1943. Promoted AW1, 5 November 1943. Promoted LAW, 1 January 1944. To "K" (Yarmouth ?), 15 March 1944. Reclassified as Clerk/Administration, 12 June 1945. To No.1 Release Centre on 15 October 1945 for duty. On strength of Maritime Command Headquarters, 12 December 1945. Promoted Corporal, 1 December 1945; to No.2 Release Centre, 30 July 1946. Released 1 August 1946; settled in Toronto. Married Tom Lillico in Toronto; died in Ottawa, 29 December 2010.

This non-commissioned officer, whilst employed at this Release Centre in charge of the Personnel Counsellor Orderly Room displayed above average abilities towards the execution of her duties. She devoted many extra hours of work during the formation of this unit at RCAF Station Dartmouth and greatly assisted towards the success eventually secured in regard to smooth efficient release procedure.

**Note:** An obituary for read as follows:

Mother, grandmother, volunteer probation officer, real-estate agent. Born April 18, 1924, in Toronto. Died Dec. 29, 2010, in Ottawa of lung cancer, aged 86.

Alixe Lillico was the second of four children of Lucille and William Phillips. She

lost her brother Michael in an air training accident during the war and this always wore heavily on her heart. In 1943, she joined the Royal Canadian Air Force Women's Division and was stationed in Dartmouth, N.S.

Alixé worked with Air Command Operations in the war mapping room. One day while walking home from work, she noticed a man emptying boxes from a truck so she offered to help. He was setting up a release centre for returning airmen. Right away, he recognized Alixé's "can do" organizational skills and had her transferred to his project. She was responsible for establishing and running the room where the airmen were provided with post-release planning and benefit options. Alixé was awarded the British Empire Medal in recognition of "displaying above-average abilities towards the duties."

After the war, Alixé returned to Toronto where she was introduced to her future husband, Tom Lillico. While having lunch one day, Alixé showed her friend Janet her engagement ring. Janet tried it on, could not get it off and had to return to work wearing the ring while Alixé frantically called Birks. Later that day, with the help of soap, Alixé recovered her ring.

Tom and Alixé married in 1948. Tom joined the Ontario Ministry of Industry and Trade, which resulted in them raising their three daughters, Debbie, Brenda and Wendy, while living in Toronto, London, Ont., and, finally, Ottawa.

Alixé found an outlet for her interest in people by volunteering with the newly established Toronto volunteer probation program. She monitored court proceedings and met with offenders to see if there was any way they could be diverted from the criminal justice system. On many occasions, Alixé was able to convince offenders they would be better off being matched up with a volunteer mentor. A plan would be prepared and presented to a judge. If Alixé believed in it, so did the judge.

When Alixé moved to Ottawa she was asked to set up its first court worker program. Many of the volunteers became Alixé's life-long friends. In 1978, Alixé was appointed to the Ontario Parole Board. Upon completion of her six-year term, she set out to find another occupation even though she was in her 60s. She went back to school and became a real-estate agent, again making new friendships.

Alixé always felt that she was a privileged person and that she had a duty to give back. She was committed to her family and her community. She died in her home under the care of wonderful palliative-care workers and maintained her dignity and humour until the end.

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PHILLIPS, F/O Andrew James (J17013) - **Distinguished Flying Cross** - No.220 Squadron - Award effective 26 January 1945 as per **London Gazette** dated 6 February 1945 and AFRO 508/45 dated 23 March 1945. Born 15 July 1917 in Saskatoon; home there (salesman). Enlisted in Montreal, 8 July 1941 and posted to No.4A Manning Depot. To No.1 WS, 20 August 1941. To No.13 SFTS (guard), 20 September 1941. To No.3 ITS, 25 September 1941; graduated and promoted LAC, 8 November 1941 when posted to No.8 AOS; graduated 14 February 1942 when

posted to No.4 BGS; graduated and promoted Sergeant, 25 April 1942. Posted that date to No.2 ANS; graduated 25 May 1942. To No.5 Manning Depot, 9 June 1942; to Eastern Air Command, 12 June 1942; to No.31 GRS, 21 June 1942; to No.31 OTU, 31 July 1942. To RAF Ferry Command, 9 October 1942. Promoted Flight Sergeant, 25 October 1942. To RAF overseas, 26 January 1943. Commissioned 8 March 1943. Promoted Flying Officer, 8 September 1943. Promoted Flight Lieutenant, 27 March 1944. To No.111 OTU, 24 April 1945. To Canada, 12 July 1945. To Western Air Command, 20 August 1945. To No.2 Release Centre, 29 August 1945. Retired 26 September 1945. Medal sent by registered mail. RCAF photo PL-41546 (ex UK-17893 dated 3 January 1945) shows him as Bombing Leader of the squadron - "He has spent a year in the Azores and previous to that a six month period in the icy Hebrides." PL-41548 (ex UK-17985 dated 3 January 1945) shows him by the tail of a Fortress. As of 1950 he was working for McColl-Frontenac Oil, Fort William, Ontario. Retired from Texeco Canada in December 1997. Died in Brockville, Ontario, 15 April 2005.

In the summer of 1944, Flying Officer Phillips was navigator and bomb aimer of an aircraft engaged on an anti-submarine patrol. An enemy submarine was sighted and illuminated by flares and two attacks were delivered by Flying Officer Phillips. As a result of the second attack the U-boat disappeared completely. Flying Officer Phillips has done a great deal to improve the bombing accuracy of the squadron. During his period as bombing leader his enthusiasm and hard work have set a fine example.

NOTE: Public Records Office Air 2/9046 has original recommendation dated 28 November 1944 when he had flown 28 sorties (330 operational hours). The text is much more detailed than that of the edited published citation. He was an Acting Flight Lieutenant at the time, hence the rank stated:

Flight Lieutenant Phillips joined No.220 Squadron in July 1943 and has completed 330 hours operational flying in 28 sorties in the Western Approaches and Azores areas.

In 1944 he was sent on a Bombing Leaders Course which he passed with an "A" Category and returned to the squadron as Bombing Leader. He went about his duties with exceptional keenness and efficiency, despite the lack of facilities in the Azores, and his improvisation of bombing targets greatly improved squadron bombing training. His enthusiasm for the Mark III Sight and his work in coaching navigators in its use successfully overcame pilot prejudices on its capabilities. In general his enthusiasm and hard work were an inspiration to the squadron during a time when U-Boats were few and far between and keenness in training was an essential to efficiency.

On 28th August 1944, Flight Lieutenant Phillips was navigator and bomb aimer on aircraft U/220 operating from the Azores. Night training with flares had only just commenced on the squadron but the importance of a sortie demanded the use of a semi-trained crew. A U-Boat was illuminated by flares and Flight Lieutenant Phillips, using the Mark III Sight, made two attacks. The first attack was estimated by the rear gunner as a straddle and resulted in the U-Boat remaining stopped on the surface for one and one-half hours. The results of the second attack could not be seen but the U-Boat disappeared immediately afterwards. These attacks were assessed by Headquarters, Coastal Command, as



"very promising".

\* \* \* \* \*

PHILLIPS, F/O Arthur Harold (J25744) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 25 February 1913. Enlisted in Vancouver, 14 January 1942. To No.1 Manning Depot, 1 March 1942. To No.7 ITS, 20 June 1942; graduated and promoted LAC, 14 August 1942 but not posted to No.13 EFTS until 26 September 1942. Ceased training and posted to Composite Training School, 3 November 1942. To No.1 SFTS, 28 December 1942; to No.2 AOS., 9 January 1943. Graduated and commissioned, 30 April 1943. To "Y" Depot, 14 May 1943. To RAF overseas, 22 June 1943. Promoted Flying Officer, 30 October 1943. Repatriated 27 November 1944. To Western Air Command, 9 January 1945. To No.8 Release Centre, 2 April 1945. Retired 10 April 1945. Reported to have died in 1992 as per **Airforce Magazine**, issue of October-November-December 1992. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.5526 (RG.24 Vol.20667) has recommendation dated 15 September 1944 when he had flown 16 sorties (75 hours 55 minutes), 30 December 1943 to 25 August 1944 (no sorties between 30 December 1943 when he dropped leaflets on Fontainbleu and 31 May 1944 when he raided Leubringhen).

This officer, a navigator, has completed sixteen operations against the enemy. At all times, by Flying Officer Phillips' skilful navigation, his crew have always pressed home the attack to the utmost. Though plagued by misfortune, resulting in two crashes, Flying Officer Phillips has maintained a confident manner that has been an inspiration to his crew and to the squadron. In recognition of this officer's bravery and cool courage, I strongly recommend that he be awarded the Distinguished Flying Cross.

The complete sortie list was as follows:

30 December 1943 - Fontainbleu (5.40, leaflets)  
31 May 1944 - Leubringhen (1.40)  
4 June 1944 - Calais (4.00)  
5 June 1944 - Merville (5.30)  
7 June 1944 - Versailles-Matelot (5.20)  
10 June 1944 - Versailles-Matelot (5.30)  
12 June 1944 - Arras (4.50)  
14 June 1944 - Cambrai (4.50)  
16 June 1944 - Sterkrade (4.30)  
28 June 1944 - Wizernes (3.45)  
1 July 1944 - Biennais (3.55)  
9 August 1944 - La Pallice (7.15)  
12 August 1944 - La Neuville (4.35)  
14 August 1944 - Falaise (4.50)  
15 August 1944 - Soesterburg (3.55)  
25 August 1944 - Brest (5.50)

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PHILLIPS, Sergeant Charles Thomas (R72370) - **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 1 March 1914. Home in Long Branch, Ontario; enlisted in Toronto 23 September 1940 as Aero Engine Mechanic. To "R", 13 October 1940. To Technical Training School, 22 November 1940. Promoted AC1, 29 March 1941. To No.10 SFTS, 2 April 1941. Promoted LAC, 1 July 1941. Promoted Corporal, 1 February 1942. To "Y" Depot, 16 November 1942; to RAF overseas, 10 December 1942. Promoted Sergeant, 2 March 1943. Promoted Flight Sergeant, 24 August 1944. Repatriated 7 July 1945; to No.1 Air Command, 20 July 1945; to No.1 SFTS, 20 August 1945; to No.4 Release Centre, 16 September 1945; released 2 October 1945. No citation in AFRO. DHist file 181.009.D.2993 (RG.24 Vol.20634) gives unit, trade as FIEE.

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PHILLIPS, F/O Clifford Stanley (J28259) - **Belgian Croix de Guerre 1940 with Palm** (deceased) - Awarded 17 July 1948 as per **Canada Gazette** of that date and AFRO 455/48 dated 23 July 1948. Born 5 October 1918. Enlisted in Saskatchewan, 20 May 1942. To No.3 Manning Depot, 13 July 1942. To No.7 ITS, 10 October 1942. Graduated and promoted LAC, 18 December 1942. To No.6 EFTS, 9 January 1943. Ceased training and posted to No.2 Manning Depot, 10 February 1943. To No.1 BGS, 5 March 1943. To No.1 AOS, 29 May 1943. Graduated as Bomb Aimer and commissioned, 9 July 1943; posted that date to "Y" Depot. To United Kingdom, 2 August 1943. Promoted Flying Officer, 9 January 1944. Killed in action with No.426 Squadron, 12/13 May 1944. Halifax LW682. Buried in Belgium. Widow was living in Tisdale, Saskatchewan.

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PHILLIPS, FS (now P/O) Donald Leroy (R176653/J94297) - **Distinguished Flying Medal** - No.166 Squadron - Award effective 5 June 1945 as per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born 17 November 1922 at Wentworth Creek, Nova Scotia; home there. Educated at Wentworth and Windsor, Nova Scotia. Clerk for Robert Simpson Company, Halifax, 1939-1940 and Minas Basin Pulp and Paper Company, Hantsport, 1940; apprentice with Imperial Oil, 1940-1942. Enlisted in Halifax, 22 July 1942. To No.1 Manning Depot, Toronto, 10 August 1942. To No.1 SFTS, Camp Borden, 26 September 1942 (guard). To No.6 ITS, Toronto, 24 January 1943; graduated and promoted LAC, 2 April 1943; to No.9 EFTS, St. Catharines, Ontario, 4 April 1943; graduated 28 May 1943 but not posted to No.16 SFTS, Hagersville until 30 May 1943; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, Halifax, 2 October 1943. Embarked from New York, 8 October 1943. Disembarked in United Kingdom 16 October 1943. Attached to No.2 EFTS, 3-12 December 1943. To No.20 (Pilots) AFU, 15 February 1944. Attached to No.1520 Beam Approach Training Flight, 28 March to 4 April 1944. To No.30 OTU, 9 May 1944. Promoted Flight Sergeant, 16 June 1944. To No.11 Base, 19 October 1944. Promoted WO2, 17 December 1944. To No.166 Squadron, 31 January 1945. Commissioned 14 March 1945 (Appointments, Promotions Retirements Order dated 28 May 1945). Repatriated 31 July 1945. Retired 23 September 1945. Died accidentally, Dartmouth, Nova Scotia as per **Legionary** of August 1952. Medal presented 16 April 1948. RCAF photo PL-44183 (ex-UK-21722 dated 26 May 1945) is captioned as follows: "More than 75 minutes from their target at Plauen, P/O D.L. Phillips, DFM, Lancaster pilot, Wentworth Creek, Nova Scotia (left) pressed on to bomb on three engines when his starboard outer failed. With him was his Canadian rear gunner, Flight Sergeant J.F. Laufman, Hamilton (right); spent flak bounced off Laufman's head over Bremen."

Throughout his tour of operational duty this airman has proved himself a gallant

and courageous captain of aircraft. One night in April 1945 he was detailed to attack Paluen. On the outward flight the starboard outer engine became unserviceable. Much height and some air speed were lost. Although unable to maintain his position with the main bomber force, Flight Sergeant Phillips went on to the target which was successfully attacked. His determination and devotion to duty were typical of that which he has shown on all occasions.

**Training:** When recruited he was described as immature. Assessment at No.6 ITS by W/C A.J. Hanchett-Taylor was not flattering. "This Airman is shy, has a poor personality and manner and is quite unimpressive. He possesses an average intelligence and has worked well, Very immature at the present time but may develop into fair material. He is very keen to turn out well and has improved considerably during his training here."

Course at No.9 EFTS was 5 April to 28 May 1943 on Tiger Moths (34.00 day dual, 33.40 night solo; 4.25 night dual, 70 minutes night solo; of these times, ten hours on instruments; also logged 12 hours in Link). Needed ten hours 35 minutes dual to first solo. Navigational exercises took up 4.25 dual and 4.30 solo (included in earlier figures). "This pupil pilot displays a good attitude and ability. He learns quickly and thinks for himself. He was interested and a good student in G.I.S. Conduct and deportment have been above average. Link Trainer 62 %." (F/L D. Boyle).

Course at No.16 SFTS was 31 May to 17 September 1943. Anson aircraft (6.45 day to dual to first day solo, 84.40 total day dual, 54.20 day solo; three hours night dual to first night solo, 10.40 night dual, 7.50 night solo. Of these times, 21.45 on instruments. Also logged 22 hours in Link. Ground school courses were Airmanship (165/200), Armament 162/200), Navigation (137/200), Signals (192/200), Aircraft Recognition (98/100), Meteorology (90/100). Flying Tests in General Flying (204/300), Instrument Flying (134/200), Navigation (109/150), Armament (119/150), Night Flying (65/100), Formation (34/50) and Link (37/50). Graded as unsuited to be flying instructor, moderately suitable for bombers and definitely suitable for fighters. "Has developed well throughout courses." (G/C D.. Harding, 17 September 1943).

Course at No.20 (P) AFU was 28 February to 9 May 1944. Oxford aircraft (2.15 day dual to first day solo, 16.10 day dual, 44.15 day solo. 5.20 night dual to first night solo, 11.05 night dual, 7.40 night solo. Flew 7.55 on instruments total and logged nine hours in Link. Tested in General Flying (230/400), Applied Flying (130/200), Instrument Flying (150/250), Night Flying (55/100) and Link (38/50). "This Non-Commissioned Officer though hard working has been slow to learn and has a tendency to over concentration with a result that his lookout is poor. His qualities of leadership are average and he should make a satisfactory captain of an aircraft." (S/L J.R. Havers, 9 May 1944).

Course at No.30 OTU was 9 May to 3 October 1944. Flew in Wellingtons (5.30 day dual to first day solo, total 7.50 day dual, 41.05 day solo; 4.55 night dual to first night solo, 10.25 total night dual, 65.55 night solo). Of these times, 1.35 was in formation, 15.00 on instruments. Also logged 15 hours in Link. Dropped 24 bombs by day and 18 by night. Ground tests in Airmanship (243/300), Armament (230/300), Meteorology (80/100), Navigation (165/200), Signals (80/100). Air tests in General Flying (250/400), Applied Flying (140/200), Instrument Flying (170/250), Night Flying (65/100) and Link (30/50). "An above average student and average captain. He is very keen and shows initiative. Suitable for Heavy Conversion Unit. This pilot's high flying times are accounted for by his having changes crews on three occasions." (W/C R.E. Kirby, 2 October 1944). Course at No.1656 HCU involved flying 5.30 day dual, 12.35 day solo,

2.45 night dual, 19.35 night solo (total 40.25). Graded "5" in character, captaincy and as pilot. "Confident and steady."

**Assessment:** "A recently commissioned officer who has proved entirely satisfactory. Has not been commissioned long enough to enable me to recommend him as Deputy Flight Commander." (W/C R.L. Vivian, 26 June 1945).

**Notes:** On 16 July 1944 he was piloting Wellington X aircraft, NC678 with the following crew: J38736 P/O S.D. Mann (navigator), R191400 Sergeant P.C. Mullins (air bomber), R163070 Sergeant J.H. Jones (WOP) and 1472317 Sergeant J.D.D. Watt (rear gunner). At this time he had 15 hours dual on Wellington (seven by night) and 69 hours solo on Wellingtons (30 by night).

Wellington X, NC678 was detailed to carry out a bombing exercise on the night of 15/16 July 1944, with Sergeant Phillips and crew. The detail consisted of six single bombs to be dropped at Bagots Park bombing range, a stick of two bombs at Cannock bombing range, and stick of two bombs at Fennsmoss bombing range and a final stick of two bombs at Cannock. The bombs were night practice flash bombs containing magnesium and a burster charge. (6<sup>th</sup> witness). The aircraft was loaded with 12 practice bombs and the bombing gear was tested and found serviceable (9<sup>th</sup>, 10<sup>th</sup> and 11<sup>th</sup> witnesses).

At about 0115 hours, Wellington NC678 arrived over Cannock to drop its final stick of bombs, having satisfactorily dropped the first ten bombs. On the bombing run at 7,100 feet the pilot received "bombs gone" from the Bomb Aimer and almost immediately heard an explosion in the aircraft. This caused a fire. The pilot ordered the crew to put on parachute packs and this message was acknowledged by Bomb Aimer handing up the pilot's parachute pack. The navigator reported that the fire was out of control and the pilot ordered the crew to bale out. Having seen the Bomb Aimer and WOP go into the Bomb Aimer position in the nose and having himself received burns on the face and hands the pilot baled out, landing about 1/4 miles away from the crash. (6<sup>th</sup> witness). The rest of the crew (4) did not bale, although there is evidence to show that the WOP [Jones] jumped without his parachute. (3<sup>rd</sup> witness).

Three aircraft were bombing at Cannock about the time of the accident (4<sup>th</sup> witness). A stick of bombs were dropped and plotted at 0127 hours (5<sup>th</sup> witness) and these bombs were claimed by a peplow aircraft. However, I consider these bombs were dropped by Wellington NC678 and that the bombs dropped by the Peplow aircraft struck Wellington NC678 causing a fire and subsequent crash.

The loss of the aircraft could not be attributed to Phillips, and investigators were at pains to absolve him of blame for the loss of his crew. "On the evidence of the pilot supported by 4<sup>th</sup> and 5<sup>th</sup> witnesses the aircraft was flown straight and level for a considerable time before diving and crashing." (W/C R. Lloyd, 21 July 1944). Although after baling out Phillips was able to walk for assistance, he had received burns sufficient to have him hospitalized and then be granted 28 days sick leave.

On repatriation (4 July 1945) he signed a form stating he had flown 174 hours 45 minutes on operations (25 sorties, the last on 11 May 1945) and 283 hours 40 minutes non-operational/ Aircraft flown overseas were Tiger Moth (9.30), Oxford (81.45), Wellington (125.15) and

Lancaster (241.55).

\* \* \* \* \*

PHILLIPS, Corporal George Ewart (R149980) - **Mention in Despatches** - No.9432 Servicing Echelon - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 26 April 1923. Home in Corning, Saskatchewan; enlisted in Regina 3 February 1942 as Tradesman. To Technical Training School, 3 February 1942. Promoted AC1, 20 June 1942. To No.1 OTU, 24 July 1942. Promoted LAC, 20 September 1942. Classified as Instrument Maker, 5 April 1942. To "Y" Depot, 13 February 1943; embarked 8 March 1943; arrived overseas 17 March 1943. Promoted Corporal, 4 October 1943. Repatriated 18 June 1945. To Station Debert, 19 June 1945. Released 25 September 1945. No citation in AFRO. Recommended for MiD, 21 July 1944 at which time he was an Instrument Maker who had "carried out his duties at all times in a very efficient and capable manner. His conscientiousness has been a great inspiration to those working under him." Recommended again 3 February 1945 (DHist file 181.009 D.1719, PAC RG.24 Vol.20606).

Corporal Phillips has carried out his duties at all times in a very efficient and capable manner and has given the utmost of his time and ability in devotion to duty. His conscientiousness has been a great inspiration to those working under him".

\* \* \* \* \*

PHILLIPS, P/O Gerald Irwin (J19065) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born 16 January 1918 in Selkirk, Manitoba; home there. Had been a milk delivery man (three years), fish filterer (one year) and garage attendant (one year). Enlisted in Winnipeg, 28 June 1941. To No.2 Manning Depot, 17 August 1941. To No.3 Personnel Holding Unit, 15 December 1941. To No.2 ITS, 28 February 1942. Graduated and promoted LAC, 9 May 1942; to No.3 AOS, that date. Graduated and promoted Sergeant, 11 September 1942. To "Y" Depot, 25 September 1942. To RAF overseas, 27 October 1942. Disembarked in Britain, 4 November 1942/ To No.10 (Observer) AFU, 14 December 1942. To No.22 OTU, 23 February 1943. Promoted Flight Sergeant, 11 March 1943. To No.429 Squadron, 30 April 1943. Attached to No.1659 Conversion Unit, 31 August to 11 September 1943. Promoted WO2, 11 September 1943. To No.432 Squadron, 13 September 1943. Commissioned 26 October 1943. To No.1659 Conversion Unit, 12 February 1944. To No.1666 Conversion Unit, 29 February 1944. To No.22 OTU, 31 March 1944. Promoted Flying Officer, 26 July 1944. Repatriated 9 March 1945. To No.1 Central Navigation School, 23 April 1945. To No.2 Air Command, 29 May 1945; to No.23 EFTS, 2 June 1945; to No.3 ANS, 21 June 1945; to No.1 CNS, 1 July 1945; to Release Centre, 9 September 1945; released 19 September 1945. Medal presented 30 October 1948. Electrical Engineer and Sales Manager in St. Thomas after the war. Appointed to the Primary Reserve as Flight Lieutenant, 1 October 1963 (78638) in Personnel/Education Branch and made Commanding Officer, No.741 Air Cadet Squadron. Relinquished appointment 31 May 1970. Died in St. Thomas, Ontario, 20 June 1995 as per **Legion Magazine** of October 1995. No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 20 January 1944 when he had flown 25 ½ trips (154 hours two minutes), 16 May 1943 to 14 January 1944.

This officer has completed 25 ½ successful operational sorties, sixteen of which have been over strongly defended targets in Germany. He has proven himself to be an outstanding navigator and an inspiration to the members of his crew. On all occasions he has shown outstanding fortitude and skill and has cheerfully filled every assignment given to him.

For his fine record of achievement, his superb leadership and his devotion to duty, this officer is recommended for the award of the Distinguished Flying Cross.

The sortie list was as follows:

16 May 1943 - Gardening, Texel (3.25)  
21 May 1943 - Gardening, Ameland (3.40)  
23 May 1943 - Dortmund (5.05)  
25 May 1943 - Dusseldorf (5.50)  
28 May 1943 - Gardening, Brest (6.35)  
14 June 1943 - sea search (6.30, daylight)  
21 June 1943 - Krefeld (4.35)  
22 June 1943 - Mannheim (4.35)  
24 June 1943 - Wuppertal (5.35)  
26 June 1943 - Gardening, Brest (6.00)  
12 July 1943 - Gardening, Brest (6.40)  
13 July 1943 - Aachen (5.30)  
20 September 1943 - Gardening, Brest (6.05)  
22 September 1943 - Hanover (5.40)  
24 September 1943 - Gardening, Terschilling. (3.30)  
27 September 1943 - Hanover (5.30)  
2 October 1943 - Gardening, Ems (5.10, duty not carried out)  
7 October 1943 - Gardening, Denmark (4.45)  
8 October 1943 - Hanover (5.20)  
18 October 1943 - Gardening, target uncertain (3.20)  
26 November 1943 - Berlin (8.45)  
2 December 1943 - Berlin (7.20)  
16 December 1943 - Berlin (7.12)  
20 December 1943 - Berlin (6.15)  
1 January 1944 - Berlin (8.00)  
2 January 1944 - Berlin (7.30)  
14 January 1944 - Brunswick (5.40)

**Note:** See also entry for P/O Thomas Benson Spink for text of a press release describing adventurous sortie of 2 January 1944,

Application for Operational Wing dated 16 February 1944 stated he had flown 29 ½ sorties (175 hours), 26 April 1943 to 27 February 1944.

Form on repatriation dated 24 February 1945 stated he had flown 184 hours 32 minutes on operations, 175.50 non-operational - 30 sorties, the last on 27 January 1945. Types experienced were Anson (22.00), Wellington (244.45), Martinet (1.05), Oxford (2.30) and Lancaster (90.02).

**Training:** Course at No.2 ITS was 1 March to 9 May 1942. Courses in Mathematics (112/150 on first test, 118/150 on supplemental), Anti-Gas (35/50), Law/Discipline (62/100), Armament (41/50), Aircraft Recognition (92/100), Drill (78/100) and Signals (35/50), Navigation (152/200), General Studies (80/100). Placed 80th in a class of 145. "This airman has worked hard on the course. He takes an interest in all branches of Flight life and is dependable, a good team worker and cheerful. He should make a good observe."

Course at No.3 AOS was 11 May to 14 September 1942. Anson aircraft - 35.50 as first navigator by day, 34.20 as second navigator by day, 18.05 as first navigator by night, 17.50 as second navigator by night. Graded in Navigation air work (489/700), Photography air work (79/100), Elements of Navigation (326/500), Magnetism and Compasses (60/100), Instruments (41/50), Signals, practical (80/100), Signals, written (30/50), Maps and Charts (23/50 on first test, 37/50 on supplemental), Meteorology (55/100), Photography (33/50), Reconnaissance (60/100) and Aircraft Recognition (77/100). "Navigation only fair but should improve with experience."

Course at No.22 OTU was 25 February to 30 April 1943. Flew 40.35 day, 43.35 night. Spent twelve hours on Gee Air Training. Assessed on Map Reading, DR, Log Keeping, Astro (theory and practice). "A sound and reliable navigator."

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york44/ds830.html> (Yorkshire air accidents) provides the following: "During the early hours on 2nd January 1944 the crew of this 432 Squadron aircraft undertook an operational flight, they took off from East Moor at 00.30hrs bound for Berlin. The crew reported cloud over the target area. On their return flight, at around 07.30hrs while they were over the Calais area the pilot discovered the throttle on the port inner engine had jammed at cruising power. On arrival at East Moor a landing was attempted with three engines throttled back and the port inner jammed on a much higher power setting. The aircraft overshot the first attempt at landing and the pilot applied power and went around for another go. At 08.26hrs on the second approach the aircraft touched down safely but because the port inner could not be throttled back the aircraft swung off the runway and across the grass, narrowly missing flying control before being brought to a halt on an empty dispersal pan at the northern end of the airfield near the end of runway 17/35. The aircraft sustained some minor damage on the way. The crew were then debriefed and crawled into bed by 10.30hrs, they were woken at 17.00hrs and briefed that they were to return to Berlin on Ops the next night". The crew consisted of Pilot - P/O Thomas Benson Spink RCAF (J.18812, later DFC); Flight Engineer - Sgt John Albert Banks RAFVR (1834361); Navigator - P/O Gerald Irwin Phillips RCAF (J.19065, later DFC); Bomb Aimer - F/Sgt Mark Proctor Bailhache RAFVR (1322954); Wireless Operator/Air Gunner - Sgt John MacFarlane RAF (1140103); Air Gunner - F/Sgt Donald Ryan RCAF (R.168315); Air Gunner - F/Sgt W Leadley RCAF (R.120994).

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PHILLIPS, W/C Harold John (C1556) - **Mention in Despatches** - No.3 Repair Depot - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born 25 July 1898 at Okahampton, Devon, England. Educated there and at Shoeburyness Garrison Military School. Enlisted as "Boy", Royal Flying Corps, 18 July 1913; while in that situation attended Aldershot Military School for advanced education. Posted to the ranks as Airman, Second Class, 25 July 1916. Appointed Airman, First Class, 1 June 1917. Promoted Corporal, 1 March 1918. Commissioned as Second Lieutenant, Royal Garrison Artillery, 22 November 1918, serving to 1920. Employed in Sweden as civil air engineer, 1921-1923 and by

Daimler Airways (1923-1924). Employed by Ontario Provincial Air Service, 1924 to 1939 as aircraft engineer (mechanic) on Moth aircraft including seasonal overhauls, 1924 to 1939. Enlisted in Ottawa, 27 December 1939 as an Engineering Officer and commissioned that date with rank of Flying Officer. Initially on strength of AFHQ. To No.1 SFTS, Camp Borden, 27 April 1940. Promoted Flight Lieutenant, 1 November 1940. Promoted Squadron Leader, 1 July 1941. To No.1 Training Command, 15 March 1942. Promoted Wing Commander, 15 November 1942. To No.1 Winter Experimental and Training Flight, Kapuskasing, 1 October 1943. To No.21 Repair Detachment, Moncton, 22 January 1944. To No.3 Repair Depot, Vancouver, 15 November 1944. To No.7 Reserve Equipment and Maintenance Unit, Vancouver, 1 November 1945. Retired 26 February 1946 to return to Ontario Provincial Air Service.

This officer by his personal initiative and outstanding leadership has served as a continued source of inspiration and example to the officers and men serving under him. He has undertaken, without direction, the re-organization of the engineering section of the Unit into a very efficient section and this has been reflected in the exceptionally high standard of maintenance and quality of work produced. He has personally introduced measures to obtain spare parts and equipment over and above the line of duty and by so doing has maintained a high serviceability of aircraft under exceptional circumstances.

The above was raised by recommendation dated 24 July 1945 by the Commanding Officer of No.3 Repair Depot, wording as above. This cleared Western Air Command Headquarters on 10 September 1945. It did not reach the Priority List for New Year 1946 honours but was further supported on 2 January 1946 by Air Commodore Martin Costello, AFHQ.

**Selected Assessments:** Regarding recommendation that he be appointed Acting Squadron Leader, "whilst so employed", S/L J.H. Keens (No.1 Training Command) writes on 2 April 1941 to AFHQ as follows: "Flight Lieutenant Phillips is acting as Officer Commanding the Maintenance Section at Camp Borden in a very satisfactory manner. The Senior Aeronautical Engineer Officer at this Command Headquarters supports this recommendation and stated that this Officer is a careful and painstaking Engineer Officer who deserves this consideration."

"This officer possesses excellent practical knowledge and experience and has shown a particular aptitude for staff duties. A most valuable officer to the service." (G/C C.H. Tighe, 27 July 1942).

"A good practical Aero Engineer. What he lacks in theory is more than offset by his operational experience in Maintenance (particularly northern 'bush' work)." (W/C H.S. Rees, 14 October 1943).

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PHILLIPS, F/L John Harold (J11274) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 14 November 1944 as per **London Gazette** dated 21 November 1944 and AFRO 1/45 dated 5 January 1945. Born 1923 in Toronto; home in Algonquin Park, Ontario. Trained at No.1 ITS, No.10 EFTS and No.1 SFTS. Commissioned 1942. Served as an instructor before going overseas; flew 44 sorties. Served in postwar RCAF (1971); flew in the first postwar RCAF jet aerobatic team, graduated from Empire Test Pilots' School, served as an experimental test pilot, taught at RCAF Staff College and served as Canadian Air Attache in Moscow during the Cold War. In 2014 the French government appointed him as a Chevalier in the Legion of Honour for



his contributions to the liberation of France in the Normandy Campaign of 1944. Died in Toronto, 23 April 2015. RCAF photo PL-28743 (ex UK-10026 dated 24 April 1944) shows F/O Jack Phillips, Toronto (left) and his navigator, P/O Bernard Job (right), his English navigator from Plymouth, England. "They form the crew of a Mosquito squadron, the famous RCAF intruder squadron." RCAF photo PL-41141 (ex UK-17472 dated 28 December 1944) is captioned as follows: "Winners of the Distinguished Flying Cross are F/O Bernard Job, navigator, Plymouth, England, and F/L John Phillips, pilot, Department of Lands and Forests, Algonquin Park, Ontario. These City of Edmonton Squadron members have just recently returned to operational duties with their unit after being shot up by flak during a successfully completed hazardous mission strafing German aircraft at the Hun airfield. For their money, they will string along with 'Lady Luck', the Mosquito they fly on their patrols." Photo PL-128278 is a portrait taken at Trenton, 1959. See Wayne Ralph, **Aces, Warriors and Wingmen** for much material.

This officer has completed a number of varied missions, during which he has proved himself an enthusiastic, skilful and determined pilot. His fine airmanship and high courage in the face of danger have won the admiration of all members of his squadron. On one occasion in August 1944, he was detailed for a day sortie to the Baltic. On crossing the Danish coast his aircraft was damaged by heavy anti-aircraft fire. He decided to return to base but shortly after entering cloud cover further extensive damage was sustained. Flight Lieutenant Phillips was severely wounded in the hip and momentarily lost control of the aircraft; the navigator was also wounded. Flight Lieutenant Phillips managed to regain control and continued to fly in cloud cover until clear of the Danish coast. Although suffering severe pain and much loss of blood, he managed to fly several hundred miles to base in this country. He asked the navigator to abandon the aircraft by parachute as he was uncertain of his ability to accomplish a safe landing. In spite of his weakness and the damaged controls, he executed a masterly landing without further damage to his badly crippled aircraft.

**Note:** He was one of 48 veterans (23 of them air force) awarded the Knight (Chevalier) of the National Order of the Legion of Honour as per **Canada Gazette** of 17 May 2014.

RCAF Press Releases No. 6190 dated August 14, 1944 from "F/O Moir" reads as follows:

WITH THE RCAF FIGHTERS OF AIR DEFENCE GREAT BRITAIN : -- A crippled pilot and a wounded navigator recently brought home an RCAF City of Edmonton squadron Mosquito after a more than 500 mile trip over the North Sea in the flak ridden aircraft.

Fellow members of the squadron maintain that the feat performed by Flight Lieutenant J.H. Phillips of 219 Wanless Avenue, Toronto, Ontario, and his navigator, Pilot Officer Bernard Job of Plymouth, Devon, will stand as one of the outstanding trips on the squadron records.

In company with another Mosquito from the squadron, Phillips and Job were on patrol over Northern Germany and were just starting on their way home when trouble happened. Flying through cloud, Phillips suddenly came on a clear patch of sky and an enemy airfield at the same time.

Heavy flak caught his machine dead on and a bursting shell penetrated the left

side of the fuselage, badly wounding him in the leg and sending a spray of shrapnel that also wounded Job.

Dense blue smoke filled the cockpit and both Phillips and Job were sure the Mossie was about to explode. Job was ordered to bail out and was fixing his parachute when the smoke cleared and Phillips countermanded the order and decided to attempt to get out over the sea before abandoning the aircraft.

Most of the instruments were gone but when the smoke had cleared, it seemed possible to fly the machine for a little while longer. Phillips, by this time, was bleeding badly from his wounded leg and Job had several not so serious wounds.

Job was able to apply dressings from the first aid kit to his own leg but he couldn't get at Phillips' wound and the pilot had to stick it out without attention.

The leg was stiff and useless on the controls and the Mosquito had developed a tendency to yaw and fall off toward a stall. Finally, Phillips' got it under control and a tourniquet from the first aid kit, fastened to the control column and across to the trimming wheel, helped him to steady the ship. He was too weak from loss of blood and shock to handle the controls without that aid.

By this time, attacks of nausea several times threatened to knock out the pilot but Halatone tablets from the kit kept him conscious.

The aircraft, however, kept on flying and they decided to try to make as much of the distance to England as possible before ditching the machine. As they crossed the enemy coast, they ran into more flak which missed fortunately, and they suffered more fire when they passed over enemy shipping in the North Sea.

While over the sea, they spotted two men in a dinghy and stopped to circle and fix the position of the dinghy so they could send aid before continuing in their effort to reach safety.

The one-legged landing that ended the trip was as hazardous as anything that had happened during the afternoon. With one useless leg, Phillips controlled the rudder by pushing and pulling with his right foot, and he made a safe, if somewhat unskillful landing at an English airfield.

On the table beside his hospital bed now are a handful of battered half-crowns and a broken pocket knife. They were in his left hand pants pocket when the shell burst and undoubtedly saved him from a much more serious wound.

RCAF Press Release No. 6173 dated August 15, 1944 read:

WITH THE RCAF FIGHTERS OF A.D.G.B.: -- Two members of the RCAF City of Edmonton Intruder Squadron, both injured, flew their badly damaged Mosquito back 500 miles over the North Sea to Base.

The burst of flak which hit the aircraft as it patrolled near the Frisian Islands last Friday evening, went clean through the cockpit from the top of the port wing and

left about eight inches of the starboard ailerons up in the air.

The cockpit was filled with splinters, bits of paper and other debris. F/L J.H. Phillips of Toronto, Ontario, pilot, was seriously injured in the left leg.

"I was just looking down at the ground and going to point out something to my navigator," he said afterwards, "when everything went up. I was conscious of a terrific bang and a burning feeling inside my leg and I simply went numb from the hip down."

His 22-year-old navigator, F/O Bernard Job, of Plymouth, England, told how he improvised a tourniquet which tied Phillip's leg to the head of the control column and also to the trimming control in such a way that he could keep his seat on the rudder bar. The tourniquet succeeded in restricting the pilot's bleeding.

F/O Job was also slightly wounded in the left leg. At base afterwards, it was found that his map which he used throughout the journey was thick with shell splinters.

Pilot and navigator were taken to hospital together.

RCAF Press Release No. 7684 dated 20 November 1944 read as follows:

WITH THE R.C.A.F. IN BRITAIN---- Flight Lieutenant Jack Phillips, 21-year-old Toronto born pilot of the city of Edmonton squadron, has been awarded the D.F.C. after 23 trips at the controls of his Mosquito.

Phillips, whose parents live at 219 Wanless Avenue, has just returned to operations with his unit after a long stretch in hospital, the result of wounds suffered during a hair-raising exploit in the vicinity of Copenhagen.

Out on what is called a day ranger sortie, looking for German aircraft to strafe, the Mosquito piloted by F/L Philips was hit by flak when he went down to the deck over the Jerry 'drome. Both the pilot and the navigator, F/O Bemard Job, of Plymouth, Devon, who also won the DFC, were wounded by the flak. Each gave the other emergency first-aid, for severe leg wounds.

Although the aircraft was hard hit in four places and flying "left wing heavy" due to a damaged aileron, F/L Phillips brought it back with great skill.

F/L Phillips comes from a fighting family. His father, J.H.R. Phillips, a veteran of the last war in which he served as an observer in the Royal Flying Corps, won his wings in the R.C.A.F. in this war. He was retired recently at 51 years of age and is now flying with the forestry patrol of the Ontario government. A brother Alan, a pilot officer is also in the Royal Canadian Air Force.

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PHILLIPS, Sergeant Robert Wesley (R128445) - **Mention in Despatches** - Western Air Command

Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 31 December 1917. Enlisted in Saskatoon, 9 October 1941 as Tradesman and posted to No.1 Manning Depot. Reclassified as Clerk/General, 8 November 1941 when posted to Trenton. To No.2 BGS, 13 December 1941. Promoted AC1, 9 January 1942. Promoted LAC, 1 July 1942. To No.13 Operational Training Squadron, 27 July 1942. To Western Air Command Headquarters, 14 November 1942. Promoted Corporal, 1 February 1943. Reclassified as Clerk/Administration, 1 April 1944 when promoted Sergeant. To No.8 Release Centre, 20 November 1945. Released 22 November 1945. NOTE: Name may be Robert West Phillips. NCO in charge of groundcrew postings. Died in Kinistino, Saskatchewan, 2 June 2005 as per **Legion Magazine** of November 2005.

This non-commissioned officer has discharged important duties over a long period in a most satisfactory manner. He has an exceptional grasp of detail and has shown tireless effort in carrying out his arduous work, often at the sacrifice of his off-duty hours. This non-commissioned officer has been given responsibilities over and above those normally required of an airman of his rank and these responsibilities he has consistently discharged in a most successful manner. Sergeant Phillips' exemplary conduct and outstanding devotion to duty have proven an inspiration to all those with whom he works.

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PHILLIPS, P/O Wallace George (J19005) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 19 May 1944 as per **London Gazette** of that date and AFRO 1296/44 dated 16 June 1944. Born in Montreal, 14 December 1917; home in St.Lambert, Quebec; enlisted in Halifax, 10 October 1941 and posted to No.1 Manning Depot. To No.31 BGS, 10 November 1941. To No.5 ITS, 21 December 1941; graduated and promoted LAC, 13 February 1942 but not posted to No.22 EFTS until 28 February 1942; may have graduated 24 April 1942; next posting was No.5 Manning Depot, 9 May 1942; to No.1 SFTS, 23 May 1942; graduated and promoted Sergeant, 11 September 1942. To "Y" Depot, 25 September 1943. To RAF overseas, 27 October 1942. Promoted Flight Sergeant, 11 March 1943. Commissioned 16 September 1943. Promoted Flying Officer, 16 March 1944. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To No.13 EFTS, 27 June 1945. To No.2 Release Centre, 3 September 1945. Discharged 10 September 1945. Living in Richelieu, Quebec in 1950. Founder and President of Fort Lumber Company (1963-1992). Died at Ste.Anne de Bellevue, Montreal, 5 January 2016. Medal sent by registered mail 11 July 1945.

This officer has completed a notable tour of operations during which he has attacked the German capital on ten occasions. He has at all times displayed exceptional ability and has set a fine example of courage and resolution.

For an account of an action in which he was involved, see entry for WO (now P/O) Joseph Jean Baptiste Gaston Lapierre (photo caption at end of text).

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PHILLIPS, W/C William Stanley (C3233) - **Member, Order of the British Empire** - No.1 Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Montreal; enlisted there 9 December 1940 in Administration Branch. Flight Lieutenant as of 15 September 1941 when with No.3 Training

Command. Promoted Squadron Leader, 1 November 1942. To No.5 Manning Depot, 21 June 1943. To "Y" Depot, Lachine, 31 December 1943. Promoted Wing Commander, 1 March 1944. To AFHQ, 30 April 1944. To No.2 Release Centre, 5 January 1945. Retired 13 January 1945. Medal sent by registered mail 13 February 1948.

This officer has served at this command headquarters for a long period during which time he has been found thoroughly reliable and trustworthy and has demonstrated a devotion to duty considerably above the average. His initiative and sound judgement have been a source of inspiration to the other officers and airmen. He has contributed many long hours and sage advice, which have been decided factors in the successful opening and development of new units in this Command.

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PHILLIS, FS (now P/O) Jack Albert (R161467/J87606) - **Distinguished Flying Medal** - No.419 Squadron - Award effective 26 September 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 29 March 1921 in Toronto (birth date on MI.9 report; home in Florenceville, New Brunswick (type setter, printer); enlisted Hamilton, 15 May 1942 and posted to No.1 Manning Depot. To No.6 BGS, 20 July 1942. To No.1 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942 but not posted to No.7 EFTS until 21 November 1942; may have graduated 22 January 1943 but not posted to No.16 SFTS until 6 February 1943; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Trained overseas at No.82 OTU (Ossington) and No.1559 Conversion Unit (Wombleton). Commissioned 11 June 1944. Repatriated 25 October 1944. Promoted Flying Officer, 11 December 1944. To No.4 Release Centre, 10 February 1945. To No.1 Release Centre, 28 February 1945. Retired 25 April 1945 RCAF photo PL-25988 (1) shows him but caption spells name "Phyllis"". Medal sent by registered mail 10 December 1945.

One night in July 1944, this airman piloted an aircraft detailed to attack Villeneuve-St.Georges. When crossing the enemy coast the bomber was involved in a fight with an enemy aircraft. One engine was put out of action, a fuel tank was pierced and the fuselage was damaged. Despite this, Flight Sergeant Phillis went on to the target which he attacked after evading two more fighters which tried to close in. His determination and devotion to duty were typical of that which he has shown throughout his tour.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has recommendation by W/C W.P. Pleasance dated 23 July 1944 when he had flown ten sorties (53 hours 20 minutes), 31 May to 23 July 1944, as follows:

On the night of July 4<sup>th</sup> Flight Sergeant Phillis was detailed as captain of an aircraft to attack Villeneuve St. George. Crossing the coast en route to the target his aircraft was attacked and damaged by a Ju.88. The starboard inner engine was put out of action and had to be feathered. The starboard fuel tank was holed and further damage was sustained to the fuselage of the aircraft. Flight Sergeant Phillis proceeded on to the target but was again attacked before reaching his objective. This attack was successfully evaded. In the target area the aircraft was again attacked by a Ju.88 and an unidentified single engine aircraft, but these were also successfully evaded and the bombing run

completed. Shortly after leaving the target the aircraft was again attacked and successfully evaded the attacker, returning to Base without further incident.

The high standard of efficiency and the confidence of the crew in their Pilot's ability undoubtedly enabled this attack to be successfully completed, even though the aircraft was severely damaged, and testifies to the operational efficiency of the Pilot.

I consider the outstanding courage and devotion to duty shown by this NCO fully merit the immediate award of the DFC.

The sortie list was as follows:

31 May 1944 - Mount Couple (3.45)  
6 June 1944 - Coutances (5.20)  
7 June 1944 - Paris (5.30)  
9 June 1944 - Le Mans (5.55)  
14 June 1944 - St. Pol (4.15)  
27 June 1944 - Foret d' Eawy (5.15)  
4 July 1944 - Villeneuve (6.40)  
15 July 1944 - Bois Desjardins (4.30)  
20 July 1944 - Lahey (6.05, daylight)  
23 July 1944 - Kiel (6.05)

Public Record Office WO 208/3321 has an MI.9 report based on interview of 1 September 1944. It gives his private address as having been in St.Louis, Missouri.

We took off from Middleton St.George in a Lancaster aircraft at 2230 hours on 24 July 1944 on a bombing mission to Stuttgart.

After we had bombed the target we were attacked with rockets near Luxembourg. I do not know whether we were hit with a rocket, or whether we were attacked by a fighter, but the aircraft caught fire. I gave the order to abandon aircraft.

I baled out and landed in a field southeast of Bassu (Northwest Europe, 1:250,000, Sheet 9, T 7830) at approximately 0130 hours on 25 July. I hid my parachute, harness and Mae West in a nearby wood. I hid in the wood until 1900 hours, when a shepherd discovered me. I asked him for help. He told me to approach a nearby house and went away. I remained where I was, and the shepherd hailed the occupier of the house, who came to my hiding place.

The remainder of my journey was arranged for me.

**Note:** The following is from website  
<http://www.419squadronbewarethemoose.com/KB719.html>.

On the 25th of May 1944 the crew of F/S Jack A. Phillis arrived at their new posting, 419 squadron. They had completed their training at No. 82 OTU followed by conversion training at No.1666 CU. For Phillis the next step in his training would come on the evening of May30/ June

1st with his stint as "2nd. Dickie "

Then it was time to get his crew together for their first operational mission, a raid on Coutances. His crew Sgt. James Norman RAF as F/E, F/S W. H. Devine Navigator, Sgt. Richard MacKinnon Bomb Aimer, Sgt. Jack Spevak WAG, Sgt. John Searson Air Gunner, Sgt. John Shortt Air Gunner.

#### First Operation –First Combat

June 6th they were homeward bound from Coutances at only 3,000 feet the rear gunner Sgt. Shortt observed a FW190 astern and below the Lancaster and called for a corkscrew to starboard, while Sgt. Searson scanned the dark section of the sky for any additional attackers, Shortt fired off 200 rounds defending the Lancaster. The fighter had closed into 200 yards of the bomber before breaking away to starboard quarter. No fire was detected from the fighter and no damage was found on the Lancaster.

#### Second Operation – Second Combat

The crews very next operation on the following night, June 7/8 ,would bring them into combat again with one of the Luftwaffe's Ju88 night fighter . Having arrived after over the target of Acheres at 01:25 hours and beginning their bombing run at 4,800 feet with an airspeed of 175 mph the Lancaster and crew were attacked at this point by the Ju88. Both young gunners spotted the enemy aircraft on the port quarter up at a range of 400 yards, rear gunner Sgt. Shortt gave the combat manoeuvre command, while continuing to fire at the Ju88 right up until it broke off the attack at 150 yards. Tracer had been seen to enter fighter's cockpit, at which point the fighter broke off the attack disappearing off the starboard quarter up. Their Lancaster had escaped damage but a claim was put in for the fighter as "Damaged". Sgt. Shortt, who was just 20 had fired off 400 rounds at his adversary and claimed a "Damaged" on his second operation.

#### July 4th – Villeneuve St. George

By far the largest number of Combat Reports filed by 419 squadron would be on July 4th 1944 . And once again the gunners of Phillis's crew would be active in driving off fighters from their aircraft.

#### The First Attack – 0038 Hours

As Lancaster VR-O neared it's target of Villeneuve St. George the rear gunner Sgt. Shortt saw a Ju88 shoot down another Aircraft then turn towards his bomber, coming down on the port quarter up at a range of 600 yards. He gave the corkscrew order and Phillis put the Lancaster into a corkscrew to port. The enemy fighter had started firing from 500 yards and followed the Lancaster through it's evasive manoeuvres and finally departed on the port beam up. Shortt had opened up on the Ju88 as it drew into 400 yards, firing off a burst 100 rounds and Sgt. Searson fired off a shorter burst of 50 rounds both gunners ceased firing when the fighter broke off the attack at 200 yards.

The Lancaster resumed course, but the bomber had sustained damage to starboard engine, starboard fuel tank, as well as damage to the fuselage, tail plane, wings bomb doors and undercarriage. During the action they had fallen 600 feet and recorded as having observed

rockets, flak and fighter flares plus three other attacks against Halifax aircraft in the wave.

#### The Second Attack – 0050 Hours

Within minutes of the first attack another unidentified fighter was spotted by Sgt. Searson coming out of the light side of the sky on the starboard quarter above at a range of 500 yards.

The Lancaster again corkscrewed, but this time to starboard, Shortt in the rear turret opened fire until his guns jammed. The enemy fighter broke off the attack at 200 yards leaving by the starboard beam up. Which was fortunate as the rear guns could not be cleared.

The crew were now defenceless from the rear, flying in a damaged aircraft with one engine out. With only upper gunner Sgt. Searson to protect them any attack from the rear. With all they had seen, one Halifax go down and others being attacked. It must have been a tense and long journey home.

#### July 24/25 1944 – Stuttgart

The night of July 24/25 would be the crew's tenth operation together, this time to Stuttgart. The only information on what happened to crew and aircraft was given by Phillis a number of years later. He stated that the Lancaster was near Luxembourg when it was hit with a rocket, the aircraft caught fire and he ordered the crew to abandon the aircraft. Before the command could be carried the control of the aircraft was lost. Escaping from the hatches was difficult because of the actions of the aircraft as it spun down to earth. Devine was able to pull himself out of the aircraft. Devine, Phillis and MacKinnon were the only ones to get out. The aircraft came down 1 km south east of Bass, 16 km northeast of Vitry le Francais. Those who died were buried and remembered in Bassu.

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PHILP, F/O Owen Bartley (J38956) - **Distinguished Flying Cross** - No.436 Squadron - Award effective 15 January 1946 as per **London Gazette** dated 29 January 1946 and AFRO 322/46 dated 29 March 1946. Born 25 December 1923 in Vancouver. Enlisted in Winnipeg, 25 November 1942. To No.2 Manning Depot, 26 November 1942. To No.23 EFTS, date uncertain, guard duty. To No.2 ITS, 4 April 1943. To No.15 EFTS, 12 June 1943. To No.12 SFTS, 8 August 1943. Graduated and commissioned 25 November 1943. To No.34 OTU, 26 November 1943. To "Y" Depot, 9 April 1944; embarked from Canada, 29 April 1944; disembarked in Britain, 7 May 1944. To Doncaster, 4 June 1944. To No.107 OTU, 7 August 1944. To No.229 Group, 29 August 1944. To No.436 Squadron, 9 October 1944. Moved with that unit to United Kingdom, 8 September 1945. Repatriated to Canada, 22 June 1946. To No.1 Repair Depot, 27 July 1946. To Western Air Command, 1 August 1946. Accepted for postwar RCAF (27176). To Western Air Command Composite Flight, 24 January 1947. To Station Sea Island, 28 February 1946. To No.112 Flight, Rivers, 16 September 1947. Attended course in ground and flying training, techniques of glider pickup, Greenville Air Force Base, South Carolina. "As C-47A pilot, accomplished 20 practice runs, 15 glider pickups, consisting of 10 pickups with glider gross weight 5,200 lbs, five pickups with glider gross weight 7,600 lbs. As pilot of the glider accomplished 15 snatch pickups. Completed ground school. Performance in all phases was superior." (Report dated 21 August 1948). To Sea Island, 11 October 1949. In 1951 he took the Empire Test Pilots course at Farnborough, returning to Canada in December of that year. Promoted Squadron Leader, 1 January 1953. To CEPE, Rockcliffe, 12 December 1954 where he



became Chief Test Pilot. Attended RCAF Staff College, early 1957. To AFHQ, 3 July 1957. To No.1 (Fighter) OTU, Chatham, date uncertain. To Downsview, 18 September 1961. To Sabre Transition Unit, Chatham, 21 November 1961. To No.6 Strike/Reconnaissance OTU, Cold Lake, 22 June 1962. To No.3 (Fighter) Wing, 12 January 1963. Promoted Wing Commander, 15 January 1963. To No.102 Composite Unit, Trenton, 18 December 1965. To Station Portage la Prairie, 25 April 1966. To Centennial Aerobatic Team, 13 May 1966. To Station Cold Lake, 15 January 1968. To No.434 Squadron, Cold Lake, 1 April 1968. To Moose Jaw, August 1969 (Base Commander); promoted Colonel. To National Defence Headquarters (Director Air Operations, Training and Reserve), August 1973. Awarded Member, Order of Canada and "Father of the Snowbirds". Retired 27 November 1973. Died in Sidney, British Columbia, 15 April 1995.

Flying Officer Philp has served with great distinction throughout operations in close support of the 14th Army in Burma. During an extremely critical period he repeatedly flew on missions involving great hazards for the purpose of delivering vital supplies, frequently within range of enemy fire. He continued flying on operations throughout the monsoon period and never once failed to deliver his load. Flying continuously in these conditions required an unusual degree of nerve, skill and endurance. By his splendid example, great skill and outstanding devotion to duty this officer has made a valuable contribution to the success of his squadron.

**Note:** No.436 Squadron became operational on 15 January 1945. On that first day of operations, F/O O.B. Philp, KJ858 and crew flew two sorties. The first was 0847-1012 hours; then on the ground for 32 minutes and returned to base, 1045-1150. "Moving 6,930 lbs of petrol to 33 Corps at DZ 2230N 9525E. Over DZ 0951 - paradropped 1,500 lbs from 300 feet, landed 5430 lbs at 1012 - Weather over DZ clear - en route clouds 5/10,. Fighter escort four Thunderbolts SW of DZ." The **second** was 1340-1450 to objective, 45 minutes on the ground and return to base, 1540-1645). "Moving 6,944 lbs of food to 33 Corps at DZ 2250N 9525E. Over DZ at 1440. Paradropped 2,000 lb from 300 feet, landed 4,904 lbs at 1455. Weather over DZ CAVU. No fighter escort"

On 18 January 1945, in Dakota KJ845 - F/O O.B. Philp flew three sorties to Yeu - two with petrol, one with food.

**Training:** Course at No.2 ITS was 4 April to 11 June 1943. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas, Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 728 of a possible 1,000 points. Placed 68<sup>th</sup> in a class of 107. "Philp is a cheerful type of airman, self-confident and takes matters philosophically. He had no apparent difficulty in mastering the I.T.S. course. He is full of spirit, a good team-worker, and should do well in his future aircrew training. As a point of interest, his father is a Flight Lieutenant with the RCAF (Ferry Command)."

Course at No.15 EFTS was 13 June 1943 to 5 August 1943. Tiger Moth aircraft - 9.05 dual to first solo, total 35.15 day dual, 36.15 day solo, 4.05 night dual, one hour night solo. Logged nine hours in Link. Assessed in General Flying (306/450), Instrument Flying (172/250), Night Flying (67/100), Navigation, Practical (70/100) and Link (66/100). Ground School courses in Airmanship (165/300), Armament (160/200), Aircraft Recognition (95/100), Signals (80/100) and Navigation (176/300). Qualities of Character and Leadership graded at 70/100. "Smooth, confident pilot with good coordination. Aerobatics poor. Instrument flying is smooth and careful. This airman is neat and clean; discipline is good."

Course at No.12 SFTS was 9 August to 26 November 1943. Cessna Crane aircraft (7.35 day dual to first day solo, total 81.15 day dual, 50.50 day solo; 1.55 night dual to first night solo, total 10.25 night dual plus 8.10 night solo). Also flew 29.05 as passenger. Totals include 13.15 in formation, 29.50 on instruments. Logged 20 hours in Link. Assessed in General Flying (225/300), Instrument Flying (144/200), Navigation (113/150), Armament (106/150), Night Flying (75/100), Formation (36/50) and Link (35/50). Ground School courses in Airmanship (111/200), Armament (156/200), Aircraft Recognition (77/100), Signals (165/200) Meteorology (64/100) and Navigation (109/200). Qualities of Character and Leadership graded at 74/100. Rated "Extremely suitable" for General Reconnaissance, "Definitely Suitable" for Bomber or Flying Instructor. "High average ability but tends to be a little rough." (W/C T.R. Michelson). Course at No.34 OTU was 3 January to 24 March 1944.

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PHILP, F/L Ronald Charles (C12800) - **Member, Order of the British Empire** - No.181 Signals Wing (Air Command, Southeast Asia) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 24 April 1913 in St. Catharines, Ontario (RCAF press release 4910 announcing award). Home in Chippawa, Ontario; enlisted Niagara Falls, Ontario, 20 May 1940 as Clerk/Accounts. To Technical Training School, St. Thomas, 14 June 1940. To Trenton, 29 July 1940. To No.2 SFTS, 8 August 1940. Promoted AC1, 20 August 1940. Promoted LAC, 20 November 1940. Remustered to Radar Mechanic, 16 November 1941 at which date he reverted to AC2 and was posted to University of Toronto. To No.1 Manning Depot, 19 March 1942. To No.31 Radio School, 25 March 1942. Commissioned 10 July 1942 in Radar Branch. To No.31 Personnel Depot, 8 August 1942. To RAF overseas, 26 September 1942. Promoted Flying Officer, 10 January 1943. Promoted Flight Lieutenant, 10 July 1944. Repatriated 8 August 1945. To No.1 Air Command, 17 August 1945. To Mountain View, 17 September 1945. To No.4 Release Centre, 14 October 1945. Retired 23 October 1945. Medal sent by registered mail 26 September 1946. Public Records Office Air 2/8872 has recommendation.

This officer is Commanding Officer, No.569 AMES, and he has, under difficult conditions and in the face of the enemy, displayed a high degree of initiative and skill in his command. By his devotion to duty, determination and personal example, he kept the morale of his unit up to a high standard. His unit has provided invaluable radar cover during a period of important operations. Flight Lieutenant Philp's unit was at first situated in an exposed position, liable to interference by enemy patrols at one end of the Nakala Strip near Tamu. Whilst in this position the station provided the first warning on nearly all hostile aircraft which approached their sector, including two enemy reconnaissance aircraft destroyed which might otherwise have returned to the enemy with important photographs. When it was decided to move the station the convoy was on the road within three hours of going off the air. The withdrawal was carried out quickly and efficiently. Flight Lieutenant Philp remained at Nakala with a technical crew, to operate a mobile light warning set, and when this unit again had to move its position, a new site was occupied and communication re-established within 3 1/2 hours from closing down on the old site. At this new site there was little real defence and on three occasions personnel and equipment were subjected to heavy shellfire. When the Radar vehicle was destroyed it was decided to withdraw the unit. Flight Lieutenant Philp then

returned to Imphal and resumed command of No.569 AMES which had been re-deployed in the Imphal Valley.

Press Release dated May 30, 1944 (from a man named Crampton) read as follows,

IMPHAL FRONT: - Amid the crashing of enemy shells and the answering roar of our guns, with rocketing fireworks adding to the racket as hand-grenades, Bofors shells, Very lights and .303 ammunition exploded in all directions, a Canadian radio officer, Flying Officer (now Flight Lieutenant) Ronald Philp (C12800), of Niagara Falls, Ontario, watched all his technical equipment go up in flames. And with it, he saw disappear an important link in the defence of the Imphal Valley against the advancing Japs. He was powerless to save it.

This blazing radio equipment signalled the end of the most nerve-wracking two weeks in the 31 years of this lanky, six foot three former ceramics engineer.

He had arrived in India only two months before, and exactly one month later had found himself posted to command a radio outpost just south of Tamu, an important little Burmese town astride the supply road to Imphal, 80 miles to the north.

"You'll be getting into it up there," he was told at headquarters before he left. "They never said a truer word," was his comment later.

The Japs were 15 miles south of Tamu then and trying to force their way north to cut the Imphal Road.

A month later, a strong force was nearing the road at a point northwest of Tamu. The radio outpost and Tamu itself were almost cut off.

That night, March 16, Philp recorded the situation in diary form. "Lines of communication may be cut tonight," he wrote. "Position serious. Made preparations to move on plan set out the previous day. Packed all gear but could go operational again in two hours. Station stood by all night."

It was the first of many entries, all pregnant with suspense, yet curiously detached and cool, and comprising a chapter of front-line air force history.

Early the next morning the situation seemed to have improved, and the radio men began to unpack their gear again, but on Saturday, March 18, things looked as bad as they had been before. "Major .... came in at 1730 hours and said to move at once as the enemy had broken through. Convoy left for new site at 2000 hours."

The new site was on the edge of the main defensive "box" just to the north of Tamu, and the move was made none too soon for a few days later the Japs occupied the little town and were assailing the "box".

The next ten days, the radio men were living and working amid the racket of the enemy's shelling and the blast from our own guns defending the "box".

The little radio outpost was shaken continually and considerable minor damage was done by flying shell-splinters, but their technical equipment was kept working.

During the daytime they dug themselves in, digging their fox-holes deeper each day as the enemy's shelling grew more accurate. Nights they spent in the fox-holes, sleeping on a couple of folded blankets, with bayonets fixed and hand-grenades ready.

With the queer humor typical of such times, they called their fox-holes "graves".

The Japs made several night attacks on the perimeter defences of the box. Each time they were driven off.

But once, the radio men were caught off guard by the Nipponese gunners.

"Weather very hot and everyone feeling the effects of strain," wrote Philp on the night of March 22. "They started shelling us again at 1800 hours and this time they were a little more accurate as some landed in the camp. During a lull in the shelling, we figured it was over, so we came out to see what damage had been done. It was just what the Jap had figured we would do, as he started up again and caught us all out in the open. Luckily, there were no casualties."

The men dived hurriedly for their fox-holes, one Canadian, Corporal Denton Spaetzel (R75856), of Beamsville, Ontario, going into one in a head-first dive and surviving with only a few bruises.

Next day, the news was grim: "The Japs are nearing Imphal. The Division at Tiddim is also cut off".

Then, on Saturday, March 25: "Only one brigade now holding the "box". The others are up the Tamu Road trying to keep it open. Good luck to them.... The men are very tired and are feeling the effects of the strain".

On Sunday, March 26, there was excitement when a tent filled with hand-grenades caught fire and burned out. "Managed to salvage most of them. They were hot as hell," read the diary extract.

It was the next night that, during intense shelling, which started up again at 4:30 the next morning, the radio equipment was destroyed and the little outpost lost its usefulness in that sector.

"I had just walked to the cookhouse when it started," wrote Philp. "We all dove into our dug-outs. Ten shells landed in the camp, the splinters doing a good deal of damage, particularly to vehicles, tires and tents. At 1850, the light ack-ack ammunition dump was hit. A big fire and explosion followed, and the fire reached our technical vehicle. Explosions lasted for a good half-hour.... grenades, Bofors shells, Very lights and .303 ammunition all going up. Nice fireworks. Technical vehicle on fire but we could not reach it because of the

shelling. When it stopped, we went over and tried to put out the fire, but our efforts were futile. Managed to salvage all the petrol inside the sandbag wall we had built round the vehicle; the latter totally demolished."

The next day, after a sleepless night spent in the fox-holes with the crash of shells in their ears continuously, the unit packed up their remaining gear and prepared to move back on Imphal. They couldn't leave that day though, as word came through that the Japs had again cut the road to the north.

Next, day, however, this front-line chapter in the lives of air force radio men was closed with the March 29 diary entry: "Road cleared. Moved out at 1100 hours".

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PHILPOTTS, F/O Laurie Evan (J15527) - **Distinguished Flying Cross** - No.683 Squadron - Award effective 5 April 1943 as per **London Gazette** dated 20 April 1943. Born Caistorville, Ontario, 4 May 1919; home in Saint John, New Brunswick. Educated in Saint John; enlisted in Moncton, 5 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940 when posted to No.6 SFTS; graduated 4 October 1940 when posted to No.1 SFTS; graduated and promoted Sergeant, 17 January 1941. To No.1 Manning Depot, 29 January 1941. To Embarkation Depot, 4 February 1941. To RAF overseas, 7 February 1941. Promoted Flight Sergeant, 1 September 1941. Posted to No.57 OTU, 2 September 1941. Commissioned 9 June 1942.. To No.1 PRU, Benson on 2 October 1942, and to No.69 Squadron, Malta, 13 November 1942. Promoted Flying Officer, 9 December 1942. Subsequently decorated for service with No.683 Squadron. Repatriated via Rockcliffe, 25 August 1943. Appears to have been engaged in Recruiting Centre work until 9 March 1944 when posted to No.3 Flying Instructor School To No.4 BGS, 8 May 1944. To No.7 (Photo) Wing, 18 June 1944. Promoted Flight Lieutenant, 9 August 1944. To No.3 Release Centre, 17 January 1946. Retired 22 January 1946. Active postwar in aerial photography; a prolific author on the subject. Invested with award by George VI, 24 January 1945.

This officer has made many flight over Sicily and southern Italy. Although attacked on numerous occasions by fighter aircraft, he has always continued his missions. On a recent occasion, as a result of an accurate report by this officer, a submarine was enabled to damage a new Italian cruiser. Flying Officer Philpotts has displayed outstanding keenness and devotion to duty.

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PHIPPS, F/L Rodney Thirsk (J9648) - **Distinguished Flying Cross** - No.272 Squadron - Award effective 12 November 1943 as per **London Gazette** of that date and AFRO 166/44 dated 28 January 1944. Born in Strome, Alberta, 15 October 1918; home there (information obtained from correspondence, 1962). Educated at University of Alberta, 1939-1940 (science, aiming to become a mining engineer). Worked pre-war as a labourer in warehouses and oil fields. In May and June 1940 was in Rouyn mines, spending the remainder of that summer on Dominion Topographical Surveys. From October 1940 to May 1941 he was a miner in British Columbia. Enlisted in Edmonton, 15 May 1941 and posted to No.2 Manning Depot, Brandon. To No.7 Equipment Depot, Edmonton, 21 June 1941. To No.4 ITS, Edmonton, 13 July 1941; to No.16 EFTS, Edmonton, 19 August 1941; to No.4 SFTS, 10 October 1941; graduated and promoted

Sergeant, 2 January 1942; subsequently commissioned as of that date. To Embarkation Depot, 24 January 1942; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 10 February 1942; to No.2 (P) AFU, 16 March 1942 (Oxfords, 17,.10); to No.54 OTU, 14 May 1942, training there to 24 August 1942. Promoted Flying Officer, 1 October 1942. Sent by air to Cairo, 22 September 1942. With No.272 Squadron, 30 October 1942 to 2 March 1944 (promoted Flight Lieutenant 22 May 1943).; with No.79 OTU, Nicosia, 31 March to 27 October 1944 (Anson, 92.20, Beaufighter, 27.35, Blenheim, 3.00; Hurricane and Defiant, 15.45); embarked for UK, 13 November 1944, arriving 1 December 1944; embarked for Canada, 14 January 1945, arriving Lachine, 15 January 1945; No.2 Air Command, Winnipeg, 26 January to 20 March 1945; No.7 Release Centre, Edmonton, 21 March; released 24 March 1945. Re-engaged with Primary Reserve, Calgary, 24 July 1953 (212204) with rank of Flight Lieutenant and assigned to Calgary Flying Club. Transferred to Supplementary Reserve, 10 January 1956. He claimed 84 sorties (322 hours 50 minutes) on operations, with 16 enemy aircraft destroyed (six in air and ten on ground) plus three damaged; the last sortie being on 28 January 1944. Not all victories documented, but the following are known: **17 April 1943**, one Junkers probably destroyed in offensive sweep, Algiers via Cap Bon; **20 May 1943**, one Ju.52 destroyed; **30 July 1943**, one He.115 destroyed plus one shared; **12 August 1943**, one Do.18 destroyed on water and one Do.26 destroyed on water; **24 September 1943**, one Ju.52 destroyed. Medal presented 29 November 1947. Photo PL-34928 (studio portrait). Died in Calgary, 5 November 1959; widow died there 28 September 1965.

This officer has taken part in very many sorties involving successful attacks on shipping, airfields and rail installations. In September 1943, Flight Lieutenant Phipps participated in an engagement against eleven Junkers. Early in the fight a bullet pierced his windscreen, the gunsight was damaged and Flight Lieutenant Phipps was cut over the eye by splinters. Despite these difficulties he fought with rare skill and destroyed four of the enemy aircraft. His fine qualities have earned great praise.

**Notes:** Assessed with No.272 Squadron, 24 July 1943, having flown 690 hours 55 minutes as pilot, 243.55 in previous six months; "A very keen officer and pilot." (W/C W.A. Wild).

Assessment dated 22 June 1944 (W/C N.D. Lowe) stated, "Awarded DFC for destroying four Ju.52s and damaging another off Corsica, 24-7-43 [sic]. Always a very keen and capable operational pilot."

Injured in accident on 11 January 1943, Helopolis while with No.272 Squadron. He was a passenger in Beaufort I, serial DW761, which was ferrying aircrew to squadron. Pilot was 28146 F/L G.B.S. Coleman. Failed to become airborne on takeoff and hit a Harvard.

Application for Operational Wing dated 20 January 1945 stated he had flown 83 sorties (322 hours 50 minutes), 30 October 1942 to 27 February 1944.

**Training:** Interviewed May 1941 and described as follows: "Stocky built lad, with clear voice and keen mind, had good education and training, and is recommended as pilot."

Course at No.4 ITS, 15 July to 16 August 1941. Courses in Mathematics (87/100), Signals (100/100), Hygiene and Sanitation (35/40), Drill (77/100), Law and Discipline (35/60). Placed seventh in a class of 243. "Visual Link 85 %. Posted to No.16 EFTS, Edmonton, Alberta, 20-8-41. Two years Varsity. Good appearance, athletic type, persistent, good educational background."

Course at No.16 EFTS, 20 August to 10 October 1941 on Tiger Moths (28.50 day dual, 33.50 day solo; also 9.10 instruments. Logged ten hours in Link. "Side slips rough. Forced landings to be improved." Courses in Airmanship (172/200), Airframes (67/100), Aero Engines (88/100), Signals, practical (88/100), Theory of Flight (79/100), Air Navigation (153/200), Armament, oral (176/200). Placed ninth in a course of 33. "Above average. Conduct very good."

Course at No.4 SFTS was 13 October 1941 to 2 January 1942. Flew in Cranes (36.15 day dual, 51.20 day solo, 2.15 night dual, 9.45 night solo). Flew 20 hours on instruments and logged 13.10 in Link. "Inclined to be rough on controls. Experienced trouble landing at night. Otherwise above average pilot." Ground school courses in Airmanship and Maintenance (177/200), Armament, written (76/100), Armament, practical (82/100), Navigation (142/150), Meteorology (44/50), Signals, written (44/50), Signals, practical (100/100). Placed sixth in a class of 53.

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PHRIIP, F/O Clarence Frank (J25778) - **Distinguished Flying Cross** - No.576 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 3 September 1917 in Newmarket, Ontario; home in Toronto (draughtsman). Educated at University of Toronto (member, COTC) (Bachelor of Science). Enlisted in Toronto, 29 January 1942. Granted Leave Without Pay until 15 March 1942 when posted to No.1 Manning Depot. To No.1 ITS, 18 July 1942; graduated and promoted LAC, 11 September 1942 but not posted to No.9 EFTS until 10 October 1942; to No.6 SFTS, 9 January 1943. Graduated and commissioned, 30 April 1943. To No.1 GRS, Summerside, Prince Edward Island, 7 May 1943. To "Y" Depot, 31 July 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Promoted Flying Officer, 30 October 1943. Promoted Flight Lieutenant, 30 April 1945. Following his tour he transferred to Empire Test Pilot School (February 1945) and became a test pilot at RAE, Farnborough. Remained there to June 1946. Retained rank of Flight Lieutenant in postwar RCAF (20257). Returned to Canada where he became test pilot and project engineer, Northwest Air Command (Namao and Edmonton). Transferred to Aero Engineer Branch, 15 June 1948. In June 1949 he went to University of Michigan to attend a guided missile course. Promoted Squadron Leader, 1 June 1950. Took an M.Sc. in Aeronautical Engineering at Ann Arbor (June 1952) and appointed to Directorate of Armament Engineering at AFHQ. In August 1957 selected to attend RCAF Staff College, Toronto. At end of course sent to Point Magu, California to command Central Experimental and Proving Establishment detachment there. In December 1958 appointed commander of CEPE Air Armament Detachment, Cold Lake, Alberta; July 1950 became director of Armament Engineering, AFHQ. As of October 1961 he was a Group Captain. Died at St.Clements, Ontario, 4 May 2000. Photo PL-90139 shows him. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9069 (Part 1) has recommendation dated 24 February 1945 when he had flown 31 sorties (162 hours 45 minutes), 29 August 1944 to 16 January 1945.

29 August 1944 - Stettin  
10 September 1944 - Le Havre  
16 September 1944 - Leeuwarden  
23 September 1944 - Neuss (aircraft damaged by flak)  
24 September 1944 - Calais  
26 September 1944 - Cap Gris Nez

27 September 1944 - Calais  
3 October 1944 - Walcheren  
5 October 1944 - Saarbrücken  
7 October 1944 - Emmerich  
12 October 1944 - Fort Frederick Hendrik  
14 October 1944 - Duisburg  
14 October 1944 - Duisburg  
19 October 1944 - Stuttgart  
2 November 1944 - Düsseldorf  
4 November 1944 - Bochum  
6 November 1944 - Gelsenkirchen (a/c damaged by flak)  
9 November 1944 - Wanne Eickel  
11 November 1944 - Dortmund  
18 November 1944 - Wanne Eickel  
27 November 1944 - Freiburg  
29 November 1944 - Dortmund  
4 December 1944 - Karlsruhe  
6 December 1944 - Merseburg  
22 December 1944 - Koblenz  
27 December 1944 - Rheydt  
29 December 1944 - Gelsenkirchen  
4 January 1945 - Royan  
7 January 1945 - Munich  
14 January 1945 - Merseburg  
16 January 1945 - Zeitz

Flying Officer Phripp, a Canadian officer, has carried out 31 operational sorties as captain of a Lancaster heavy bomber operating in Bomber Command. He has attacked many heavily defended targets in Germany as well as small tactical targets in enemy occupied territory, and on all occasions the success he has achieved has been largely due to his untiring efforts to maintain the efficiency of his crew at the highest possible standard.

Flying Phripp possesses coolness and displays exceptional fearlessness in the face of danger; he has bombed Stettin, Duisburg, Stuttgart, Karlsruhe,, Merseburg and Munich with skill and determination, and his aircraft has on two occasions been damaged by anti-aircraft fire.

This officer's tenacity, endurance and fine offensive spirit have led to a fine record of achievement, and I strongly recommend him for the award of the Distinguished Flying Cross.

\* \* \* \* \*

PICARD, Sergeant (now P/O) Raymond Adolphus (R123279/J27873) - **British Empire Medal** - No.1 Bombing and Gunnery School - Award effective 13 August 1943 as per **Canada Gazette** dated 21 August 1943 and AFRO 2198/43 dated 29 October 1943. Born 15 October 1918. Enlisted in Toronto, 6 August 1941 and posted to No.4A Manning Depot. To No.31 OTU, 11 September 1941. To No.3 ITS, 12 October 1941; graduated and promoted LAC, 20 December 1941 when posted to No.4 EFTS; graduated 14 March 1942 when posted to No.5 Manning Depot; to No.9 SFTS, 17 March 1942; graduated and promoted Sergeant, 19 June 1942. To



No.3 AOS, 4 July 1942. To No.1 BGS, 13 July 1942. Promoted Flight Sergeant, 19 December 1942. Promoted WO2, 14 June 1943. Subsequently commissioned with effect from 10 December 1942. Promoted Flying Officer, 10 June 1943. To No.10 BGS, 14 November 1943. To "Y" Depot, 25 May 1944. Taken on strength of No.3 PRC, Bournemouth, 2 June 1944. Promoted Flight Lieutenant, 10 December 1944. Repatriated 5 August 1945. Released 17 September 1945. Medal presented 18 April 1944. Died in Shelburne, Ontario, 7 September 2002 as per **Legion** of March 2003. See also P/O J.F. Williams (GM).

This airman under the leadership of Pilot Officer J.F. Williams proceeded to a point where a train of tank cars was on fire. Several of the tank cars, filled with gasoline, had already exploded, adding to the conflagration. This airman assisted in extinguishing the flames on five tank cars and uncoupling and removing a caboose, two box cars and eleven tank cars to safety. The disregard of the extreme danger and the resourcefulness of this airman resulted in the saving of a valuable part of a highly explosive and combustible trainload of war material.

\* \* \* \* \*

PICHETTE, FS (now P/O) Joseph Eugene Roger (R55241/J15846) - **Distinguished Flying Medal** - No.142 Squadron - Award effective 16 October 1942 as per **London Gazette** dated 27 October 1942 and AFRO 1783/42 dated 6 November 1942. Born in Chandler, Quebec, 14 August 1921; home in Restigouche, Bonaventure, Quebec (student); enlisted in Quebec, 6 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940 when posted to No.1 WS; to No.1 Manning Depot, 5 December 1940; to No.1 BGS, 17 February 1941; graduated and promoted Sergeant, 15 March 1941. To Embarkation Depot, 24 March 1941. Taken on strength of overseas, 5 April 1941. Promoted Flight Sergeant, 21 May 1942. Commissioned 7 August 1942. Repatriated via Rokcliffe, 15 November 1942. To AFHQ, 14 December 1942. To No.9 BGS. 3 January 1943. Promoted Flying Officer, 7 February 1943. To No.10 BGS, 9 February 1943. Promoted Flight Lieutenant, 1 August 1944. To No.3 Training Command, 26 September 1944. To No.9 BGS, 19 November 1944. To Lachine, 11 April 1945. To No.2 Release Centre, 4 August 1945. Retired 10 August 1945. Elected to the Legislative Assembly of New Brunswick as the Progressive Conservative Party member for the Restigouche riding in the 1952 Provincial election. New premier Hugh John Flemming appointed him Minister of Industry and Development on October 8, 1952. Reelected in 1956, Pichette remained Minister until July 12, 1960 when his party was defeated in the New Brunswick general election, 1960. In the 1979 Canadian federal election, Pichette was the unsuccessful Progressive Conservative Party of Canada's candidate in the federal riding of Restigouche. Died in Moncton, New Brunswick, 21 November 2002 at age 81. Medal presented 24 April 1944.

Flight Sergeant Pichette has participated as an air gunner in numerous attacks over enemy and enemy occupied territory. On one occasion he took part in a daylight attack on two enemy battle-cruisers. On all occasions his devotion to duty and his supreme coolness in the face of the toughest enemy defences have proved an inspiration to all.

NOTE: Public Records Office Air 2/9600 has recommendation dated 23 August 1942 when he had flown 34 sorties (177 hours five minutes):

11 June 1941 - NICKEL, Paris (5.50)

6 July 1941 - Rotterdam (5.10)  
 16 July 1941 - Hamburg (5.30)  
 20 July 1941 - Cologne (6.20)  
 30 July 1941 - Cologne (5.30).  
 2 August 1941 - Berlin (4.35)  
 5 August 1941 - Karlsruhe (6.05)  
 7 August 1941 - Essen (5.25)  
 10 October 1941 - Ostend (4.35)  
 16 October 1941 - Dunkirk (3.55)  
 21 October 1941 - Bremen (5.25)  
 8 November 1941 - Essen (5.15)  
 30 November 1941 - Hamburg (6.30)  
 28 December 1941 - Wilhelmshaven (5.05)  
 6 January 1942 - Brest (4.15, 2nd pilot injured)  
 14 January 1942 - Hamburg (4.10)  
 17 January 1942 - Bremen (5.10, hit by flak)  
 31 January 1942 - St.Nazaire (6.30)  
 10 February 1942 - Bremen (6.00)  
 12 February 1942 - German warships (2.40, bombed **Prinz Eugen**, attacked by three Bf.109s, shot one (probably destroyed), others broke off attack)  
 25 February 1942 - Kiel (5.25)  
 27 February 1942 - Kiel (5.50)  
 3 March 1942 - Paris (5.40, bombed from 1,500 ft)  
 9 March 1942 - Essen (4.50)  
 25 March 1942 - Essen (4.30, badly holed by accurate flak)  
 28 March 1942 - Lubeck (6.00, low level attack, strafed buoys at mouth of Elbe)  
 2 June 1942 - Essen (4.25)  
 14 July 1942 - GARDENING (3.40)  
 21 July 1942 - Duisburg (5.10)  
 25 July 1942 - Duisburg (4.55)  
 29 July 1942 - Saarbrucken (6.30)  
 31 July 1942 - Dusseldorf (5.05)  
 9 August 1942 - Osnabruck (5.05)  
 11 August 1942 - Mainz (6.05)

This Canadian Flight Sergeant has completed 34 operational sorties over enemy and enemy-occupied territory. On all occasions his devotion to duty and supreme coolness in the face of the toughest of the enemy defences have proved an inspiration to his crew. On more than one occasion it has been his instructions to his captain that have resulted in successful weaving, extricating their aircraft from a dangerous position.

On one occasion earlier this year this Non-Commissioned Officer took part in a daylight attack on two enemy battle cruisers. He was probably responsible for shooting down an enemy fighter thereby making it possible for his captain to bring the damaged aircraft and crew safely back to base.

On the ground his care of his guns and desire to impart his knowledge to others has done much to improve the efficiency of the gunners throughout the squadron. He is strongly recommended for an award of the Distinguished Flying

Medal.

To this the Commanding Officer of RAF Station Binbrook added (24 August 1942):

A first class air gunner of great toughness with the highest qualities of fearlessness and determination. His complete willingness, as a comparatively old hand with 26 sorties to his credit, to be put in as a tail gunner in a fresher crew straight from OTU, set an excellent example in the squadron and set a very high standard of morale and self-confidence in the crew.

The September 1999 issue of **Short Bursts** (Air Gunner Newsletter) carried the following story by him:

A Night to Remember  
or "So Much for OTU Training"

In March 1941 I arrived at No.11 OTU Bassingborn, near Cambridge. You remember that at OTU they taught us that:

"Starboard is green  
"Port is red;  
"Forget this and you'll soon be dead."

Along with this lesson they gave us a running commentary to follow. In a Wellington bomber, crew of six, it was:

Pilot-Captain - No.1  
Co-Pilot - No.2  
Navigator - No.3  
Wireless Operator - No.4  
Front gunner - No.5  
Tail gunner - No.6

You could switch on your microphone attached to your oxygen mask and say, "No.6 calling No.1 (Sir, if an officer)." "Yes, No.6." "Enemy aircraft, Junkers 88, red quarter, 600 yards turn red - go."

We left Bassingborn as a crew, Tom Parker, pilot from Manitoba, Fred Gauley, navigator from Toronto, and myself, tail gunner from New Brunswick. Three bloody colonials and three RAF boys, all Sergeants, posted to 142 Squadron at Binbrook, Lincolnshire, No.1 Group Bomber Command. Our squadron, 142, was the No.1 mobile unit of the RAF. Old Fairey Battles still in hangars. Our motto was "Determination."

First op - Nickel raid to Lyon, France.

Second op - To Rotterdam, light flak.

Third op - To Hamburg, six hours 50 minutes; The works - searchlights, heavy flak. In the tail you could hear "woof, woof" and it was not a German dog. Exciting - too naive to be really scared. I heard Fred say, "approaching target -

bomb doors open - steady, steady, bombs gone." The old Wimpy X for X-Ray bounced up a hundred or more feet, lighter by two tons. I also had that feeling of elation, felt lighter, mission accomplished, let's go home.

After a few minutes I heard Fred tell Tom we would cross the coast near Bremerhaven. Things were more quiet but I knew we were silhouetted against the Northern Lights. That was as dangerous as a full moon.

I was thinking we would be safe over the North Sea when, sure enough, I saw this plane coming towards us. I switched on, "ZZ fellows, 110 on our tail, he's coming closer - don't worry, I have him in my ring sight."

I saw tracers coming my way and I fired three bursts (mike still on). Tom put the Wimpy in a virtual dive. I went straight up. The vibration was scary and when Tom pulled out, I had a terrific pain in the ear and nearly passed out. Remember, in the tail you were at the end of the whip. Looking out I could see white caps. We were over water. Fred gave the course for home. ME.110 not around. Back home, when I took my helmet off, blood was on my cheek - ruptured ear drum. X-for-X-Ray had five holes near the astrodome. I had fired 500 rounds.

Next evening, in the mess, after a few beers, you could hear someone say, "Hey fellows, did you read KRO ? We have a new running commentary - 'Don't worry, he's coming closer, but I have him in my ring sight.'"

RCAF Press Release No. 855 dated 13 October 1942 reads as follows:

At the completion of his operational trips over Germany and German occupied countries, Roger Pichette, 21-year-old rear gunner of Restigouche, Quebec, has the satisfaction of being commissioned an officer of R.C.A.F. before being posted to an operational training unit as an instructor.

P/O Pichette, who is a son of Mr. Eugene Pichette, a surveyor employed by the International Pulp and Paper Company, and Mrs. Pichette, of Restigouche, has made 35 operational trips, and has shot down one Me109 over the channel. He was only 18 years of age when he joined the R.C.A.F. in May 1940. He was sent to Manning Depot, Toronto, and took further training at I.T.S., Toronto, Wireless School, Montreal, Bombing and Gunnery, Jarvis, Ontario, where he received his wings.

It was during the afternoon of February 12, 1942, that P/O Pichette scored his victory.

"We had just dropped out bombs over the Prinz Eugen, one of the German battleships that we had looked for previously at Brest, when three Me109s came at us from behind," said Pichette. "The first one opened fire at about 600 yards. I waited. I opened fire too as he came closer. He covered about 50 more yards, then caught fire and fell into the water.

"The second enemy fighter abandoned the chase," continued Pichette, "and the third one was shot down by two Hurricanes, who had joined in to help us. The operation was so successful that our pilot, F/S Bill Caldwell, the R.A.F., was awarded the D.F.M. a few months later. Our plane suffered only slight damage to the tail."

P/O Pichette said that a trip over Brest in January had been much worse. "We had been sent there to bomb the Prinz Eugen and two other German battleships", said Pichette. "But we had such a hot reception that we couldn't do much. We were about 20 minutes over the target and flak was very heavy. Our second pilot received a cut in his left arm at the elbow. One engine was badly damaged. The first pilot, however, brought us back to land safely at the first English aerodrome we could find."

On another occasion, P/O Pichette had a narrow escape himself as he was over Essen. It was during a night in August, 1941. "An anti-aircraft shell exploded at a short distance from my turret", he said, "and the shot was such that I was knocked unconscious. The first pilot, F/S Tom Parker, of MacGregor, Manitoba, left the controls to the second pilot and came to my aid. He took me out of the turret to a cot, and placed me in the care of the navigator, and then manned my turret gun himself. About 35 minutes later I had recovered and returned to my post. By that time, the second pilot had passed over the target, the bombs had been dropped, and we were on our way home. I was in hospital for nearly five weeks after that trip, suffering from a nervous breakdown and stomach trouble, concluded Pichette.

As a rear gunner, Pichette took part in seven raids over the Ruhr, four over Bremen, three over Cologne, and two over Hamburg and Kiel. He also participated in raids over Berlin, Dusseldorf, Wilhelmshaven, Lubeck, and other important German industrial centres.

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PICKARD, F/L Murray Keith (J9662) - **Commended for Valuable Services in the Air** - No.5 OTU Detachment - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945. Born 8 December 1918. Home in Vancouver; enlisted there 3 May 1941 and posted to No.2A Manning Depot. To No.8 BGS (guard duty), 17 June 1941. To No.4 ITS, 15 July 1941; graduated and promoted LAC, 19 August 1941 when posted to No.8 EFTS; graduated 7 October 1941 and posted next day to No.3 SFTS; graduated and commissioned, 2 January 1942. To "Y" Depot, 3 January 1942; to RAF overseas, 21 January 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 2 January 1944. Served in West Africa (see PL-18674). Repatriated 11 May 1944. To No.5 OTU, 20 June 1944. To No.5 OTU Detachment, 3 July 1945. To Release Centre, 4 September 1945; retired 6 September 1945.

This officer has been a most enthusiastic and capable deputy Flight Commander. he has long been an outstanding organizer who has made a valuable contribution to flying training. Through his drive and perseverance he has produced excellent results.

\* \* \* \* \*

PIDDUCK, FS George Edwin (R64063) - **Mention in Despatches** - No.62 Base Servicing Echelon - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 8 March 1921. Home in Bowmanville, Ontario. Enlisted in Galt, 30 March 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 19 April 1940. Promoted AC1, 1 July 1940. To Trenton, 6 August 1940. Promoted LAC, 1 December 1940. To No.6 SFTS, 11 January 1941. To No.16 SFTS, 12 August 1941. Promoted Corporal, 1 January 1942. To "Y" Depot, 16 March 1942. To RAF overseas, 30 April 1942. Promoted Sergeant, 1 January 1943. Promoted Flight Sergeant, 12 May 1943. Date of repatriation uncertain but posted to Debart, 23 July 1945. To Release Centre, 3 September 1945. Retired 21 September 1945. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has list of MiDs this date with unit. DHist file 181.009 D.1722 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945, confirming that he had enlisted in Galt, Ontario, 30 March 1940, had served 25 months in Canada and 33 months in United Kingdom. He was then NCO in charge Base Main Servicing Section.

Flight Sergeant Pidduck has shown outstanding organizing ability in operating his section. His energy and leadership have inspired the men under him to greater efforts. He does not hesitate to work many extra hours in arranging for the men under him to carry out their various tasks.

PIDDUCK, FS George Edwin (R64063) - **Mention in Despatches** - No.62 Base Major Servicing Section (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. DHist file 181.009 D.1725 (RG.24 Vol.20607) has recommendation for a BEM dated 5 May 1945.

Flight Sergeant Pidduck is the NCO in charge of No.62 Base Major Servicing, and he has been in this position for the past year. His sections have handled all the acceptance checks and major inspections. During this time well over 300 acceptance checks and forty major inspections on heavy bombers have been completed, and it is due to his drive, energy and organizational ability that it was done smoothly, efficiently and in the minimum of time. This NCO never spared himself and was always on the job. It was through this fine example of devotion to duty that his men always carried out just what he demanded of them.

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PIERCE, FS Eric Manford (R58718, later J27786) - **Distinguished Flying Medal** - No.104 Squadron - Award effective 12 January 1943 as per **London Gazette** dated 22 January 1943 and AFRO 272/43 dated 19 February 1943. Born in Calgary, 5 January 1920; home in Vancouver (student). Served briefly in RCN (HMS **Prince Robert**). Enlisted in Vancouver, 11 September 1940. To No.1 Training Command, 7 October 1940. To No.1 ITS, 9 November 1940; graduated and promoted LAC, 8 December 1940 when posted to No.1 AOS; graduated 2 March 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 12 April 1941 when posted to No.1 ANS; may have graduated 29 May 1941. Posted to "Y" Depot, 13 May 1941; to RAF overseas, 16 June 1941. Repatriated 31 December 1942. To No.34 OTU, 11 February 1943. Commissioned 13 April 1943. Promoted Flying Officer, 13 October 1943. Medal presented 20 April 1944. To No.2 ANS, 12 June 1944. To No.168 (Heavy Transport) Squadron, January 1945 In crew of Air Commodore John Plant when the squadron flew penicillin to Poland, November 1945. After the

war he moved to Vancouver and enrolled at the University of B.C. for graduate and later post graduate studies. In 1953 he joined the B.C. Corrections Service where he moved up the ladder over a period of 29 years to a headquarters position and retired in 1982. Not being satisfied with not doing anything that he felt was constructive he became increasingly involved in providing affordable housing for University students and others with marginal income to which he devoted his energies almost up to the time of his decease. Died in Vancouver, 26 January 2011 as per **Legion Magazine** of September/October 2011.

As navigator and bomb aimer, Flight Sergeant Pierce has taken part in operational sorties on targets at Benghazi, Tobruk, Greece, Crete, and the battle areas. He has proven himself to be an outstanding navigator whose ability has always enabled him to navigate his aircraft, often in adverse weather. As a bomb aimer his courage and steadiness under the most accurate fire have materially assisted in the successes achieved.

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

This Non-Commissioned Officer has completed 240 operational hours and 30 flights since flying out from England to the Middle East. He joined the squadron on the 24th February 1942, and has been actively engaged as navigator and bomb aimer ever since.

He has bombed a large assortment of targets including Benghazi, Tobruk, Greece, Crete and the battle areas and has been trusted to drop the 4,000-pound bombs on many occasions.

Flight Sergeant Pierce has proved himself an outstanding navigator whose ability has always assured the aircraft getting to the target detailed, many times when weather conditions were very bad. This skill he has always been keen to impart to others and [he] has raised the navigation standard of the squadron by his keenness and personality. As a bomb aimer, his courage and steadiness under the most accurate of fire have made sorties he was on an outstanding success.

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PIERCE, F/L George Henry (C16596) - **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 24 September 1905. Home in Reston, Manitoba; enlisted in Saskatoon, 1 May 1941 as Radio Mechanic. To No.2A Manning Depot, 8 May 1941. To University of Manitoba, 5 June 1941. Promoted LAC, 13 September 1941. To Embarkation Depot, 4 October 1941; to RAF overseas, 11 October 1941; taken on strength of RCAF Overseas Headquarters, 24 October 1942. Commissioned 19 January 1943. Promoted Flying Officer, 19 July 1943. Promoted Flight Lieutenant, 1 July 1944. Repatriated 8 July 1945. To No.8 Repair Depot, 20 July 1945. To No.6 Release Centre, 27 September 1945. Retired 3 October 1945. May have been in Education Branch at the end of the war.

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PIERCE, F/O Thomas White (J8608) - **Distinguished Flying Cross** - No.15 Squadron - Award effective 31 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO 232/43 dated 12 February 1943. Born in Bichester, Oxfordshire, 11 September 1920; home in Bracebridge, Ontario; enlisted Toronto, 13 November 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 9 December 1940. To No.2 SFTS (guard), 2 January 1941. To No.3 ITS, 23 March 1941; graduated and promoted LAC, 3 May 1941 when returned to No.1 Manning Depot; to No.5 AOS, 24 May 1941; graduated 17 August 1941 when posted to No.3 BGS; graduated and promoted Sergeant, 29 September 1941; posted next day to No.1 CNS; graduated and commissioned, 27 October 1941. To "Y" Depot, 20 November 1941. To RAF overseas, 7 December 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, date uncertain. Repatriated 16 October 1944. Retired 5 January 1945. Attended University of Toronto, graduating in Forestry, 1949. Worked in National Parks Service (superintendent and parks naturalist. Retired to Halifax in 1981. Thereafter worked in Canadian Executive Services Overseas (Truro and Malaysia). Died in Halifax, 27 March 2007. Obituary stated he had flown 77 sorties. RCAF photo PL-33263 (ex UK-15549 dated 4 October 1944) shows, left to right, F/L W. Pierce, DFC and Bar, Bracebridge, Ontario, S/L C. Fournier, Montreal, Senior Personnel Counsellor, F/O J.W. MacDonald, Lower Newcastle, New Brunswick, and WO2 C.E. Rouleau (Montreal). Caption quotes Pierce as saying, "I have made up my mind what I wanted to do and find the Canadian Government Education plan entirely fills my needs. I am really happy and relieved in my mind to know I don't have to worry about the financial end of my education." Medal presented at uncertain date.

Flying Officer Pierce has displayed great ability and efficiency as a navigator. On several occasions he has participated in sorties when outstanding photographs have been taken in target areas. After a recent attack on Genoa his aircraft was forced to return via the Alps. At a height of 6,000 feet, owing to the navigational skill displayed by Flying Officer Pierce, his captain was enabled to find a safe route and fly the aircraft through the valleys without mishap.

PIERCE, F/L Thomas White, DFC (J8608) - **Bar to Distinguished Flying Cross** - No.105 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 15 August 1944 and AFRO 2101/44 dated 29 September 1944. Medal presented 12 November 1948.

This officer has completed many sorties against a variety of targets and has set a fine example of skill, courage and tenacity. A navigator of considerable experience with a fine operational record, Flight Lieutenant Pierce is an invaluable officer to his squadron.

NOTE: Public Record Office Air 2/9632 has recommendation dated 19 May 1944 when he had flown 73 sorties (299 operational hours) of which 43 sorties (134 hours) had been logged since his previous award. This detailed his flights and expanded slightly on the text:

\* low level sortie

# identified as a marker sortie

30 May 1942 - Cologne (6.00)  
1 June 1942 - Essen (5.30)  
25 June 1942 - Bremen (3.35)  
29 July 1942 - Saarbrucken (5.15)  
6 August 1942 - GARDENING, Borkum (5.50)



10 August 1942 - GARDENING, Baltic (7.05)  
11 August 1942 - Mainz (5.45)  
27 August 1942 - Kassel (4.25)  
1 September 1942 - Saarbrücken (5.25)  
5 September 1942 - Bremen (5.00)  
7 September 1942 - Stettin (1.35, recall)  
8 September 1942 - Frankfurt (6.10)  
10 September 1942 - Dusseldorf (4.20)  
13 September 1942 - Bremen (4.40)  
14 September 1942 - Wilhelmshaven (5.25)  
16 September 1942 - Essen (2.30)  
18 September 1942 - GARDENING, Baltic (7.10)  
23 September 1942 - Vegasack (5.30)\*  
7 November 1942 - Genoa (5.20)  
18 November 1942 - Turin (7.35)  
20 November 1942 - Turin (7.35)  
22 November 1942 - Stuttgart (8.30)  
1 October 1942 - Lubeck (8.35)\*  
11 October 1942 - GARDENING Kattegat (8.15)  
13 October 1942 - Kiel (6.15)  
15 October 1942 - Cologne (5.05)  
22 October 1942 - GARDENING, Bayonne (7.35)  
23 October 1942 - Genoa (9.30)  
5 April 1943 - Sea sweep, North Sea (4.20)  
22 August 1943 - Brauweiler (3.40)  
31 August 1943 - Special Duty (2.45)#  
11 December 1943 - Hamborn (2.52)  
12 December 1943 - Essen (2.51)  
20 December 1943 - Liege (2.41)  
23 December 1943 - Aachen (2.34)  
28 December 1943 - Dusseldorf (2.51)  
29 December 1943 - Dusseldorf (2.46)  
18 January 1943 - Sea sweep, Frisians (5.40)  
23 June 1943 - Sea sweep, North Sea (5.15)  
3 November 1943 - Rheinhausen (2.58)  
4 November 1943 - Aachen (2.53)  
5 November 1943 - Dusseldorf (2.45)  
7 November 1943 - Essen (3.20)  
8 November 1943 - Rhurort (2.44)  
11 November 1943 - Bochum (2.57)  
19 November 1943 - Leverkusen (2.43)  
7 October 1943 - Aachen (2.30)  
17 October 1943 - Aachen (2.37)  
18 October 1943 - Dusseldorf (3.11)  
20 October 1943 - Brauweiler (3.25)  
31 October 1943 - Oberhausen (2.41)  
26 September 1943 - Aachen area (2.33)  
27 September 1943 - Aachen (2.27)  
1 January 1944 - Witten (2.58)  
3 January 1944 - Solingen (3.01)

5 January 1944 - Solingen (2.50)  
 8 January 1944 - Solingen (2.46)  
 13 January 1944 - Rheinhausen (2.45)  
 27 January 1944 - Aachen (2.46)#  
 19 February 1944 - Aachen (2.37)  
 20 February 1944 - Gilze-Rijen airfield (2.11)  
 5 March 1944 - Duisburg (2.41)#  
 20 March 1944 - Aachen East (2.44)#  
 26 March 1944 - Essen (3.01)#  
 8 April 1944 - Essen (3.07)#  
 11 April 1944 - Aachen (2.47)#  
 18 April 1944 - Rouen (2.29)#  
 27 April 1944 - Montzen (2.43)#  
 4 May 1944 - Leverkusen (3.50)  
 7 May 1944 - St.Valery (2.18)#  
 10 May 1944 - Ghent (2.13)#  
 12 May 1944 - Chateaudun ammo dump (2.56)

A navigator of considerable experience, having completed a total of 70 sorties, including 42 sorties with Pathfinder Force, 15 of which were marker sorties. Flying Officer [sic] Pierce has consistently displayed the greatest skill and cool tenacity of purpose, however arduous the conditions. His courage and his work have set a fine example.

\* \* \* \* \*

PIERCE, S/L Wilbur Clark (J29592) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 16 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945. Born 16 September 1921 in Reston, Manitoba; home there (grocery clerk); enlisted Regina 13 August 1942. To No.2 Manning Depot, 21 September 1942. To No.7 ITS, 26 December 1942; graduated and promoted LAC, 5 March 1943; posted next day to No.6 EFTS; graduated 30 April 1943 and posted next day to No.4 SFTS; graduated and commissioned 20 August 1943. To "Y" Depot, 3 September 1943; taken on strength of No.3 PRC, 13 October 1943. Promoted Flying Officer, 20 February 1944. Promoted Flight Lieutenant, 25 August 1944. Promoted Squadron Leader, date uncertain. Repatriated 23 April 1945. To No.2 Air Command, 8 May 1945. Retired 16 July 1945. Medal presented 11 June 1949. On RCAF Supplementary Reserve as Squadron Leader (pilot), Winnipeg, 14 December 1950 to January 1954 (131288), holding rank of Squadron Leader. Retired to Dauphin, Manitoba. RCAF photo PL-40191 (ex UK-16908 dated 29 November 1944) shows W/C G.A. Tambling, new CO of No.433 Squadron (left) with S/L W/C. Pierce (right). RCAF photo PL-40193 (ex-UK-16910 dated 29 November 1944) shows him soon after promotion to Squadron Leader and appointment as flight commander. RCAF photo PL-42330 (ex UK-19186 dated 28 February 1945) shows three pilots in a huddle after a raid in Dortmund - F/L R.F. Bertran (Hagersville, Ontario), F/L E.R. Smyth (Trochu, Alberta) and S/L W.C. Pierce (Reston, Manitoba). Died in Saskatoon, 20 January 2008. Obituary stated that he had completed one tour, and then stayed on for six more trips. "His crew always affirmed that he was the only reason they made it home." A big supporter of several Air Museums and Veteran initiatives. Postwar he spent many years with Simpson's Sears, (now SEARS) from 1953 until his retirement in 1982, including assignments in Dauphin, Prince Albert, Moose Jaw, Port Arthur, Burlington, Saskatoon and Mississauga. "His great joy with Sears was promoting those that were worthy."

This officer has proved himself to be an efficient and resolute captain. One night in January 1945 Squadron Leader Pierce was the pilot of an aircraft detailed to attack Grevenbroich. On the outward flight the port inner engine became unserviceable. This did not deter Squadron Leader Pierce from continuing his mission and he went on to attack the target with his usual determination. He afterwards flew safely to base. Throughout most of the flight Squadron Leader Pierce was unable to make use of the artificial horizon which had become unserviceable. This officer has always shown the greatest determination to complete his missions successfully.

NOTE: DHist file 181.009 (D.2611), in National Archives of Canada RG.24 Volume 20627 has a detailed recommendation drafted by W/C G.A. Tambling, 15 January 1945 when he had flown 29 sorties (163 hours), 25 July 1944 to 14 January 1945; sortie list in file. Text as follows:

On the night of January 14th, 1945, this officer was captain of an aircraft detailed to attack Grebenbroitch in Germany. When setting course over base the port inner engine went unserviceable due to an oil leak. Nevertheless he continued in and flew most of the way to the target at 6,000 feet. Just prior to reaching the target he unfeathered the unserviceable engine in order to gain the maximum amount of height before all the oil was lost. The engine was feathered again and the run through the target was made on three engines and at the minimum permissible bombing height. Throughout the entire trip, the artificial horizon of Squadron Leader Pierce's aircraft was completely unserviceable and it was necessary for him to let down through cloud in order to get back to base.

The exceptional skill and determination displayed by this officer, in carrying out this operation, despite extremely difficult conditions, is only indicative of the sustained courage and unusual initiative he has constantly shown throughout all his operational sorties.

As Flight Commander of "B" Flight, his exceptional qualities of leadership and fine offensive spirit have been a constant inspiration to the entire squadron, and I consider his splendid record fully merits the immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

25 July 1944 - Stuttgart (8.00)  
28 July 1944 - Hamburg (5.55)  
5 August 1944 - St. Leu d'Esserent (3.05, duty not carried out)  
7 August 1944 - La Hague (4.50)  
9 August 1944 - Foret de Croc (3.55)  
12 August 1944 - Falaise (4.00)  
15 August 1944 - Soesterburg (4.20)  
18 August 1944 - Connetre (6.10)  
25 August 1944 - Ferfay (4.20)  
6 September 1944 - Emden (4.35)  
11 September 1944 - Le Havre (4.55)  
20 September 1944 - Calais (2.50)

23 September 1944 - Donburg (3.40)  
25 September 1944 - Calais (4.25)  
27 September 1944 - Duisburg (5.35)  
28 September 1944 - Cap Gris Nez (4.10)  
4 October 1944 - Bergen (7.20)  
6 October 1944 - Dortmund (6.20)  
9 October 1944 - Bochum (6.50)  
14 October 1944 - Duisburg (5.05)  
23 October 1944 - Essen (6.20)  
1 November 1944 - Oberhausen (6.25)  
6 November 1944 - Gelsenkirchen (5.00)  
21 November 1944 - Castrop Rauxel (6.00)  
30 November 1944 - Duisburg (6.35)  
6 December 1944 - Osnabruck (6.00)  
26 December 1944 - St. Vith (5.35)  
30 December 1944 - Cologne (6.55)  
13 January 1945 - Saarbrucken (7.20)  
14 January 1945 - Grevenbroich (6.30)

\* \* \* \* \*

PIERI, F/L Donald Mathew (J9430) - **Distinguished Flying Cross** - No.412 Squadron (deceased) - Award effective 2 May 1945 as per **London Gazette** dated 29 March 1946 and AFRO 497/46 dated 17 May 1946. Born 16 April 1919 in Pecos, Texas; home in Toronto; wife in Toronto; enlisted Windsor, Ontario, 19 April 1941 and posted to No.1 Manning Sepot. To No.6 SFTS (guard duty), 4 May 1941. To No.1 ITS, 21 June 1941; graduated and promoted LAC, 27 July 1941 when posted to No.9 EFTS; graduated 25 September 1941 when posted to No.2 SFTS; graduated and commissioned 19 December 1941. To Central Flying School, Trenton, 20 December 1941; to No.14 SFTS to instruct, 31 March 1942. Promoted Flying Officer, 15 November 1942. To Eastern Air Command, 22 January 1943. To No.1 (Fighter) OTU, Bagotville, 23 January 1943. To No.130 (Fighter) Squadron, 25 January 1943. Promoted Flight Lieutenant, 1 November 1943. To Goose Bay, 15 March 1944. To "Y" Depot, 30 April 1944. Taken on strength of No.3 PRC, Bournemouth, 25 May 1944. Killed in action, 3 May 1945 (Spitfire MK827); name on Runnymede Memorial. Medal presented to his widow at Government House, 7 November 1949. Photograph PL-48169 shows Mrs. Evelyn Pieri after presentation. Credited with the following victories: **31 December 1944**, one Bf.109 destroyed (No.442 Squadron, shared with F/O M.A. Perkins); **1 January 1945**, two FW.190s destroyed (No.442 Squadron); **23 March 1945**, one Bf.109 destroyed (No.412 Squadron); **19 April 1945**, two FW.190s destroyed (No.412 Squadron, one shared with F/L L.A. Stewart); **30 April 1945**, one FW.190 destroyed (No.412 Squadron).

During numerous operational sorties Flight Lieutenant Pieri has displayed keenness and a fine fighting spirit. He has always pressed home his attacks with determination, frequently in the face of intense enemy opposition. In January 1945, while returning from a reconnaissance over enemy territory, his squadron intercepted a formation of forty enemy aircraft. Without hesitation this officer engaged the enemy, destroying two and badly damaging two more. Since then he has destroyed another enemy aircraft bringing his total victories to at least three enemy aircraft destroyed.

\* \* \* \* \*

PIGEON, P/O Percy Edgar (J19053) - **Distinguished Flying Cross** - No.617 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born at 150 Mile House (Williams Lake), British Columbia, 3 June 1917; educated in Williams Lake. Grocery clerk, shipping clerk for four years; truck driver for three years. Militia service with Second Battalion, Rocky Mountain Rangers, 8 January 1941. Enlisted in RCAF, Vancouver 13 March 1941 and posted to No.2 Manning Depot. To No.12 SFTS (guard), 16 May 1941. To No.2 WS, 19 July 1941. Promoted LAC, 18 August 1941. To No.8 BGS, 31 January 1942; to No.2 WS again, 1 March 1942; graduated and promoted Sergeant, 23 March 1942. To "Y" Depot, 26 March 1942. To RAF overseas, 30 April 1942. Disembarked in Britain, 12 May 1942. To No.4 Signal School, Madley, 5 June 1942. To No.29 OTU, 12 July 1942. Promoted Flight Sergeant, 23 September 1942. To No.1654 Conversion Unit, 30 September 1942. To No.97 Squadron, 11 December 1942. Promoted WO2, 23 March 1943. To No.617 Squadron, 25 March 1943. To Scampton, 11 August 1943 but still deemed with No.617 Squadron (non-effective). Commissioned 8 September 1943 and reposted to No.617 Squadron that date. Promoted Flying Officer, 8 March 1944. To No.86 OTU, 12 July 1944. To No.18 OTU, 15 October 1944. Repatriated 3 December 1944. To Western Air Command, 17 January 1945. To No.2 Equipment Depot, 18 January 1945. To No.9 Construction and Maintenance Unit, 1 October 1945. To Western Air Command Headquarters, 1 July 1946. To School of Flying Control, Trenton, 13 August 1946. Retained rank of Flying Officer as of 1 October 1946 (27088 in postwar RCAF, Navigator branch). To Northwest Air Command Headquarters, 10 November 1946. To Fort St. John, 20 November 1946. To Fort Nelson, 1 April 1947. To No.111 Composite Flight, Winnipeg, 12 October 1948. To No.2 RCAF Unit, Gimli, 20 June 1949. To No.123 Search and Rescue Flight, Sea Island, 25 June 1950. Promoted Flight Lieutenant, 1 June 1952. To No.1 AROS, Clinton, 11 November 1952 (not sure what the unit was, but his role was that of Staff Radio Officer Instructor). To No.2 Air Navigation School, Winnipeg, 18 September 1954. To Canadian Joint Staff, London, 1 August 1955 for exchange duties with RAF (instructor, No.1 Signal School, Swanton Morley). To No.2 (Maritime) OTU, Summerside, 17 August 1957. To No.405 Squadron, Greenwood, 9 March 1958. Retired 6 December 1962, Medal presented 30 October 1948. Died 23 March 1967 as per DVA letter dated 13 June 1967. British Columbia Vital Statistics state he died 23 March 1967 in Williams Lake, B.C. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9015 has recommendation (no date but circa mid-April 1944) when he had flown 42 sorties (249 operational hours), 2 January 1943 to 20 March 1944:

2 January 1943 - GARDENING, Gironde (9.10)  
8 January 1943 - GARDENING, Kalundberg (5.45)  
11 January 1943 - Essen (4.45)  
13 January 1943 - Essen (4.25)  
16 January 1943 - Berlin (8.20)  
17 January 1943 - Berlin (8.00)  
27 January 1943 - Dusseldorf (4.50)  
30 January 1943 - Hamburg (3.10), DNCO  
2 February 1943 - Cologne (4.40)  
4 February 1943 - Turin (8.50)  
14 February 1943 - Milan (8.35)  
16 February 1943 - Lorient (6.35)  
19 February 1943 - Wilhelmshaven (4.00)

25 February 1943 - Nuremberg (7.25)  
 26 February 1943 - Cologne (5.05)  
 28 February 1943 - St.Nazaire (4.55)  
 1 March 1943 - Berlin (6.50)  
 3 March 1943 - Hamburg (4.30)  
 5 March 1943 - Essen (4.45)  
 11 March 1943 - Stuttgart (6.15)  
 16 May 1943 - Mohne Dam (3.00, (DNCO)  
 15 July 1943 - San Paule d'Enza (9.55)  
 24 July 1943 - Leghorn (8.05)  
 29 July 1943 - Genoa (9.35)  
 16 September 1943 - Antheer Viaduct (12.00)  
 11 November 1943 - Antheer (7.45)  
 16 December 1943 - Flixecourt (3.20)  
 20 December 1943 - Liege (4.00)  
 22 December 1943 - Flixecourt (3.05)  
 30 December 1943 - Flixecourt (3.10)  
 4 January 1944 - Freval (2.55)  
 21 January 1944 - Special (3.45)  
 25 January 1944 - Freval (3.50)  
 12 February 1944 - Antheer (7.20)  
 2 March 1944 - Albert (4.40)  
 4 March 1944 - St.Etienne (6.55)  
 10 March 1944 - St.Etienne (8.10)  
 15 March 1944 - Special (5.40)  
 16 March 1944 - Clermont-Ferrand (7.10)  
 18 March 1944 - Bergerac (6.55)  
 20 March 1944 - Special (6.20)

Pilot Officer Pigeon has completed 42 continuous operational sorties as a Wireless Operator. He has taken part in attacks on such heavy defended targets as Berlin, Essen, Hamburg, Cologne, and many other objectives in Germany. He began operating in January 1943 and in March of that year volunteered to join a Special Duties Squadron, thereby considerably extending his tour of operations. He has now completed twenty sorties against these objectives in Occupied Europe. His calmness when his aircraft has been in danger and his great determination even when confronted by heavy odds have played a great part in the success of many of these attacks. He is therefore strongly recommended for the award of the Distinguished Flying Cross.

**Note:** On repatriation form dated 24 November 1944 he stated he had flown 21 bomber and 32 Pathfinder sorties (total of 53 - 318 hours 25 minutes operational time) and 544 hours 15 minutes non-operational time (total 862 hours 40 minutes) with last sortie on 26 June 1944.

His application for Operational Wings differs in some detail from that given above. Some sorties not shown in previous list; others are explained in more detail (\* denotes not on list with recommendatio):

\*10 September 1942 - Dusseldorf - 5.00 - completed (at OTU)

\*13 September 1942 - Bremen - five minutes - incomplete, crashed, see notes below.

\*22 March 1943 - St. Nazaire - four hours 45 minutes - complete

16 May 1943 - Mohne dam raid incomplete because of damage by flak.  
 20 January 1944 - target was "construction works, Hallcourte."  
 25 January 1944 - target was "construction works, Freval".  
 2 March 1944 - target was aero engine factory, SNCA du Nord.  
 4 March 1944 - target was "Needle bearing factory".  
 15 March 1944 - target was a factory, Woipay.  
 20 March 1944 - target was "explosive works, Angoulene."  
 \*5 April 1944 - Special (7.45)  
 \*10 April 1944 - Special (4.45)  
 \*18 April 1944 - Jersey (5.30)  
 \*20 April 1944 - La Chapelle (4.40)  
 \*22 April 1944 - Brunswick (6.05)  
 \*24 April 1944 - Munich (9.20)  
 \*5 June 1944 - Special to France - four hours 30 minutes - complete (48<sup>th</sup> sortie)  
 \*8 June 1944 - Saumar - six hours 20 minutes - complete (49<sup>th</sup> sortie)  
 \*14 June 1944 - Le Havre - three hours 41 minutes - complete (50<sup>th</sup> sortie)  
 \*15 June 1944 - Boulogne - two hours 40 minutes - complete (51<sup>st</sup> sortie)  
 \*24 June 1944 - Wizernes - two hours 50 minutes - complete (52<sup>nd</sup> sortie)  
 \*25 June 1944 - Siracourt - two hours 50 minutes - complete (53<sup>rd</sup> sortie)

Accident of 13 September 1942 involved Wellington IC, serial R1459, Empingham. He was not injured, nor was the other RCAF crewman aboard, R101934 Sergeant E.S. Speight. "After becoming airborne on take off with a 2,000 lb bomb load this aircraft began to lose flying speed and height on retraction of undercarriage. The pilot flew straight and level for a short time in an endeavour to gain speed but the altimeter dropped to 50 feet below zero, so he pulled the nose up but speed dropped to 70 m.p.h. The pilot again flew straight and level for a few moments and the speed increased to 80 m.p.h. when the Bombardier, Sergeant Knight, shouted 'trees ahead' and the pilot pulled nose up to avoid them, but the starboard engine and main plane struck a tree. The aircraft continued airborne and the pilot decided to land straight ahead and throttle back, but Sergeant Knight called 'try to make it' so he fully opened throttles. The aircraft did not respond and continued to sink so the pilot held controls in position for belly landing, on effecting the port engine caught fire but all the crew escaped without injury."

Accident, 7 June 1943, Lancaster of No.617 Squadron (serial not shown). Low level cross-country exercise. Pilot was NZ413942 F/L J.L. Munro and full crew which also had R92211 Flight Sergeant N.A. Weeks (rear gunner). No injuries. On landing, wheels locked and aircraft skidded on wet ground. Went past perimeter track, hit hedge and road, followed by undercarriage collapse.

Listing of aircraft he had experienced as of 29 December 1951 was as follows: Lancaster (779.55), Wellington (113.05), Dakota (551.00), Canso (470.00), Norseman (4.15), Tiger Moth (7.45), Fairey Battle (16.15), Dominie (7.40), Anson (3.55), Manchester (9.05) and Mosquito (6.50).

As of 31 December 1960, shortly before his retirement, he had logged (in the previous ten years) 555 hours 50 minutes on Canso aircraft, 290.50 on Neptunes and 721.15 on Argus machines. His total flying to date was 2,971 hours (day) and 773 hours (night).

**Selected Assessments:** "An outstanding wireless operator. Takes a keen interest in all squadron activities and is a good officer." (G/C Leonard Cheshire, 27 July 1944, when he was credited with 959 hours 35 minutes flying, 202.40 in previous six months). On 3 August 1944, G/L M.G. Philpott adds his comments: "A very cheerful and energetic officer who had done much in his spare time to organize sports, especially for Canadian personnel. He is sound and reliable."

“Flying Officer Pigeon has been employed at Fort St. John Detachment for 15 months as a Flying Control Officer. In addition to his regular duties he has been designated as the unit education and trade advancement officer. He has shown himself to be thoroughly capable and efficient in these positions as well as in his regular duties of Flying Control. F/O Pigeon is considered to be a keen and efficient officer, well able to assume greater responsibility and the board recommends that he be promoted to Flight Lieutenant and given a long service commission.” (NWAC Promotion Board minute of 7 April 1948).

“This officer has been away from his trade (WOO) for several years and is showing great enthusiasm for flying and air operating again. He has worked hard to regain his speed in Morse and operating procedure. He has been checked out both on and off Airways and is now considered a very capable crew member. He does not hesitate to accept duties outside his trade and completes them to the best of his ability. F/O Pigeon has a pleasing manner, his social conduct and family affairs give no cause for complaint. To the best of this writer’s knowledge the Pigeons have an independent income from sources in England. F/O Pigeon take an interest in current affairs and can hold his own in a discussion on nearly any topic. Recommended for a Regular Commission.” F/L E.L. Howey, No.111 Composite Flight, 20 February 1949).

“Flying Officer Pigeon has been acting as Radio Officer Leader for 123 Rescue Unit for the past eight months. During this time he has shown an aptitude for leadership in that he has maintained his position with all his Radio Officers who are of equal rank. He has the respect and confidence of all ranks. As a practicing Radio Officer, Pigeon is without par. As desirable socially as he is in his work, F/O Pigeon is a definite asset to any RCAF unit. Pigeon takes an active interest in all station affairs, being active on station committees and participating in most station organized sports.” (W/C J.F. Easton, Sea Island, 7 January 1952).

“Flight Lieutenant Pigeon has been on strength of No.405 Squadron for 3 ½ years and during that time he has proven to be an outstanding officer. He has worked diligently in organizing the Radio Officer section of the squadron and set and maintained a high standard in this major section of a maritime squadron. He has proven that he himself is an expert on all the complex electronic equipment of the Argus aircraft and has organized an efficient Radio Officer training programme for [the] squadron. F/L Pigeon was also responsible for the conversion training of Radio Officers when the squadron changed over from Neptune to Argus aircraft. During this time this officer displayed his leadership ability and initiative to effect a smooth transition. This officer has always been a hard worker himself and because of his pleasant personality, efficiency in his trade, and the confidence others have in him, has been able to obtain from his subordinates a maximum effort. Besides his direct duties with the squadron F/L Pigeon has been on many squadron and station committees. He has always given unsparingly of his time and all the qualities displayed in his primary duties have been utilized to ensure that every undertaking was completed successfully. F/L Pigeon has already been advised and accepted his retirement date from the RCAF but the same enthusiasm and determination continues to be evident in his work. This officer has enjoyed his career in the RCAF and can leave the organization with the satisfied feeling that he has given his best and the RCAF has benefited greatly in the Radio Officer trade because of his efforts during his service. If F/L Pigeon were to be considered for promotion he is highly recommended for promotion to the rank of Squadron Leader.” (S/L A.J. Ireland, Station Greenwood, 21 December 1961).

\* \* \* \* \*

PIKE, F/L Donald Hughes (J23056) - **Commended for Valuable Services in the Air** - No.2 EFTS - award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 15 November 1921. Home in Toronto; enlisted there 25 November 1940



and posted to No.2 Manning Depot. To No.1 ANS, 23 December 1940. To No.2 ITS, 21 February 1941; graduated and promoted LAC, 8 April 1941 when posted to No.13 EFTS; graduated 28 May 1941 when posted to No.8 SFTS; graduated and promoted Sergeant, 20 August 1941. Posted to No.2 EFTS, 21 November 1941 and granted Leave Without Pay. Recalled to active service, 1 December 1942 with commission effective 3 November 1942. Promoted Flying Officer, 3 May 1943. Promoted Flight Lieutenant, 15 November 1943. To No.12 SFTS, 19 April 1944. To "Y" Depot, 23 August 1944. Taken on strength of No.3 PRC, Bournemouth, 29 August 1944. Repatriated 9 July 1945. To No.4 Release Centre, 29 August 1945. Retired 5 September 1945.

This officer has been attached to this unit since November 1941, as a Flying Instructor, as Flight Commander and now as Squadron Commander. During this time he has flown an average of 69 hours per month, including periods of leave and sickness. This officer has at all times displayed outstanding leadership. He has been most faithful in the performance of his duties, has consistently worked with and developed younger, less experienced instructors, and has set a fine example for all those associated with him. His pupils have been above average and his conduct generally has reflected most creditably on the service. His leadership qualities and conscientious efforts have been largely responsible for the fact that every course of students at this Unit have graduated on schedule, regardless of climatic conditions.

\* \* \* \* \*

PILE, LAC Ernest James (R116779) - **Mention in Despatches** - No.410 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 28 February 1922. Home in London, Ontario; enlisted there 30 July 1941 as Clerk/General and posted to No.1 Manning Depot. To No.2 SFTS, 21 August 1941. To Trenton, 30 August 1941. Promoted AC1, 30 October 1941. Promoted LAC, 1 July 1942. To Embarkation Depot, date uncertain. To United Kingdom, 15 July 1943. Repatriated 29 January 1946. To No.4 Release Centre, 8 February 1946. Retired 9 March 1946. Unit identified in AFRO only as "Overseas"; listed in **410 Squadron: A History**. DHist file has recommendation dated 8 June 1945 as follows:

This airman, who enlisted on 30th July 1941, as a Clerk Admin was posted overseas with an excellent record in July 1943 and posted to 410 Squadron, in England on 2nd August 1943. For a prolonged period LAC Pile had to deal with practically the entire clerical work on the Squadron which with the increasing amount of work involved long hours of overtime and periods of work of more than three months at a time when no days off were possible. During his service with this Squadron this airman has at all times proved an asset through his keenness and determined application to his work, while enthusiastic to support and to assist other Station activities in the Sporting and Social spheres. He has always been well liked by the Officers and his other comrades and has invariably set and maintained a high example of devotion to duty.

\* \* \* \* \*

PILKINGTON, S/L Thomas Elliott (J5320) - **Mention in Despatches** - No.101 Squadron (AFRO says only "Overseas" - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born in Middlesbrough, Yorkshire, England, 30 December 1909. Home in Vancouver where he had been employed by James Richardson and Son (stockbrokers) since 1928. Previously a member of 16<sup>th</sup> Canadian Light Horse (militia), 1926-1928. Enlisted in Vancouver, 14 August 1940. To No.1 Manning Depot, Toronto, 19 August 1940. To Trenton, 31 August 1940. To No.1 ITS, Toronto, 11 November 1940; graduated and

promoted LAC, 8 December 1940; to No.1 AOS, Malton, 9 December 1940; granted rank of Sergeant (paid), 12 February 1941; to No.1 BGS, Jarvis, 3 March 1941; graduated 12 April 1941 when classified as Air Observer; to No.1 ANS, Rivers, 15 April 1941; graduated and commissioned, 13 May 1941; to Halifax, 26 May 1941. Embarked from Canada, 2 July 1941. To No.23 OTU, 12 July 1941. To No.101 Squadron, 4 September 1941. Promoted Flying Officer, 7 December 1941. To Station Headquarters, Wingate, 17 December 1941. Attached to Feltwell, 17 January 1942. Promoted Flight Lieutenant, 22 January 1942. To No.101 Squadron again, 24 January 1942. Promoted Squadron Leader, 27 August 1942. To Station Radishall, 27 August 1942. To RCAF Repatriation Depot, 4 June 1943. Disembarked in Canada, 2 July 1943 and taken on strength of Station Rockcliffe. To No.1 CNS, Rivers, 8 August 1943. To No.3 Training Command Headquarters, 6 January 1944. To AFHQ, 1 August 1944. To No.8 Release Centre, 11 March 1945. Retired 28 March 1945. No citation.

**Training:** Course at No.1 ITS was 11 November to 8 December 1940. Courses were Mathematics (61/100), Armament, practical and oral (95//100), Drill (75/100), Law and Discipline (96/100). Graduated 32<sup>nd</sup> in a class of 30. "Excellent observer material. Intelligent, quiet and hard-working. Officer material." (W/C G.S. O'Brian)

Course at No.1 AOS was 9 December 1940 to 3 March 1941. Flew 24 hours 55 minutes as First Navigator (day), 28 hours 25 minutes as Second Navigator (day), three hours ten minutes as First Navigator (night), and three hours 40 minutes as Second Navigator (night), all on Ansons. In air work graded 13<sup>th</sup> in a class of 40, "Air work thorough, improved steadily." Ground School courses in DR Plotting (136/150), DR Written (117//150), Compasses and Instruments (60/150), DF/WT (92/100), Signals (40/50), Maps and Charts (61/100), Meteorology (84/100), Photography (85/100), Reconnaissance (88/100). Placed 8<sup>th</sup> in the class of 40. "Quite solid and unemotional. Should be very successful as a navigator and officer." (F/L E.R. Pounder)

Course at No.1 BGS was 3 March to 13 April 1941. Flew in Battle aircraft - 15.10 bombing and 6.50 gunnery. Placed 12<sup>th</sup> in a class of 45. "This man is absolutely reliable with considerable useful previous experience. Has worked hard and maintained a high standard throughout course." (G/C G.E. Wait).

Course at No.1 ANS was 14 April to 12 May 1941. Flew 29 hours 30 minutes more; placed 18<sup>th</sup> in a class of 73.

#### **Notes:**

Application for Operational Wing compiled 7 March 1944 listed the following sorties, all with No.101 Squadron (Wellingtons) on night bombing from England:

17 August 1941 - Paris (4.30)  
12 September 1941 - Cherbourg (4.05)  
15 September 1941 - Le Havre (4.10)  
3 October 1941 - Antwerp (2.55)  
10 October 1941 - Cologne (6.05)  
13 October 1941 - Dusseldorf (4.55)  
22 October 1941 - Mannheim (8.05)  
24 October 1941 - Frankfurt (6.40)  
30 November 1941 - Hamburg (7.45)  
3 April 1942 - Glennvilliers (5.00)  
19 May 1942 - Mannheim (5.40)  
31 May 1942 - Cologne (4.00)  
25 June 1942 - Bremen (5.25)  
8 July 1942 - Wilhelmshaven (5.25)

21 July 1942 - Duisburg (4.40)  
26 July 1942 - Hamburg (6.05)  
28 July 1942 - Hamburg (6.40)  
17 August 1942 - Osnabruck (6.05)  
24 August 1942 - Frankfurt (6.20)

Total - 19 sorties, 101 hours 50 minutes

On 2 October 1944, having regard for his age and a solid job offer from James Richardson and Son, he applied to the Air Member for Training for transfer to the Reserve. This letter read, in part:

During the past two years with the Royal Air Force in England, I participated in:

- (a) Original GEE trials
- (b) Served as Squadron Navigation Officer of No.101 Squadron
- (c) Served as Station Navigation Officer of No.101 Squadron and No.214 Squadron.
- (d) Served as second in command of the formation and original functioning of the first Stirling Conversion Unit
- (e) Served as Base Navigation Officer to No.1657 Stirling Conversion Unit, No.90 Squadron, and No.214 Squadron.
- (f) Was Mentioned in Despatches

Since repatriation to Canada in July 1943 I have served:

- (a) On the Navigation Visiting Flight
- (b) As T. Nav., No.3 Training Command.
- (c) As T.Nav. At AFHQ.

On 7 February 1944, Group Captain Alfred Watts (Senior Air Staff Officer, No.3 Training Command) wrote a glowing assessment of Pilkington, recommending promotion to Wing Commander.

On 11 January 1945, Group Captain Watts, now in AFHQ, recommended him for an OBE. Although this did not go further than the Air Member for Training (A/V/M de Niverville) the submission was most interesting:

This officer has had a most meritorious career with the Royal Canadian Air Force. After graduating as one of the original BCATP navigators, he completed some 19 operational trips from England and for the latter part of his tour worked on the development of operational navigation within his group. On repatriation he became the first ex-operational navigator on the Navigation Visiting Flight and his up-to-date operational experience and well-founded ability coupled with his tendency to do an exceptional job of work resulted in the material raising of navigational instructional standards in Canada. Following a tour with the above Flight, this officer carried out the duties of T. Nav. at No.3 Training Command. Here again he did a most excellent job which was reflected in the reports of the Visiting Flight after he had an opportunity to work with and advise the Air Observer Schools concerned. This posting was followed by a tour as T. Nav. at Air Force Headquarters. In addition to his usual good work at this Headquarters, he took on the task of reorganizing Central Navigation School, Rivers to the end that it would compare favourably with its counterpart in England. Through careful planning and hard work coupled with the full knowledge of the problem,

this reorganization is now approaching a successful completion. This officer has at all times given to the Service more than has been demanded and, in every case, the Service has greatly benefited. He is therefore most strongly recommended for a chivalry award that has been earned.

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PILON, F/O (now F/L) Francis Victor (J21667) - **Air Force Cross** - No.7 SFTS (since moved to No.10 AOS) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Amherstburg, Ontario, 21 October 1913; educated there and in Vaudreuil, Quebec and Vankleek Hill, Ontario. Enlisted in Ottawa, 3 December 1940 and posted to No.1 Manning Depot. To No.31 SFTS (guard duty), 22 December 1940; to No.1 ITS, 17 March 1941; graduated and promoted LAC, 10 April 1941 when posted to No.7 EFTS; graduated 28 May 1941 when posted to No.5 SFTS; graduated 8 August 1941 when promoted Sergeant. To Trenton, 9 August 1941; to No.7 SFTS, 31 October 1941. Promoted Flight Sergeant, 8 March 1942; promoted WO2, 8 August 1942. Commissioned 15 October 1942. Promoted Flying Officer, 15 May 1943. Promoted Flight Lieutenant, 1 January 1944. To No.3 Training Command, 30 April 1944; to No.10 AOS, 12 May 1944. To No.6 OTU, 27 February 1945. To United Kingdom, 5 September 1945. Repatriated 14 June 1946. To No.9 (Transport) Group, 19 June 1946. To No.124 (Communications) Squadron, 22 July 1946. Reverted to Flying Officer, 1 October 1946. To Central Air Command, 30 March 1947. Retired 1 April 1947 to Van Kleeck Hill, Ontario. Died in Ottawa, 23 February 2005. Reported in recommendation as having flown 2,131 hours to date, 1,867 hours as instructor, 337 hours in previous six months.

This officer has completed many hours on flying instructional duties and the high standard of flying ability attained by his pupils has been largely due to his thorough methods and high quality of leadership. Upon many occasions he has cheerfully assumed extra duties, and in all respects has proved himself to be a most proficient flying instructor.

\* \* \* \* \*

PILON, FS Joseph Norbert Jean (R111339) - **Distinguished Flying Medal** - No.426 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born 12 October 1918 in Luskville, Quebec; home there (enumerator). Trained for 30 days with Regiment de Hull, 22 November to 21 December 1940; enlisted in Ottawa, 4 July 1941 as Guard and posted to No.4A Manning Depot, St. Hubert. To Rockcliffe, 3 August 1941. To central Flying School, Trenton, 5 August 1941. To No.17 Equipment Depot, Ottawa, 24 August 1941. Promoted AC1, 4 October 1941. Promoted LAC, 4 January 1942. Reclassified as Security Guard, 1 April 1942. Promoted Corporal, 8 May 1942. Remustered to aircrew and posted to No.9 BGS, Mont Joli, 11 October 1942; graduated and promoted Sergeant, 30 December 1942. To "Y" Depot, 14 January 1943. To RAF overseas, 25 January 1943. Disembarked in United Kingdom, 4 February 1943 and taken on strength of No.3 PRC, Bournemouth. To No.7 AGS, 4 March 1943. To No.23 OTU, 23 March 1943. To No.1659 Conversion Unit, 7 June 1943. To No.419 Squadron, 28 June 1943. Promoted Flight Sergeant, 30 June 1943. Attached to No.23 OTU, 6 September to 13 November 1943. To No.426 Squadron, 5 November 1943. To No.22 OTU, 19 February 1944. Promoted WO2, 26 July 1944. Repatriated 14 December 1944. To No.3 Training Command, Montreal, 25 December 1944. To Station Rockcliffe, 15 January 1945. Served there to retirement, 31 March 1947. Medal presented by Governor General, 9 December 1947. Rear gunner in crew of F/O J. Brown, DFC. Died in Aylmer, Quebec, 11 October 1981 as per **Legion Magazine** of January 1982 (which gave his name as Jean Norbert Pilon). No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.2624 (RG.24 Vol.20628) has recommendation dated 18 January

1944 when he had completed 27 sorties (199 hours five minutes) between 13 July 1943 and 14 January 1944.

This air gunner has flown on operations on many of the most heavily defended targets in Germany including seven raids on Berlin. During all these trips he has shown extreme resourcefulness and courage under fire. His keenness to fly and his untiring efforts and devotion to duty have set a splendid example to all who have been associated with him.

The sortie list was as follows:

13 July 1943 - Aachen (6.00)  
24 July 1943 - Hamburg (6.00)  
25 July 1943 - Essen (5.30)  
27 July 1943 - Hamburg (7.30)  
29 July 1943 - Hamburg (6.30)  
2 August 1943 - Hamburg (7.00)  
9 August 1943 - Mannheim (7.30)  
10 August 1943 - Nuremberg (9.20)  
12 August 1943 - Milan (9.50)  
17 August 1943 - Peenemunde (8.50)  
23 August 1943 - Berlin (8.50)  
27 August 1943 - Nuremberg (8.30)  
15 September 1943 - Mont Lucon (7.00)  
16 September 1943 - Modane (9.35)  
22 September 1943 - Hanover (6.25)  
23 September 1943 - Mannheim (7.30)  
29 September 1943 - Bochum (5.10)  
3 October 1943 - Kassel (6.40)  
4 October 1943 - Frankfurt (7.25)  
18 November 1943 - Berlin (8.35)  
22 November 1943 - Berlin (7.35)  
23 November 1943 - Berlin (6.35)  
26 November 1943 - Berlin (8.20)  
2 December 1943 - Berlin (6.25)  
1 January 1944 - Berlin (7.10)  
5 January 1944 - Stettin (7.50)  
14 January 1944 - Brunswick (5.50)

**Notes:** Application for operational wing dated 27 March 1944 states he had flown 29 sorties (212 hours), 1 July 1943 to 31 January 1944 although application for 1939-1945 Star says his first sortie was 12 July 1943 (Aachen).

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PINEL, FS Harold (R50792) - **Mention in Despatches** - Station Dalton (No.1695 B Flight) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 625/45 dated 12 April 1945. Born 14 August 1912. Educated Alexandra High School, Calgary, 1918-1926, and East Calgary High, 1926-1927. Home in Calgary (blacksmith and welder). Enlisted in Calgary 29 January 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 25 March 1940. Promoted AC1, 29 April 1940. To Trenton, 28 August 1940; to No.3 SFTS, 27 November 1940; promoted LAC, 1 December 1940. Promoted Corporal, 1 August 1941. To "Y" Depot, 27 November 1941; to RAF overseas, 12 December 1941, embarking from Canada 13 December 1941. Taken strength of No.3 PRC, Bournemouth, 26 December 1941.. To No.405 Squadron, 14

January 1942. Attached to Dalton, 30 April 1942. Promoted Sergeant, 1 July 1942. Attended Halifax Airframe Course, Liverpool, 17-31 August 1942 and a Hydraulics Course, Warrington, September 1942. Promoted Flight Sergeant, 1 January 1944. To No.1691 Bombing Gunnery Flight, 12 August 1943. To No.1695 Bombing Gunnery Flight, 15 February 1944. Repatriated 7 February 1945; to No.2 Air Command, 18 February 1945. To No.7 Release Centre, 15 April 1945; released 19 April 1945. Died in Calgary, 13 February 1997 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1997. DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation forwarded by No.61 Base to Headquarters, No.6 Group, 27 July 1944, confirming he had enlisted 29 January 1940 and had served in Canada 22 months, plus 31 months in England.

Since being posted to 1691 (B) Gunnery Flight, now 1695 (B) Gunnery Flight, Dalton, on the 2nd August 1943, Flight Sergeant Pinel has shown outstanding ability and leadership. During the first eight months Flight Sergeant Pinel was at Dalton, he acted in the capacity of Engineering Officer, which duties he carried out in a highly satisfactory manner. At the present time, this Non-Commissioned Officer is in charge of Maintenance and is carrying out his duties in the same efficient manner.

**Assessments:** "Energetic type of NCO. Also good organizer of men." (F/O V.C. Howie, No.3 SFTS, 8 October 1941)

"This NCO is the most dependable and efficient NCO on this unit. This NCO's ability both as a tradesman and as senior NCO has been exceptional and as NCO in charge of maintenance he has carried out his duties in a most satisfactory manner." (S/L J.C. McCarthy, Dalton, 18 October 1944)

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PINGEL, FS Leslie Charles (R54846) - **British Empire Medal** - No.13 SFTS (now No.168 Squadron, RCAF) - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 14 April 1921. Enlisted in Montreal, 2 April 1940 as Aero Engine Mechanic. To School of Technical Training, St. Thomas, 10 May 1940. Promoted AC1, 2 July 1940, To Trenton, 21 August 1940. To No.2 SFTS, 3 October 1940. Promoted LAC, 1 December 1940. Promoted Corporal, 1 May 1941. Promoted Sergeant, 18 August 1941. Promoted Flight Sergeant, 10 October 1942. To No.6 SFTS, 28 November 1942. To No.13 SFTS, 26 February 1943. To No.3 Training Command, 4 August 1943. To No.168 Squadron, 10 September 1944, serving in that unit to 21 March 1946 when posted to No.12 (Communications) Squadron. To Station Rockcliffe, 18 June 1946. Released 26 August 1946. Served again in RCAF as Flying Officer (Technical Aeronautical Engineering), 23 June 1954 to 11 November 1966 (232517), initially as Flying Officer; promoted Flight Lieutenant, 1 January 1959; almost all service at Station Uplands. Subsequently lived in Washington, D.C. Medal presented 19 November 1948.

This non-commissioned officer is an exceptional tradesman and has contributed greatly to the high standard of aircraft serviceability which has been maintained at this unit. His leadership, devotion to duty and outstanding organizing ability definitely set an example to all ranks.

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PIRIE, F/L Robert Charles (J14138) - **Mention in Despatches** - No.603 Squadron (AFRO only says "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 30 April 1916 in Toronto. Employed by T. Eaton Company as clerk, 1932, Gardiner Wardrop Company, 1932-1939 (clerk), Dominion Loose Leaf

Company, 1939-1940 and YMC National War Services, 1940-1941 (secretary). Champion swimmer; won silver and bronze in freestyle events at the 1934 British Empire Games; attended Olympic Games of 1936. At the 1938 British Empire Games, he won gold in the 110-yard freestyle and the 440-yard freestyle events, and silver in the 1650-yard freestyle race. Selected as the Lou Marsh Trophy winner for 1939, recognizing Canada's top athlete. That year, in Hawaii, he broke the 220 yards world record long held by Johnny Weissmuller and finished third in the U.S. national championships in the 110 yards and 220 yards races, with Japanese swimmers taking the top two spots in both races. At the time, he held every Canadian freestyle swimming record from 100 metres to two miles. Enlisted in Toronto, 9 April 1941. To No.1 Manning Depot, 28 June 1941. To No.1 ITS, 10 November 1941; graduated and promoted LAC, 2 January 1942 but next posting was to No.6 ITS, 2 February 1942 (a very odd posting); to No.20 EFTS, 15 March 1942; graduated 22 May 1942 and posted next day to No.3 SFTS; graduated and commissioned, 11 September 1942. To No.31 GRS, 25 September 1942. To "Y" Depot, 14 December 1942. To RAF overseas, 20 December 1942; disembarking in Britain on 14 January 1943. To No.12 (Pilots) AFU, 9 February 1943. To No.19 (Pilots) AFU, 28 February 1943. Promoted Flying Officer, 11 March 1943. To No.132 OTU, 6 April 1943. To No.2 (Coastal) OTU, 11 May 1943. To No.304 FTU, 25 June 1943. To Portwreath, 7 July 1943. Departed for Middle East, 9 July 1943 via No.9 BPD. To No.22 Personnel Transit Centre, 15 September 1943. To No.201 Group, 29 October 1943. To No.252 Squadron, 30 October 1943. To No.603 Squadron, 23 November 1943. To No.201 Group, 2 August 1944. To Nicosia, 19 August 1944. Promoted Flight Lieutenant, 11 September 1944. Emplaned from Cyprus, 26 May 1945, arriving in UK on 27 May 1945. Repatriated 7 August 1945. Retired 20 September 1945. RCAF photo PL-27582 (ex UK-11836 dated 7 June 1944) is captioned as follows: "Busily engaged in composing a letter home is F/O Bob Pirie, Toronto. F/O Pirie has been in the Middle East about a year and is a pilot with a desert squadron. The lack of water is a bit strange to Bob because he was Canadian open free style swimming champ from around 1934 to 1938 and has represented Canada at the Olympics and British Empire Games. When he does get near some water, he has a real field day." Inducted into the Canadian Olympic Hall of Fame in 1975. The Bob Pirie Trophy is presented each year by Swim Ontario to the top male swimmer in Ontario as selected by the Ontario Swimming Coaches' Association. Died in California, 22 January 1984.

**Notes:** On repatriation form dated 16 July 1945 he stated he had flown 166 operational hours and 39 sorties, the last being on 14 July 1944; he had also flown 394 non-operational hours overseas. Types flown overseas were Oxford (41.20), Anson (12.00), Blenheim (31.00), Beaufighter (355.55), Argus (6.40), Harvard (1.40), Defiant (71.35), Hurricane (27.30) and Spitfire (12.20). Courses overseas in General Reconnaissance, Rocket Firing and Pilot Gunnery. Claim of "some small vessels" destroyed.

Injured slightly, accident, 1120 hours, 14 November 1943 at Lakatamia with No.252 Squadron (Beaufighter JM240), local flying in daylight. Navigator was 133664 F/O E.J. Elvin uninjured). "I was approaching to land on the south to north runway. There was a strong crosswind coming from a westerly direction, my wheels touched first giving a slight bounce. I was drifting fast off the runway, so I opened up a little preparing to make another circuit. My port engine picked up slightly faster than my starboard engine causing port wing to lift and with the drift causing my starboard wing to slip into the ground. I was landing according to direction of landing tee."

Accident, 13 November 1943, Defiant target tug AA475, no damage. Drogue towing (operator was 624451 Corporal A.W. Foster, slightly injured). "Aircraft on drogue towing flight. Brake air pressure fell to zero in air. Pilot informed Flying Control when coming in to land, asking for other aircraft to be kept in circuit, but not receiving them very strongly. Pilot was unsure whether he had been understood, so decided to land 1/4 up runway as he would have to stop on runway. On landing pilot found he was running fast and asked drogue operator to get out on wing and prepare to stop aircraft. Pilot had previously cut switches. Drogue operator apparently misjudged speed of aircraft and jumped too soon, falling forwards to ground. Pilot then

jumped out himself on end of runway, succeeded in catching tailplane and preventing aircraft running down a steep slope and into a wire fence."

Accident, No.79 OTU, 16 April 1945, Beaufighter TFX serial NV353, Category "AR", air-to-air and air-to-ground demonstration; others involved were 1806022 Sergeant J.G. Ferguson (pupil pilot) and 1548865 Sergeant W.T. Burrill (navigator). No injuries. "Instructor giving Demonstration to Pupil Crew. Engines were functioning normally until pilot broke away from air-to-ground attack. At this stage, revs were 2,000, Boost plus 1, oil temperature 50 degrees C, Pressure 85-90, Cylinder Head Temperature 220-230 degrees C. Just as pilot broke away at height of about 350 feet, starboard engine cut and then picked up again. Pilot checked all engine gauges and finding them normal, continued to use engine at same control setting to gain height. On way back to base, engine cut about 15 times but continued to provide power. Pilot used it to height of 3,000 feet and carried on to land at Base without further damage. No high boost except for normal take-off." Technical defect.

**Training:** Course at No.1 ITS was 11 November 1941 to 2 January 1942. Courses in Mathematics (114/150), Armament, practical and oral (79/100), engines, airframes, theory of flight (90/100), Signals (148/150), Aircraft Recognition (89/100), Drill (95/100), Law and Discipline (83/100). Placed 30<sup>th</sup> in a class of 82. "A very fine, better than average type of trainee, dependable and conscientious. Commission material."

At No.20 EFTS flew Tiger Moth (37.45 day dual, 50.35 day solo, 3.00 night dual). Placed 56<sup>th</sup> in a class of 68 in ground school, 40<sup>th</sup> in class of 68 in flight classes. He spent 13.20 on instruments, logged 12.15 in Link. Required 11.15 dual to first solo. "Very smooth on controls, coordination good. Inclined to let his airspeed vary. Has plenty of natural ability. Instrument flying good average. Inclined to hurry too much. Attitude is very good."

At No.3 SFTS flew Cranes (52.10 day dual, 66.30 day solo, 7.40 night dual, 9.25 night solo). He spent 11.05 in formation, 28.00 on instruments, 20.00 in Link. Flew 5.15 dual to first solo. Navigation exercises took 10.05 dual and 11.15 solo. In ground school placed 30<sup>th</sup> in a class of 65; in flying placed 33<sup>rd</sup> in class of 60. "Above average in ground subjects. High average pilot. Above average student at G.I.S. Willing worker and conscientious. Has leadership qualities."

Course at No.19 (Pilots) AFU was 2 March to 4 April 1943. Flew Oxford aircraft (4.40 day dual to first day solo, 17.50 total day dual, 21.15 day solo, 2.00 as passenger, 1.25 on instruments, 5.15 in Link, 2.15 night dual). Tested in General Flying (270/400), Applied Flying (145/200), Instrument Flying (170/250), Night Flying (50/100) and Link (29/50). "Definitely 'Above Average' pilot who learned quickly and uses his head when flying, and should be an asset to his squadron." (W/C F.L. Sayers, 4 April 1943). Passed to No.132 OTU.

Course at No.132 OTU was 6 April to 11 May 1943. Flew Blenheim (3.30 day dual to first solo, 8.45 total day dual, 13.20 day solo, 20 minutes in formation, 5.50 on instruments, 8.00 in Link; also 2.15 night dual on Blenheim to first night solo (total night dual), 5.20 night solo; also flew Beaufighter (4.10 solo). Tested in General Flying (275/400), Applied Flying (165/200), Instrument Flying (170/250) Night Flying (75/100) and Link (33/50). Ground courses in Warships (158/200), Armament (225/300), Coding (148/200), Navigation (156/200), and Signals (53/100). "Average pilot. Requires more experience on service types."

Course at No.2 (Coastal) OTU was 14 May to 15 June 1943. Flew Beaufighters (2.55 day dual, 31.20 day solo, 3.50 on instruments, 10.35 in Link, 5.10 night solo). Tested in General Flying (260/400), Applied Flying (145/200), Night Flying (70/100) and Link (27/50). Ground courses in Airmanship (180/300) and Armament (222/300). "Average pilot who should do well on a squadron."



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PITCHER, F/L Paul Brooke (C615) - **Mention in Despatches** - No.411 Squadron - Award effective 1 January 1942 as per **London Gazette** of that date and AFRO 142/42 dated 30 January 1942. Member of the RCAF Auxiliary (No.115 Squadron) from 30 December 1935. Volunteered for active service, Montreal, 26 September 1939. Wings awarded 8 December 1939. Battle of Britain pilot with No.1 (Canadian) Squadron. Appointed Acting Squadron Leader, 16 June 1941; on strength of RCAF Overseas Headquarters, 14 December 1941; confirmed as Squadron Leader, 1 February 1942. Repatriated via Rockcliffe, 29 November 1942. To Western Air Command Headquarters, 28 December 1942. Promoted Wing Commander, 1 November 1943, To "Y" Depot, Lachine, 27 March 1944. Taken on strength of No.3 PRC, Bournemouth, date uncertain. Repatriated 12 September 1944. To No.2 Release Centre, 27 November 1944. Resigned commission, 28 November 1944. Died in Vancouver, 11 September 1998. Overseas service included acting CO of Nos.401 and 411 Squadrons and time with No.417 Squadron in Middle East. RCAF photo PL-536 taken 15 June 1940 on departure of No.1 (Fighter) Squadron for overseas showing F/O Hartland de M. Molson (Montreal), F/O Paul B. Pitcher (Montreal), P/O A. Deane Nesbitt (Montreal) and F/O J.P.J. Desloges (Ottawa). Photo PL-3001 shows F/Os Patterson, Desloges, Pitcher and Molson, No. 1 (Canadian) Squadron, Photo PL-4583 (ex UK-325) is captioned as follows: "Mr. King (Prime Minister) chats with Squadron Leader P.B. Pitcher of Montreal, now commanding an RCAF fighter squadron in Great Britain. Group Captain A.P. Campbell of Hamilton, who is now in command of an RCAF station in England manned solely by Canadians looks on." RCAF photo PL-4590 (ex UK-332) shows Prime Minister Mackenzie King and Flight Lieutenant Ken Boomer; on background are Air Commodore L.F. Stevenson, Squadron Leader P.B. Pitcher and G/C A.P. Campbell.

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PITKETHLY, F/O (Nursing Sister) Davina Clark (C6352) - **Mention in Despatches** - No.52 (RCAF) Mobile Field Hospital (AFRO gives only "Overseas" as unit - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Enlisted Ontario, 24 July 1941. To No.3 ITS, 19 January 1942. To "Y" Depot, 15 August 1942. To RCAF Overseas Headquarters, 20 August 1942. Repatriated 8 June 1945. To No.1 Air Command, 20 June 1945. To No.3 Release Centre, 4 August 1945. Retired 11 August 1945. No citation in AFRO. Later married S/L E.J. Lindsay, GM. See entry for F/O Dorothy Irene Mulholland for a press releases relevant to her career.

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PITTMAN, F/O Hubert Joseph (J35762) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 16 June 1917 in Montreal; home there (bookkeeper); enlisted Halifax, 9 September 1939 as Clerk and assigned to Eastern Air Command. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 1 September 1940. Promoted Sergeant, 1 February 1941. Reclassified as Clerk/Stenographer, 1 March 1941. Promoted Flight Sergeant, 1 July 1941 and reclassified as Clerk/Administration. Remustered to aircrew and posted to No.3 ITS, Victoriaville, 5 December 1942; graduated 20 February 1943 when posted to No.17 EFTS, Stanley, Nova Scotia; ceased training and posted to No.5 Manning Depot, Lachine, 25 March 1943; to No.4 AOS, London, Ontario, 1 May 1943; graduated and commissioned, 17 September 1943. To "Y" Dept, Halifax, 1 October 1943. Embarked from Halifax, 23 October 1943; disembarked in Britain, 30 October 1943 and assigned to No.3 PRC. Bournemouth. To No.2 (Observer) AFU, 4 January 1944. To No.6 (Observer) AFU, 25 January 1944. To No.24 OTU, 7 March 1944. Promoted Flying Officer, 17 March 1944. To No.61 Base, 25 May 1944; attached to No.1664 Conversion Unit, 25 May to 25 June 1944. To No.434 Squadron, 25 June 1944. To No.64 Base (non-effective), 14 September 1944. To No.434 Squadron again, 19 October 1944. Repatriated via Lachine, 14 May 1945. Retired 26 June 1945.

Died in Montreal, 1 July 1994. RCAF photo PL-32036 (ex UK-14192 dated 24 August 1944) shows two RCAF navigators who interrogate as well as fly. Seated F/O H.J. "Slim" Pittman of Montreal; standing is F/L Jack Marier of Toronto. Medal sent by registered mail 8 September 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.9 Vol.20612) has recommendation dated 17 April 1945 when he had completed 32 sorties (208 hours five minutes), 12 July 1944 to 20 March 1945. Tour was interrupted, 12 September to 21 November 1944.

Although his tour was interrupted by serious illness, Flying Officer Pittman showed a keen desire to carry on and has now completed a full tour of operations against the enemy. As a navigator he displayed outstanding skill during attacks against many heavily defended targets which included Kiel, Bremen, Duisburg and Hannover. At all times this officer has proved himself to be thoroughly dependable and showed great devotion to duty.

The sortie list was as follows:

12 July 1944 - Bremont (4.55)  
16 August 1944 - Kiel (5.20)  
18 August 1944 - Bremen (5.15)  
29 August 1944 - Spoof Raid (4.05)  
31 August 1944 - Ile de Cezembre (5.05)  
6 September 1944 - Emden (4.20)  
10 September 1944 - Le Havre (4.15)  
11 September 1944 - Dortmund (5.20)  
12 September 1944 - Dortmund (5.10)  
21 September 1944 - Castrop Rauxel (6.50)  
27 September 1944 - Neuss (5.25)  
30 September 1944 - Duisburg (7.05)  
2 December 1944 - Hagen (7.35)  
4 December 1944 - Karlsruhe (7.15)  
6 December 1944 - Osnabruck (6.35)  
24 December 1944 - Dusseldorf (6.30)  
5 January 1945 - Hanover (6.10)  
6 January 1945 - Hannau (6.25)  
7 January 1945 - Munich (8.50)  
1 February 1945 - Mannheim (7.35)  
2 February 1945 - Weisbaden (6.50)  
7 February 1945 - Goch (6.45)  
13 February 1945 - Dresden (9.45)  
20 February 1945 - Dortmund (6.30)  
21 February 1945 - Duisburg (6.45)  
23 February 1945 - Pforzheim (8.25)  
1 March 1945 - Mannheim (7.45)  
7 March 1945 - Dessau (9.05)  
12 March 1945 - Dortmund (6.50)  
14 March 1945 - Zweibrucken (7.00)  
15 March 1945 - Hagen (6.45)  
20 March 1945 - Heide (5.20)

**Notes:** As a Standard Apprentice Clerk (stenographer), described on 31 December as follows: "Although he has only served a short time with the RCAF he has displayed keenness and adaptability in respect to his Service duties."

As of 31 December 1940 he was performing stenographic and general clerical work with Air Staff Branch, Eastern Air Command; commended for "willingness and hard work."

Attended Senior NCO Course at Trenton, 2- October to 15 November 1941. Courses in Air Force Law (96/100), Central Registry and Orderly Room Procedure (85/100), Financial Regulations and Instructions (96/100), Publications and Letter Writing (86/100), Drill and Oral (81/100) and Stores and Accounting Procedure (86/100). Assessed in Initiative (152/200), Reliability, Judgement and Deportment (78/100), Personality, force of character, leadership (82/100) and Zeal and energy (80/100). Placed seventh in a class of 39. "Smart type of young NCO. Made steady progress in all subjects, studious. Should be given opportunity for further drill practice."

Repatriation form dated 27 April 1945 stated he had flown 31 sorties (204 operational hours), the last on 20 March 1945. Also flew 243 hours 50 minutes non-operational. Types flown overseas were Anson (43.45), Whitley (91.20), Halifax (168.55) and Lancaster (143.50).

**Aircrew Training:** Interviewed 15 August 1942. "Good appearance and demeanor. Keen on remustering to Aircrew. Pleasing personality. Keen and alert. Confident and mature. Good material."

Course at No.3 ITS was 7 December 1942 to 19 February 1943. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas, Armament (written and practical), Aircraft Recognition, Drill, Signals (buzzer and lamp) and Meteorology. Scored 900 out of possible 1,000 points. Placed third in a class of 97. "Excellent appearance. Above average student. Keen, dependable and mature. Possesses a good Service Spirit. Has qualities of leadership."

Course at No.17 EFTS was 22 February to 24 March 1943. Failed flying course. "This student's take-offs were fair. His general flying average; always flies into ground when landing. Judgement of height on approach poor. He was unable to relax, reactions slow. This NCO tried vert hard to make the grade in flying but would not make a service pilot. His ground school record is good with average or above average marks."

Course at No.4 AOS was 3 May to 17 September 1943. Anson aircraft - 30.55 as first navigator by day, 29.45 as second navigator by day, 26.35 as first navigator by night, 15.20 as second navigator by night, 7.35 other flying. Graded in Navigation air work by day (208/350), Navigation air work by night (120/200), Log Keeping (122/200), Reconnaissance (70/00), Photography air work (75/100), Meteorological Observations (45/50). Ground Work graded under Elements of Air Navigation (148/200), Air Navigation Theory (124/200), Air Navigation Exercises (131/200), Meteorology (68/100), Signals, practical (50/100), Aircraft Recognition (49/50), Reconnaissance (35/50), Photography (42/50) and Armament (45/50). "Made slow progress in air work during first part of course but during last month, work in the air was satisfactory."

At No.24 OTU flew 54.15 day and 46.05 night. "An average navigator. Knowledge of theory sound and practical worl inclined to be a little erratic."

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PITU, F/L Carl Leo (J28633) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 14 January 1922 in Canmore, Alberta; home in Edmonton (labourer); enlisted there 26 July 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To No.14 SFTS, 19 August 1941. To Technical Training School, 29 August 1941. Promoted AC1, 24 January 1942. To No.122 (Communications) Squadron, 28 January 1942. Promoted LAC, 1 July

1942. Remustered to aircrew and posted to No.4 ITS, 23 October 1942; graduated 23 January 1943 when posted to No.23 EFTS; graduated 3 April 1943 when posted to No.11 SFTS; graduated and commissioned, 23 July 1943. To "Y" Depot, 6 August 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Promoted Flying Officer, 23 January 1944. Promoted Flight Lieutenant, 20 January 1945. Repatriated 13 June 1945. To Halifax, 25 September 1945. To "GW", 5 October 1945. To No.7 Release Centre, 8 January 1946. Retired 17 January 1946. RCAF photo PL-43037 (ex UK-20244 dated 9 April 1945) is captioned as follows: "All four have plenty to be happy about. The three pilots because they have just finished their first operational tours as skipper of Canadian Goose squadron crews, and the girl because one of the tour-expired pilots is her husband. Left to right, F/L Leroy Pitu of Edmonton, F/L David Sokoloff (an Englishman in the RCAF) of London, England, his wife, formerly Emma Stephan of Fairfield, Conn., U.S.A., and F/L Edward Finch of Brantford, Ontario." RCAF photo PL-43039 (ex UK-20246 dated 9 April 1945) shows three pilots of No.408 Squadron on completion of tour, viz F/L Leroy Pitu (Edmonton), F/L David Sokoloff (English in RCAF, London) and F/L Ed Finch (Brantford). Medal sent to him at Wolfe Creek, Alberta, but was returned 22 August 1949 and mailed to him in United Kingdom, 6 September 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 18 April 1945 when he had completed 36 sorties (225 hours 51 minutes) between 6 October 1944 and 22 March 1945.

Flight Lieutenant Pitu has recently completed a tour of operations against the enemy on four-engined bombers. During his tour this officer participated in attacks on several of the most heavily defended targets in Germany including Chemnitz, Frankfurt and Cologne.

Flight Lieutenant Pitu has always pressed home his attacks with the greatest determination, and his keenness for operations has been an inspiration to the whole squadron. His cheerfulness and enthusiasm throughout his thirty-six sorties was consistently maintained at a very high level.

This pilot has displayed exceptional ability, and is heartily recommended for the Non-Immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

6 October 1944 - Dortmund (6.10)  
23 October 1944 - Essen (5.55)  
25 October 1944 - Homburg (5.00)  
28 October 1944 - Cologne (7.00)  
30 October 1944 - Cologne (6.00)  
1 November 1944 - Oberhausen (5.50)  
2 November 1944 - Dusseldorf (5.45)  
4 November 1944 - Bochum (5.35)  
6 November 1944 - Gelsenkirchen (5.00)  
16 November 1944 - Julich (5.05)  
18 November 1944 - Munster (5.25)  
18 December 1944 - Duisburg (5.50)  
28 December 1944 - Opladen (5.30)  
29 December 1944 - Trois Dorf (6.50)  
30 December 1944 - Cologne (6.30)  
2 January 1945 - Ludwigshaven (7.10)  
5 January 1945 - Hanover (5.55)  
6 January 1945 - Hanau (7.10)

13 January 1945 - Saarbrucken (7.15)  
14 January 1945 - Grevenbroich (6.10)  
28 January 1945 - Stuttgart (7.00)  
14 February 1945 - Chemnitz (8.25)  
17 February 1945 - Wesel (6.25)  
20 February 1945 - Monheim (6.50)  
21 February 1945 - Worms (7.05)  
23 February 1945 - Essen (6.05)  
24 February 1945 - Kamen (6.10)  
27 February 1945 - Mainz (6.15)  
1 March 1945 - Mannheim (7.00)  
2 March 1945 - Cologne (5.30)  
7 March 1945 - Hemmingstadt (6.20)  
8 March 1945 - Hamburg (5.45)  
13 March 1945 - Wuppertal (6.05)  
14 March 1945 - Zweibrucken (6.50)  
15 March 1945 - Hagen (7.00)  
22 March 1945 - Dorsten (5.30)

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PITZEK, P/O Adolph Carl (J88577) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 28 October 1922 in Kitzingen, Bavaria; home in Winnipeg (substation operator); enlisted Winnipeg 23 June 1942 and posted to No.3 Manning Depot. To No.15 SFTS (guard), 1 August 1942. To Calgary, 6 August 1942. To No.4 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942 when posted to No.23 EFTS; may have graduated 5 February 1943 but not posted to No.10 SFTS until 20 February 1943; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 25 June 1943. To United Kingdom, 29 June 1943. Commissioned 4 August 1944. Promoted Flying Officer, 4 February 1945. Repatriated 8 April 1945. Retired 1 June 1945. Medal presented 11 June 1949. Photo PL-35903 is a portrait. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 12 November 1944 when he had flown 32 sorties (143 hours 10 minutes), 27 June to 25 September 1944.

This officer, a captain of aircraft, has completed 32 operations against the enemy. A splendid captain, Pilot Officer Pitzek has fused his crew with such enthusiasm that they have always pressed home the attack to the utmost, dealing telling blows on the enemy. This daring airman, accepting every assignment with an engaging cheerfulness, has set a very high standard for his crew. Attacking constantly, with a disregard of danger, this pilot has always shown cool courage and an outstanding devotion to duty.

The sortie list was as follows:

27 June 1944 - Wizernes (3.20)  
1 July 1944 - Biennais (4.25)  
4 July 1944 - Biennais (4.15)  
5 July 1944 - Biennais (3.55)  
9 July 1944 - Mont Condon (4.40)  
20 July 1944 - Alderbelck (3.50)  
23 July 1944 - Donges (5.45)  
1 August 1944 - Acquet (3.45)

3 August 1944 - Foret de Nieppe (4.00)  
4 August 1944 - Bois de Casson (4.25)  
7 August 1944 - Caen (3.50)  
8 August 1944 - Foret de Chantilly (4.30)  
10 August 1944 - La Pallice (6.30)  
12 August 1944 - La Neuville (4.00)  
14 August 1944 - Falaise (4.20)  
15 August 1944 - Soesterburg (3.15)  
26 August 1944 - Brest (5.05)  
10 September 1944 - Le Havre (4.20)  
12 September 1944 - Wanne Eickel (4.45)  
13 September 1944 - Osnabruck (4.25)  
17 September 1944 - Boulogne (3.40)  
18 September 1944 - Domberg (3.45)  
19 September 1944 - Domberg (2.10)  
20 September 1944 - Calais (3.50)  
25 September 1944 - Calais (4.25)  
26 September 1944 - Calais (4.00)  
27 September 1944 - Duisburg (5.25)  
4 October 1944 - Bergen (6.15)  
6 October 1944 - Dortmund (5.50)  
14 October 1944 - Duisburg (5.25)  
14 October 1944 - Duisburg (5.55)  
25 October 1944 - Homburg (5.10)

\* \* \* \* \*

PLAMONDON, F/L Joseph Marie Guy (J8921) - **Distinguished Flying Cross** - No.198 Squadron - Award effective 5 September 1944 as per **London Gazette** of that date and AFRO 2373 dated 3 November 1944. Born 8 August 1919 in Quebec; home at St.Michel de Bellechase; enlisted in Quebec, 10 February 1941 and posted to No.4 Manning Depot. To No.1 WS, 4 May 1941. To No.3 ITS, 9 June 1941; graduated and promoted LAC, 15 July 1941 when posted to No.4 EFTS; graduated 1 September 1941 when posted to No.13 SFTS; graduated and commissioned 21 November 1941. Retained at No.13 SFTS as instructor. Promoted Flying Officer, 15 July 1942. To No.1 OTU, Bagotville, 29 January 1943. To "Y" Depot, 8 May 1943; to RAF overseas, 15 May 1943. Posted to No.193 Squadron. Promoted Flight Lieutenant, 21 November 1943. Later to No.198 Squadron, where he became a flight commander early in 1944. Given command of No.193 Squadron, August 1944 although rank of Squadron Leader confirmed only on 1 June 1945. . Shot down by flak on 28 October 1944 (Typhoon MN767, DP-C), force-landed near Merxem and returned to unit. Repatriated 23 July 1945; released 4 September 1945. DFC and Bar presented 1 March 1946. Awarded Queen's Coronation Medal, 28 October 1953 while retired and living in Quebec. RCAF photo PL-33121 (ex UK-14926 dated 18 September 1944) shows him relaxing beside Typhoon. Photo PL-33122 (ex UK-14297 dated 18 September 1944) shows S/L Guy Plamondon, DFC, W/C Gordon Raphael, DSO, DFC, and Lieutenant J.J. McDonald (Halifax, Canadian Army loaned to British and serving with an airborne division). Photo PL-35874 is a wartime portrait. Chris Shores, **Those Other Eagles** (Grub Street, London, 2004) provides a victory list as follows: **13 January 1944**, one Ju.88 destroyed three miles east of Septeuil plus one Ar.96 destroyed with three others, near St. Cyr-en-Arthies (No.198 Squadron, Typhoon TP-W); **11 July 1944**, one Bf.109 destroyed west of Caen (No.198 Squadron, Typhoon MN546, coded TP-S).

This officer has displayed exceptional keenness, great skill and unfailing devotion to duty. He has participated in numerous attacks on enemy shipping and, more recently, in the attacks against mechanical transport, military installations and other targets on the ground. He has displayed a high standard of courage and resolution throughout.

PLAMONDON, F/L Joseph Marie Guy (J8921) - **Bar to Distinguished Flying Cross** - No.198 Squadron - Award effective 19 February 1945 as per **London Gazette** dated 27 February 1945 and AFRO 625/45 dated 13 April 1945.

Since being awarded the Distinguished Flying Cross this officer has led a large number of operational sorties against a wide variety of enemy targets, including enemy strong points and lines of communication and in close support of the Army. As commanding officer he has set a high standard and his brilliant leadership, courage, and determination have been reflected in the operation efficiency of his squadron which since June, 1944, has destroyed or damaged 200 enemy fighting vehicles. Squadron Leader Plamondon himself destroyed one Messerschmitt 109 in air combat.

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PLANT, F/L James (C94065) - **Mention in Despatches** - No.58 Squadron - Award effective 24 December 1946 as per **London Gazette** of that date and AFRO 17/47 dated 10 January 1947. Born 24 February 1914 in Winnipeg; home there. Educated in Winnipeg, 1920 to 1930, Hoover High School (Glendale, California), 1930-1933. Worked at an Indian Residential School at Gleichen, Alberta. Joined RAF, 24 August 1937 as Acting Pilot Officer on Probation. Attended Sywell Civil Flying School, 24 August to 23 October 1937 as pupil pilot; at Station Uxbridge, 24 October to 7 November 1937; at Flying Training School, Sealand, 8 November 1937 to 7 June 1938; at Station Manston on navigation course, 21 June to 22 August 1938; confirmed as Pilot Officer, 23 August 1938; at Manston for parachute course, September 1938; with No.58 Squadron from September 1938 until shot down and taken prisoner, 20 June 1940 on his 19th sortie. Had been promoted to Flying Officer, 23 April 1940 and was promoted to Flight Lieutenant, 23 August 1941. Transferred to RCAF, 24 November 1944, while still in captivity. Repatriated to Canada, 7 July 1945. To No.3 Repair Depot, 20 July 1945. To No.7 Reserve Equipment and Maintenance Unit, 1 November 1945. To No.6 OTU, 6 December 1945. To Eastern Air Command Headquarters, 29 March 1946. To "K", 3 May 1946; to No.1 Release Centre, 8 June 1946; released from RCAF, 13 June 1946. Served in postwar Militia (Royal Canadian Army Service Corps), 30 January 1948 to January 1969 1964, rising to rank of Major. On 10 April 1948 his wife wrote to the Minister of National Defence (without her husband's knowledge), asking for a citation. In this rare instance, Air Ministry provided one, requesting however that its contents should not be published. This was communicated to Mrs. Plant on 10 May 1948:

Flight Lieutenant Plant was forced to jump from his aircraft during a raid on Essen in June 1940. He was captured immediately. He worked on unsuccessful tunnels at Stalag Luft I (Barth) from November 1940 until April 1942, when he escaped with two other officers. One was dressed as a German guard and he marched the other two through the camp gate. Flight Lieutenant Plant was recaptured a few hours later. Shortly after this his camp moved to Sagan and he worked on tunnels there until January 1945. He was liberated at Lubeck in May 1945. Flight Lieutenant Plant aided another officer in a successful escape from Stalag Luft I and has been commended by a Senior Officer for his work on the escape organization.

NOTE: In applying for campaign medals he applied for Atlantic Star on the basis of work assisting Coastal Command, 16 January to 18 March 1940 (convoy escort patrols, commencing 20 January 1940 while based at Boscombe Down) and the Aircrew Europe Star on the basis of bomber sorties flown 19 March to June 1940 from Linton-on-Ouse (first sortie being against Oslo, 9 April 1940). On a form dated 2 July 1945 he claimed to have flown 150 operational hours and 400 non-operational hours.

The following statement describing his capture and captivity is from volume 3 of RCAF file 45-19-15A, "Prisoners of War - Escape of - Interrogations" (National Archives of Canada RG. 24 Volume 5373).

We arrived over our target, the Marshalling Yards at Essen shortly before midnight and made two runs over it. On the second run our port engine was knocked out by flak and the aircraft began to burn. We were ordered to abandon the aircraft and the observer, rear gunner, wireless operator and myself and the captain went out in that order.

I landed in a hayfield northeast of Essen; I had just released by chute when I was picked up by the crew of a flak battery who searched me and took me to their dugout near the guns. They asked if I had been hurt and gave me some food; I gave them only my name, rank and number.

I was shortly picked up by car and taken to Dortmund, where I was given a perfunctory search and met Sergeant Schofield, RAF, my observer; he was injured. We stayed in a house until about 7.00 o'clock in the morning and then [were] driven to a Luftwaffe Headquarters. We were told that our aircraft had crashed on the railway station at Dortmund and had burned out. There I met my wireless operator, Sergeant Neary, RAF, and my rear gunner, Sergeant Holmes, RAF. They were both uninjured and had been picked up almost immediately on landing. The Germans told us they had found a body in the aircraft. This must have been false as all of the crew was later accounted for.

About ten in the morning the four of us were taken to Dulag Luft outside



Frankfurt. We arrived in the early afternoon and were put into solitary confinement. When I was interrogated by a German named Abrahart who spoke fluent English they gave me a form for the Red Cross. I gave name, rank and number and they wanted to know several things, none of which I answered. The interrogator said it didn't matter and filled out the form himself quite accurately, down to the name of my station commander. I found my captain, F/L G.E. Walker, ex-RAF and now RCAF, was next to me in solitary confinement.

After interrogation I was taken to the main camp and remained there for 48 hours after which about 20 officers including F/L Walker and myself were moved to No.9A, Sprangenberg.

I was there about two weeks and then I was moved with about 40 other officers to Stalag Luft I at Barth in Pomerania. This was a small camp and we were among the first arrivals. We soon started tunnel construction for escape. Our first tunnel was discovered in November 1940, and we worked on a number from then on until in April 1942 when F/L Casenvoe, RAF, approached me with a plan for escape.

F/L Casenvoe, myself and a F/L Leeson, RAF, who spoke fluent German, managed to pass through the inner compound gate on a fored pass. Leeson was dressed as a German soldier and acted as a guard taking us to the camp commandant outside the gates. We were dressed in British Army battle dress with civilian clothes underneath. Rather than go through the main gate we climbed a single wire fence behind the German Officers' Mess in the outer compound and were thus free of the camp boundaries. This was about lunch time on Easter Monday. We separated from Leeson, having planned to meet at a point further away, and Casenvoe and I started off by ourselves. We were making our way from the camp when we were stopped and questioned by a Gestapo road patrol late in the afternoon. Casenvoe almost convinced them we were Spanish workers, but we had no papers and the Gestapo were suspicious. They phoned the camp and although the camp said no prisoners were missing they asked that a check be made. The roll call showed three missing so we were taken back there. Leeson was picked up about a half hour later. We were put in solitary confinement for two weeks.

Shortly after our attempt to escape the camp was moved to Sagen No.3. This was the main Air Force camp and reached a maximum of about 10,000 personnel. In this camp we worked on tunnels for escape; nearly everyone in the camp knew about them and digging was well organized by the Senior British Officer. From time to time one would be discovered but the work continued. It was in March 1944 that a large escape attempt was made from this camp. It had been intended that about 200 men should go out through a tunnel which started from the hut in which I was living. Those to go were chosen by lot and I did not

draw a ticket. A hitch allowed only about 80 men to leave on the night of March 24. Of these about four got back to England; some 50 of the escapees were shot by the Gestapo.

Following this escape the Senior British Officer gave instructions there were to be no more escape attempts. There was a purge in the Luftwaffe guards and a considerable shakeup in the camp personnel, the Gestapo taking over the camp. Taken by and large there were no German reprisals on the prisoners remaining in the camp.

In December 1944 a new tunnel was started from the camp theatre for two reasons, first to serve as a Headquarters for camp organisation and secondly as an eventual escape route.

We were apprehensive about the attitude of German civilian personnel and were afraid that if the camp might be left by the German military organization as a result of Allied advances German civilians might attack us. Into this tunnel we put our radio equipment and any other stores we were able to collect that might serve for defence purposes.

In late January 1945, the entire camp was moved to Spremburg. We marched there taking only what we could carry and were about two weeks making the trip. The Senior British Officer issued instructions there were to be no escapes attempted on the road. The German organization was badly shattered and we lived almost entirely on Red Cross parcels. The Germans served us only one hot meal during the entire march. When we arrived at Spremburg we were put into cattle trucks and taken by rail to Tarnstadt outside Bremen. The trip took over 36 hours. We were allowed out of the trucks at infrequent intervals and as many of the men had dysentery the trip was unpleasant.

Tarnstadt was a rundown, very poor camp and we stayed there until April when we were marched to Lubeck. The Senior British Officer, Group Captain Wray, RCAF, had thus march very well organized, and he was able to dictate to the Germans how it would be made, how far we would march a day and how we would be fed. He asked that there be no escapes attempted on the road but there were a few. Group Captain Wray went ahead to Lubeck to look over the new camp and refused to go in with the prisoner officers. He insisted that the Germans find accommodation outside Lubeck, which they did, and we went into the large estate at Trenthorst.

The war was nearly over and we were released from thus camp by the 2<sup>nd</sup> British Army on May 2, 1945.

Although conditions in the camps were never good from what I have hears of

other camps I do not consider we were too unfortunate. Food was frequently short and without Red Cross parcels which we received quite regularly our condition at times would have been serious from a lack of nutrition.

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PLANT, G/C John Lawrence (C140) - **Mention in Despatches** - Station Leeming - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Swansea, Wales, 20 August 1910 (see **Canadian Who's Who**); educated in Victoria, British Columbia (high school 1922-1926) and University of British Columbia, 1926-1931 (graduated UBC, 1931, B.Sc. in mechanical engineering). Joined RCAF 4 June 1929 (Camp Borden). First term as P/P/O was 4 June to 31 August 1929; second term as P/P/O was 2 June to 31 August 1930. Commissioned 8 June 1931 on posting to Camp Borden. Awarded wings, 19 August 1931. To Trenton, 19 October 1931; Advanced Training, 1 November 1931 to 2 February 1932 (graded Average); to AFHQ (leave without pay), 30 April 1932; to Camp Borden, 9 January 1933 (had been promoted to Flying Officer, 1 January 1933 with effect from 6 July 1931). Army Co-Operation Course, 1 February to 31 May 1933; Instrument Flying Course, 1 June to 30 June 1933; Seaplane Conversion Course, 6 July to 29 July 1933; Squadron Armament course, 1 August to 22 December 1933; to Ottawa Air Station, 12 January 1934; Advanced Photographic course, 15 January to 8 March 1934; to Station Vancouver, 15 March 1934; Explosive course, 22 October to 5 November 1934; Flying Instructor course, 2 June to 6 June 1936 (graded Category "B"); Instrument Flying course, 22 June to 28 August 1936; to Camp Borden, 27 May 1936; to No.20 Detachment, Regina, 30 November 1936; promoted to Flight Lieutenant, 28 February 1937; Parachute course, 1 December to 11 December 1937; Flying Instructor test, 25 May 1938 (graded category "A-2"); promoted to Squadron Leader, 1 April 1939; to AFHQ, Ottawa, 17 May 1939. On outbreak of war he ferried aircraft to Bermuda.. To Station Rockcliffe, 16 September 1940; promoted to Wing Commander, 1 January 1941; to No.3 Training Command Headquarters, Montreal, 3 February 1941 (special duties aircrew); to Station Patricia Bay, 20 April 1941; to Western Air Command Headquarters, 28 December 1941; extensive Temporary Duty to United States, 28-31 December 1941 and 8 January to 13 February 1942. To RCAF Overseas Headquarters, 15 March 1942; commanded No.413 Squadron (20 March to 21 October 1942). Returned to UK to command Station Leeming. promoted to Acting Group Captain, 21 October 1942; at No.1 Repatriation Depot, Rockcliffe, 29 November 1943; to AFHQ, Ottawa, 5 December 1943; promoted to Air Commodore, 1 June 1944; Deputy Air Member for Air Staff, Ottawa Temporary Duty to Washington, 24 November to 2 December 1944. Commanded No.9 Transport Group, 1 June 1945 to 4 February 1946. Personally flew penicillin to Poland. To Western Air Command, 5 February 1946 as Air Officer Commanding. To command No.12 Group, 1 March 1947. To AFHQ, 6 November 1947 to be Air Member for Personnel; promoted Air Vice-Marshal, 1 December 1947. To NATO in Europe, 1951 and on 15 August 1951 assumed post of Assistant Chief of Staff, Logistics and Personnel, Allied Air Forces Central Europe Awarded Queen's Coronation Medal, 23 October 1953 while an Air Marshal (temporary rank while employed in Allied Air Forces Central Europe. On return to Canada he assumed post of Air Member for Technical Services, AFHQ. In July 1955 became Air Officer Commanding, Air Material Command. Retired from the RCAF, 1 September 1956,

and had post-military careers with Collins Radio and Avro Canada, with a second retirement in 1970, after which he taught Math and Calculus at Royal Roads Military College. He was President and General Manager at Avro, and was remained bitter about the Arrow cancellation to the last. Inducted in Canada Aviation Hall of Fame, 1986. Died in Victoria, 7 May 2000. RCAF photo PL-937 taken 1940 shows him as a Squadron Leader. RCAF photo PL-22370 (ex UK-6067 dated 11 November 1943) shows him as a Station Commander welcoming aircrew back from a raid (Sergeant B.C. Prille, mid-upper gunner, of Minbury, Alberta and Flight Sergeant R.S. Glendinning, bomb aimer, of Montreal). No citation to MiD.

PLANT, A/C John Lawrence (C140) - **Commander, Order of the British Empire** - No.9 (Transport) Group, Canada - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 82/46 dated 25 January 1946.

This officer has shown outstanding ability as an Air Officer Commanding the recently formed No.9 (Transport) Group. Previous to his present appointment he has served in many responsible positions in the United Kingdom, South East Asia Command and in Canada. In all these appointments he has discharged his many duties in a most efficient and capable manner. He was selected as the best qualified officer to take the United States Army and Navy Staff College Course where he was reported upon as demonstrating ability and professional attainment of a high order and showing himself to be possessed of good judgement, common sense and initiative. The United States Army General Staff requested his services in the Southwest Pacific shortly thereafter, but he could not be spared from Royal Canadian Air Force Headquarters where he was then employed as Deputy Air Member for Air Staff. This officer's experience in Home War Establishment Commands in Canada, Coastal Command and Bomber Command Overseas, has admirably fitted him for his many responsible duties which he continues to discharge in an intelligent and exemplary manner.

PLANT, A/C John Lawrence, CBE (C140) - **Air Force Cross** - Western Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 8) has recommendation.

Air Commodore Plant, while captain of a Fortress aircraft flying from Whitehorse, Yukon Territory to Vancouver, displayed superior airmanship throughout the entire trip, particularly during the approach and landing at Vancouver. As the aircraft approached the field the starboard undercarriage suddenly fell down and refused to lock in place despite several attempts to secure it, neither could it be raised automatically or by hand. While the port undercarriage was lowered by hand and locked in place, Air Commodore Plant circled the field mostly on instruments, due to the fact that the ceiling was poor. After advising all passengers of the situation and ensuring that all were in the best positions to withstand a possible crash landing, he made a second approach

to the runway and landed the aircraft so lightly that no jar was felt. His skill in flying the aircraft undoubtedly prevented further serious damage and there is every reason to believe that had the landing not been so well executed, the aircraft might have been badly damaged and the passengers seriously injured. On another occasion, Air Commodore Plant was the captain of an aircraft loaded with penicillin and destined for Warsaw, Poland. The aircraft carrying the second load of penicillin to Poland crashed in Germany, killing all members of the crew. When the third shipment was ready, Air Commodore Plant captained the aircraft, flew it across the Atlantic and delivered it to Warsaw where its arrival was awaited with the greatest of concern, as the situation, due partially to the loss of the previous load, was critical. This trip was carried out in all types of weather and over unfamiliar terrain where air traffic was controlled by foreign agencies. More recently, while flying a Fortress aircraft of the mail-carrying service, he established a new non-stop record flight for the Royal Canadian Air Force of seven hours and twenty-six minutes on the east-bound flight between Vancouver and Ottawa. By his fine flying ability and keenness to handle every type of aircraft in Transport Group, Air Commodore Plant has built up and maintained the morale of No.9 (Transport) Group to a very high level during the period when discharges and retirements have adversely affected practically every unit in the Service.

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PLATANA, F/O Daniel Dominique (J18616) - **Distinguished Flying Cross** - No.156 Squadron (deceased) - Award effective 14 July 1944 as per **London Gazette** dated 25 January 1946 and AFRO 244/46 dated 8 March 1946. Born 25 September 1922 in Indian Head; Saskatchewan; home in Regina (farm hand and mechanic); enlisted there 21 May 1941 and posted to No.1 Manning Depot, Toronto. To No.1 Equipment Depot, Toronto, 6 July 1941. To No.4 WS, Guelph, 26 October 1941; promoted LAC, 25 November 1941. "Tried very hard but could not master the course" read assessment. Ceased training, and posted to No.1 Composite School, 28 February 1942; to No.4 BGS, 29 March 1942; graduated and promoted Sergeant, 11 May 1942. To "Y" Depot, 13 May 1943. To RAF Trainee Pool, 13 June 1942. Taken on strength of No.3 PRC, Bournemouth, 25 June 1942. To No.3 Air Gunner School, 31 July 1942. To No.19 OTU, 24 August 1942. Promoted Flight Sergeant, 11 November 1942. To No.1660 Conversion Unit, 5 January 1943. To No.425 Squadron, 5 February 1943 and went with them to North Africa; described on 24 February 1943 as "Very good air gunner, keen and conscientious.". Promoted WO2, 11 May 1943. Commissioned 11 August 1943. To No.2 BPD, 1 September 1943. Arrived back in Britain, 8 October 1943. To No.29 Group, 25 October 1943. To No.11 Air Gunner School, 26 October 1943. There he was considered keen but not qualified to be an instructor; as of posting out he had flown a total of 370 hours, ten while at the unit. To No.23 OTU, 1 February 1944. Promoted Flying Officer, 11 February 1944. To No.11 Base, 16 February 1944. To No.156 Squadron, 25 February 1944. Killed in action 14/15 July 1944 (Lancaster PA984); buried in France. Medal presented to widow at Government House, 7 November 1949.

Flying Officer Platana, as air gunner, has 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 2/9276 has recommendation dated 19 June 1944 when he had flown 46 sorties (265 hours ten minutes) with both a sortie list and a slightly more detailed text.

21 November 1942 - Anti-sub patrol, Atlantic  
23 November 1942 - Anti-sub patrol, Biscay  
25 November 1942 - Anti-sub patrol, Biscay  
28 November 1942 - Anti-sub patrol, Biscay  
1 December 1942 - Anti-sub patrol, Biscay  
4 December 1942 - Anti-sub patrol, Biscay  
9 December 1942 - Anti-sub patrol, Biscay  
12 December 1942 - Anti-sub patrol, Biscay  
14 December 1942 - Anti-sub patrol, Biscay  
11 February 1943 - GARDENING  
13 February 1943 - Lorient  
14 February 1943 - Wilhelmshaven  
16 February 1943 - Lorient  
19 February 1943 - Wilhelmshaven  
19 June 1943 - Pavellier  
26 June 1943 - Sicily  
28 June 1943 - Sicily  
2 July 1943 - Villacidro, Sicily  
8 July 1943 - Catania  
9 July 1943 - Syacuse  
12 July 1943 - Enna  
14 July 1943 - Naples  
15 July 1943 - Reggio de Calabria  
17 July 1943 - Battipaglia  
19 July 1943 - Naples  
22 July 1943 - Salerno  
1 August 1943 - Millazo, Sicily  
4 August 1943 - Messina  
5 August 1943 - Messina  
7 August 1943 - Messina  
10 August 1943 - Messina  
13 August 1943 - Messina  
14 August 1943 - Pizzo beaches, Italy  
17 August 1943 - Pizzo beaches, Italy  
20 August 1943 - Villa Literno, Italy  
24 August 1943 - Naples  
26 August 1943 - Taranto

9 April 1944 - Lille  
11 April 1944 - Aachen  
3 May 1944 - Montdidier  
11 May 1944 - Hasselt  
19 May 1944 - Cap Gris Nez (special)  
27 May 1944 - Rennes  
28 May 1944 - Mardyck  
14 June 1944 - St.Pol  
15 June 1944 - Lens

Flying Officer Platana has had a varied operational career of 46 sorties. He has completed nine sorties with the Pathfinder Force.

This officer is a keen operational gunner with a zest for operations. He is cool and consistently reliable, and his alertness has been largely responsible for many successful evasions of enemy aircraft. His coolness and determination in carrying out his duties and his high sense of devotion to duty make him very worthy of the award of the Distinguished Flying Cross.

The website "Lost Bombers" gives the following on his last sortie. Lancaster PA984, No.156 Squadron (GT-Q), target Revigny, 14/15 July 1944. This was a Mark III, delivered to No.156 Squadron in June 1944. No other raids traced. When lost this aircraft had a total of 52 hours. Airborne at 2201 hours, 14 July 1944 from Upwood to attack rail facilities and operating as Deputy Master Bomber. In the vicinity of the target, hit by cannon-fire from a night-fighter and broke into two sections before crashing 0157 hours, 15 July 1944 near Ancerville (Meuse), 20 km SW of Bar-le-Duc. Crew consisted of S/L G.G.Davies, DSO (POW), F/O F.C.G.Debrock (Belgian national, killed), F/O H.Coker (killed), F/L K.Stevens (POW), F/O F.Holbrook, DFC (killed), F/L H.G.M.Robinson, DFC, RAAF (killed), F/O F.J.Lockwood, DFC (killed), F/O D.D.Plantana, DFC, RCAF (killed).

**Air Gunner Training:** Course at No.4 BGS was 13 April to 11 May 1942; flew in Battle aircraft (19 hours 35 minutes). Scored 7.71 percent in Beam Test, 2.73 percent in Beam Relative Sepped Test, 5.27 percent in Under Tail Test. Fired 700 rounds on ground, 200 air-to-ground and 3,290 air-to-air. Scored 57 percent on written test and 68 percent in practical and oral tests. Graded 186/250 in "Ability as Firer." On 9 May 1942 he was described thus: "This man is a hard worker but learns slowly. It was necessary to give him two weeks extra instruction. During this time he showed considerable improvement."

\* \* \* \* \*

PLAYFORD, F/L John Dennis (J11966) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December and AFRO 212/46 dated 1 March 1946. Born 31 December 1921 in Kitchener, Ontario; home in Toronto (clerk); enlisted Hamilton 23 July 1941 and posted to No.1 Manning Depot. To No.1 BGS, 9 August 1941 (guard duty). To No.5 ITS, 25 September 1941; graduated and promoted LAC, 22 November 1941 when posted to No.7 EFTS; graduated 31 January 1942 when posted to No.14 SFTS; graduated and promoted Sergeant, 5 June 1942; subsequently commissioned with effect from that date. To Trenton, 20 June 1942; to No.1 SFTS to instruct, 8 August 1942. Promoted Flying Officer, 5 December 1942. To "Y" Depot, 10 January 1944. Taken on strength of No.3 PRC, 21 January 1944. Promoted Flight Lieutenant, 5 June 1944. Repatriated 5 August 1945; retired 17 September 1945. Medal presented in Toronto, 30 November 1949. Living in Kitchener in 1950. Died in Mount Hope, 19 March 2009. RCAF photo PL-44398 (ex UK-21678 dated 24 May 1945) is captioned as follows: "Two RCAF officers from the same street in Waterloo, Ontario have completed a tour of operations with an RAF Lancaster squadron and headed for Canada. Left is F/L J.D. Playford, pilot, centre is his air bomber, F/O W.J. Elrick. Right is F/O J.E. Menagh, navigator, Smith Falls, Ontario. In more than 30 trips they never saw an enemy fighter." Photo PL-44399 is same men trying on hats in preparation for "civvy street" - Plauford on left with bowler, Elrick at the right hands him a checked cap, Menagh in centre. No citation other than "completed...numerous operations against the enemy in which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/8772 has recommendation dated 31 May 1945 when he had flown 30 sorties (193 hours) as follows:

\* - denotes daylight trip

11 November 1944 - Dortmund  
18 November 1944 - Wanne Eickel  
27 November 1944 - Freiburg\*  
29 November 1944 - Dortmund  
4 December 1944 - Karlsruhe  
6 December 1944 - Merseburg  
12 December 1944 - Essen  
26 December 1944 - St.Vith\*  
28 December 1944 - Munchen Gladbach\*  
28 January 1945 - Stuttgart  
2 February 1945 - Ludwigshaven  
13 February 1945 - Weizebaden  
13 February 1945 - Dresden  
14 February 1945 - Chemnitz  
21 February 1945 - Leuna  
1 March 1945 - Mannheim



13 March 1945 - Benzol plant\*  
15 March 1945 - Misburg  
21 March 1945 - Buchstrasse  
23 March 1945 - Bremen  
27 March 1945 - Paderborn  
4 April 1945 - Lutzkendorf  
9 April 1945 - Kiel  
10 April 1945 - Plauen  
14 April 1945 - Potsdam  
18 April 1945 - Heligoland  
22 April 1945 - Bremen  
25 April 1945 - Berchtesgaden  
27 April 1945 - EXODUS (Brussels)  
30 April 1945 - MANNA

Flight Lieutenant Playford, a Canadian officer, has completed his first operational tour, which includes attacks against such heavily defended and distant targets as Leuna, Chemnitz and Dresden. He has carried out his tour in a fine offensive manner, and his courage and keenness to press home his attacks has been an inspiration to the whole squadron.

On one occasion when attacking Plauen, his port inner engine failed and he was forced to feather the airscrew while more than 200 miles from the target. Undaunted, this skilful pilot carried on to this distant target even though he was unable to climb within 5,000 feet of his briefed bombing height. This attack was carried through with good results.

Flight Lieutenant Playford has always shown an exceptional devotion to duty, and the manner in which he has carried out his tour has been an example to all. In recognition of this officer's courage, fortitude and splendid offensive spirit, I strongly recommend him for the award of the Distinguished Flying Cross.

\* \* \* \* \*

PLEASANCE, W/C Wilbur Provence (C1395) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 19 May 1944 as per **London Gazette** of that date and AFRO 1296/44 dated 16 June 1944. Born Port Arthur, Ontario, 2 March 1909; home in Calgary. Educated in public schools and Canadian Institute of Technology and Art. Stock clerk, 1925-1926. Machinist apprentice, 1926-1931. Salesman for a Calgary bakery, 1931-1936. Employed as commercial pilot by Calgary Aero Club, 1936 to 1939, having obtained both Private and Commercial flying

licenses at Calgary. The president of the Calgary Aero Club described him (13 June 1938) as "thorough, willing, and showed an aptitude for study." Applied to join RCAF as early as July 1939. Enlisted in Calgary, 1 November 1939 and commissioned with effect from that date. To Trenton, 20 January 1940. Qualified to wear pilot badge, 19 February 1940, having been posted to Camp Borden as of 12 February 1940. Promoted Flight Lieutenant, 1 February 1941. To No.10 EFTS, Mount Hope, 26 February 1941. Promoted Squadron Leader, 15 September 1941. To AFHQ, 30 November 1942. To Conversion Training Squadron, Rockcliffe, 1 December 1942. To "Y" Depot, 19 January 1943. To RAF overseas, 2 February 1943. Disembarked in Britain, 13 February 1943. To No.3 (Pilots) AFU, 2 March 1943. Attached to No.1515 Beam Approach Training Flight, 16-23 March 1943. To No.23 OTU, 20 April 1943. To No.1659 Conversion Unit, 11 August 1943. To No.431 Squadron, 5 September 1943. To No.419 Squadron, 23 October 1943. Promoted Wing Commander, 16 February 1944. To RCAF Overseas Headquarters, 21 August 1944. To No.6 Group Headquarters, 1 September 1944. To No.61 Base, 2 September 1944. To No.62 Base, 7 January 1945. Promoted Group Captain, 21 September 1945. Repatriated 10 October 1945. To No.1 Instrument Flying School, 9 November 1945. Reverted to Wing Commander in postwar RCAF, 1 October 1946 (service number 19513). To War Staff College, Toronto, 15 February 1946. To Station Rockcliffe, 19 August 1946 for staff with No.9 (Transport) Group. To Air Transport Command, 1 April 1948. To AFHQ, 14 August 1949. To No.405 Squadron, 1 October 1951. To Station Torbay, 30 June 1953. To AFHQ, 24 August 1956. Promoted Group Captain, 13 January 1957; posted 14 January 1957 to UNEF, Capodichino. Returned to Canada, 29 January 1958 and posted to Calgary. Retired 6 July 1958. DFC and Bar presented at Buckingham Palace, 11 August 1944. RCAF photo PL-22367 (ex UK-6064 dated 11 November 1943) is captioned as follows: "Wing Commander 'Bill' Pleasance (Calgary) is shown as he took over his duties as Commanding Officer of the famed 'Moose' Squadron of the RCAF Bomber Group. A former chief instructor at elementary flying schools at Mount Hope and Pendleton, Ontario, he has made several trips as flight commander of the Iroquois Squadron before his recent promotion and transfer. With him is the Squadron Adjutant, Flight Lieutenant Arthur Crawford (Willowdale)." RCAF photo PL-28390 (ex UK-9093 dated 22 March 1944) shows A/V/M G.V. Walsh, normally in Washington, visiting No.6 Group, chatting with W/C W.P. Pleasance and Air Commodore A.D. Ross. Photo PL-28393 (ex UK-9096 dated 22 March 1944) shows him talking to members of No.419 Squadron on return from operations. Photo PL-28846 (ex UK-9942 dated 29 April 1944) shows him reading note that accompanied a large shipment of "comforts" from Kamloops (adopting city); he is at right as others unpack the boxes. RCAF photo PL-29076 (ex UK-9920 dated 22 April 1944) shows "welcoming party" for new Lancaster X; W/C W.P. Pleasance is in right foreground; others are (left to right) P/O M.D. McGill (Homewood, Manitoba), F/O L.A. Rotstein (Toronto) and F/L Jim Stewart (Montreal). RCAF photo PL-29078 (ex RCAF UK-9922 dated 22 April 1944) shows WC W.P. Pleasance (left) and F/L Jim Stewart (right). RCAF photo PL-29079 (ex UK-9923 dated 22 April 1944) taken on delivery of Canadian-built Lancaster X to No.419 Squadron; under the wing are F/O Lorne Rotstein (Toronto, left), W/C W.P. Pleasance (Calgary, centre) and F/L Jim Stewart (Montreal, right).

Photo PL-32668 (ex UK-13668 dated 26 August 1944) shows him. Photo PL-33472 (ex UK-15987, 26 October 1944) shows F/L Real St. Amour, G/C Wilbur Pleasance and Cardinal Villeneuve during the Cardinal's visit to No.425 Squadron and a war bond sales drive. RCAF Photo PL-43859 (ex UK-21164 circa 3 May 1945) taken during base visit by Canadian High Commissioner Vincent Massey shows Massey talking to G/C H.P. Pleasance (Calgary) and Sergeant Pat Seccombe (Toronto, working in operations section); RCAF Photo PL-43863 (ex UK-21168, circa 5 May 1945) taken on the occasion of a visit by Canadian High Commissioned Vincent Massey to "Beaver Base" in No.6 Group, showing G/C W.P. Pleasance, YMCA Superintendent Irving Wismer and Vincent Massey. RCAF photo PL-44610 (ex UK-22087 dated 13 June 1945 shows G/C W.P. Pleasance, Officer Commanding the base that housed Goose and Thunderbird squadrons, demonstrating an 8,000 pound bomb to Lord Mayor Harold C. DeBurgh and High Sheriff J.H. Kaye during an open house for civilians prior to dissolution of the Canadian station. PL-440651 (ex UK-22053 dated 12 June 1945) taken during visit of Colonel W. Woodward, Lieutenant-Governor of British Columbia to Beaver Base; left to right are G/C W.P. Pleasance, DFC (Calgary), Colonel Woodward, A/C J.L. Hurley (Ottawa), and Mr. Gromack (secretary to Woodward).

This officer has displayed high powers of leadership, great skill and determination, qualities which have contributed in a large measure to the high standard of operational efficiency of the squadron he commands. Wing Commander Pleasance has taken part in very many sorties, including a number of mine-laying missions which he has completed with great success. His example has proved most inspiring.

PLEASANCE, W/C Wilbur Provence, DFC (C1395) - **Bar to Distinguished Flying Cross** - No.419 Squadron - Award effective 25 July 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Cited with P/O Morley D. McGill (RCAF, awarded DFC), which see above for citation.

PLEASANCE, G/C Wilbur Provence, DFC (C1395) - **Mention in Despatches** - Linton-on-Ouse - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has list of MiDs this date with unit. DHist file 181.009 D.1722 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945 from A/C J.L. Hurley, OC No.62 Base. Enlisted 1 November 1939; had been 27 months in Canada, 24 months overseas.

After a most successful tour during which Group Captain Pleasance was awarded the Distinguished Flying Cross and Bar, he has served in turn as Station Commander at RCAF Stations Tholthorpe, Wombleton and is now Station Commander at RCAF Station Linton. During the time that this officer has been

under my command, I have found him most loyal, tactful and co-operative. He has been diligent and attentive to his work and has carried out all orders and instructions to my complete satisfaction. Since coming to Linton this officer has shown the ability to organize and improve many sections of the station. His ability along these lines is producing excellent results.

**Notes:** Involved in forced landing at Woodbridge of Halifax JD459, 2357 hours, 20/21 January 1944. Night operational flight; fluctuating RPM indicator and drop in oil pressure. One engine feathered and a normal landing made at emergency field. Examination of engine revealed cracked reduction gear casing. He had 125 hours on type at the time, 1,700 hours all types.

As of 31 December 1956 he listed his aircraft types and hours as follows: Oxford (150.00), Anson (150.00), Wellington (100.00), Halifax (150), Beech (202.15), Lancaster (334.30), Battle (100), miscellaneous training aircraft (968.45), Bell S-55 (11.50), T-33 (two hours).

**Selected Assessments:** "Keen, efficient, hard working officer. Very shortly this officer will be considered as suitable for accelerated promotion if present good work continues. Recently categorized as an A-2 Flying Instructor. Professional and all other. Relatively above average." (4 December 1940).

"Employed as Chief Supervisory Officer at No.10 EFTS. An excellent instructor and CSO and is carrying out his duties in a most satisfactory manner." (Air Commodore G.E. Brookes, 23 May 1941).

"An excellent operational squadron commander." (G/C F.A. Sampson, 22 June 1944).

Excerpt from letter dated 20 August 1941 (S/L A.J. Snetsinger, No.1 Training Command, to AFHQ), suggesting promotion to Acting Squadron Leader. "It is desired to point out that during the months of February and March this School [No.10 EFTS] had 90 pupils on courses as it was necessary to reduce the intake of No.9 EFTS. St. Catharines, too 24 due to the aerodrome condition there. It was purely due to the effort of Flight Lieutenant Pleasance that this increased intake was carried out efficiently, and the courses were completed on schedule."

"This officer's personality and the intimate interest he takes in the welfare of his men, both aircrew and groundcrew, have established him as a good leader of men. He lacks administrative experience of units greater than a squadron but should make a satisfactory station commander." (Air Commodore R.E. McBurney, 8 September 1944).

"Is fully qualified to command an operational squadron in Bomber Command. He has had several years flying experience and was previously employed as a flying instructor. Ability to fly

with operational and training types is a considered above average. Exercises good judgement and common sense in the operation of his aircraft and commands respect from all ranks and maintains a goos standard of discipline within his unit.” (G/C F.A. Sampson, Middleton St. George, 20 September 1944).

Letter, C.S. Booth (Representative of Canada to International Civil Aviation Organization) to C.M. Drury (Deputy Minister of National Defence), 2 October 1951, re W/C W.P. Pleasance, RCAF liaison officer, 1 August 1949 to 30 September 1951: “I believe that you would wish to know that he has done a thoroughly satisfactory job here, not only in regard to his primary responsibility of keeping RCAF fully informed of all ICAO matters likely to be of interest to RCAF but also his additional assignment to assist me in matters in the economic field. I know he has followed very closely all the discussions on technical subjects and he has been particularly helpful to me in connection with the work of the Joint Support Committee, in connection with the arrangements for the joint financing of Air Navigation Facilities and Services in Iceland, Greenland, etc. Wing Commander Pleasance has worked conscientiously and effectively and has displayed considerrable initiative and capacity in a field of work with which he had not previously been familiar.”

“Wing Commander Pleasance continues to do a very good job, both as Senior RCAF representative in Newfoundland and as Station Commander. His duties bring him in daily contact with the American element of Torbay and the staff of the Commander, Northeast Air Command, also with Army and Navy staffs. He manages to maintain excellent relations with the various Service and civilian authorities in Newfoundland, at the same time running his station efficiently. He can be depended uupon to work intelligently and consistently without supervision.” (Air Commodore M. Costello, Maritime Air Command Headquarters, Halifax, 28 March 1955).

RCAF Press Release No.2893 dated 7 October 1943 from F/L T.C. McCall, No.6 Group reads:

Squadron Leader Bill Pleasance is convinced that nothing that comes his way during the rest of his career as an operational pilot will be any tougher than his first trip as a skipper with the Iroquois Squadron of the RCAF Bomber Group.

Lady Luck, to use a colloquialism, gave the genial westerner “the works” when he set out to drop a mess of trouble for German shipping in enemy waters. He had made one previous trip as a second “dickie” before taking over as flight commander with the squadron led by W/C Bill Newson, DFC of 1092 Transit Road, Victoria.

“It all started shortly after takeoff when I found that we had a leak in our air lines

so there would be no brakes for landing when we came back,” relates S/L Pleasance whose home is at 638 First Avenue N.E., Calgary. “Then we lost one of our main navigational aids and the navigator (F/O Lorne Rotstein, 1131 Avenue Road, Toronto, Ontario) did a magnificent job to get us to our target. He was dead-on. Coming back, we ran into rather bad icing conditions and had trouble maintaining height.”

The next misfortune involved three enemy fighters. Two of them attacked at fairly close intervals and the mid-upper, Sergeant Jack Tagg, 53 Water Street, Burlington Ontario, got in a good burst. The second fighter sneaked in and unloosed a burst before it could be seen, and broke away sharply. Later on, another fighter trailed the Halifax for 15 minutes, sitting out on the port quarter with its lights on to simulate a friendly aircraft and finally attempted an attack but did no damage.

To add a little more excitement, a flak ship off the German coast was encountered and sprayed the air with metal, the cowling of one engine being hit and knocked off. One engine quit momentarily and the gas gauges were knocked out, but the flight engineer, Sergeant Morley McGill of Homewood, Manitoba, did, in the skipper’s words, “a wizard job” and got both engine and gauges working again. Back over England, petrol was running low and it was a touch-and-go proposition whether the big kite would reach its base. When it finally touched down, there was hardly enough left in the tanks to taxi around to dispersal.

S/L Pleasance was outspoken in his praise of the swell job done by members of the crew which also included F/O David Taylor, 1180 Cameron Street, Regina, Sask., bomb-aimer; F/S Eddie Ihde, Killam, Alberta, tail-gunner.

A former instructor at Camp Borden and at elementary schools at Mount Hope and Pendleton, Ontario, the Iroquois squadron’s flight commander held a commercial license before joining the RCAF in 1939.

RCAF Press Release No. 3763 dated 23 January 1944 from F/O Eggleston reads:

WITH THE R.C.A.F. BOMBER GROUP OVERSEAS: -- It isn’t a very nice feeling to be “stooging” along over the German capital of Berlin in a Halifax bomber all on your lonesome, according to W/C W.P. “Bill” Pleasance, 638 First Avenue, northeast, Calgary, Alberta, officer commanding the Moose squadron of the R.C.A.F. Bomber Group in England.

Not only was the doughty wing commander obliged to bomb Berlin all by himself, but he also lost an engine on the way home, was chased by an unidentified enemy night fighter, and when he landed at an emergency aerodrome in England, did not have enough petrol left in his tanks to make one circuit.

“Three men in the crew were responsible for getting us home safely”, said W/C Pleasance. “The flight engineer did a grand job in levelling off the petrol in the tanks, the navigator was “bang” on in plotting a course to the nearest aerodrome and the rear gunner spotted the attacking enemy night fighter soon enough so we were able to take the necessary evasive action to lose him.

“Right from the take-off, we had difficulty gaining height. We reached the target area early and, due to a thick cloud bank, could not see the target. The markers had not gone down and apparently we passed right over the target. A little later, we looked back and could see the markers, so we turned and headed back. By the time we reached the target, the attack was over, so we dropped our bombs and headed for home.”

“While over the target, we were not bothered by flak or night fighters as, apparently, the “Jerries” were too busy chasing our fellows on their homeward journey, and the ack-ack guns were silent.”

“Just after we had left the target, our port outer-engine went u.s. and we were obliged to make the run across enemy territory at 9,500 feet. Then, to make things worse, the rear-gunner, F/S E. Ihde, Kinuso, Alberta, reported fighter flares being dropped and at the same time spotted an unidentified night fighter trailing us. We immediately took evasive action, but the fighter closed in to about 300 yards. The rear-gunner gave him three short bursts as he came from starboard and below, and he veered off, and luckily, we lost him during the evasive action.”

“We were still travelling along at about 140 miles an hour after resuming our course. The difficult part of it was that we were coming through a cold front that had set in, and had to get above it in order to stay on course.”

“Due to our turning back to the target, the evasive action and difficulty in maintaining height, the flight engineer, Sergeant M.D. McGill, Homewood, Manitoba, reported petrol running low. He told he had blown eight tanks and

was using two to feed the three engines. It looked like we were going to have to "ditch" or bail out at any time. We sent out an S.O.S. when we were nearing the English coast and finally got a reply from an emergency aerodrome which gave us permission to pancake. The navigator, F/O L.A. Rostein, 1131 Avenue Road, Toronto, Ontario, had us "hang on" our course for the emergency landing field as when they gave us permission to land we could not see the aerodrome due to a thick fog bank. After we got through the fog bank, the runways of the aerodrome loomed up before us. It was a pleasant feeling, I can tell you."

"Realizing that we might not have enough petrol left to make a circuit, I throttled back and made for the nearest runway. We landed safely without injury to any member of the crew, and it is a good job we did for when we checked the petrol after landing, we found that one tank had nine gallons in it and the other one was registering between zero and 22 gallons, which would not have kept us airborne for very long", W/C Pleasance said.

Other Canadian members of the crew of "Q" for "Queenie" were F/O D.R. Taylor, bomb-aimer, 1180 Cameron Street, Regina, Saskatchewan; Sergeant J.T. Tagg, mid-upper gunner, 53 Water Street East, Burlington, Ontario.

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/lk640.html> provides the following:

#### HALIFAX LK640 DAMAGED BY FLAK, RETURNED TO THOLTHORPE AIRFIELD.

On the night of 2nd / 3rd October 1943 the crew of this 431 Squadron aircraft took off at 19.01hrs to undertake a mine laying flight, during the flight the aircraft suffered from a number of the aircraft's navigation equipment failing and being rendered unservicable. The aircraft also suffered damage to one of the engines as a result of a flak burst from fire from a flak ship but the crew however managed to make a safe return to Tholthorpe airfield on the three good engines and landed safely at 03.23hrs. The aircraft was quickly repaired and was being flown by the same pilot within a week operationally again. This was the crew's first operational flight with 431 Squadron. The aircraft appears to have carried nose art depicting "Q-Queenie" and was lost on Ops with 431 Squadron on 19th November 1943. Crew were - Pilot - S/L Wilbur Prevence Pleasance, RCAF (C1395); Navigator - F/O Lorne Albert Rotstein, RCAF (J21910); Wireless Operator/Air Gunner - Sergeant Robert Mark Emsley, RAFVR (1213524); Bomb Aimer - P/O David Robert Taylor, RCAF (J24498); Air Gunner - Flight Sergeant Edward H. Ihde, RCAF (R159397); Air Gunner - Sergeant Jack F. Tagg, RCAF (R193140); Flight Engineer - Sergeant Morley David McGill, RCAF (R166007). This crew were posted to 419 Squadron by the end of October 1943. Unfortunately 419 Squadron had lost its commanding officer W/C G. A. McMurdy on 23rd



October 1943 on raid to Kassel and S/L (Acting W/C) Pleasance was posted to 419 Squadron (with his crew) to become the new 419 Squadron Commanding Officer.

\* \* \* \* \*

PLEDGER, P/O Thomas Oswald (J9694) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born 25 February 1917 at Palmers Green, London. Educated at public schools in Winnipeg and Toronto. Laborer in Toronto, 1936-1938, radio station announcer with CHML, Hamilton, early 1938; salesman with Hamilton and Toronto stores, 1938 to 1941. Home in Toronto; enlisted there 27 January 1941 as Wireless Operator (Ground) and posted to No.2 Manning Depot, Brandon. To No.1 Manning Depot, Toronto, 1 March 1941. To No.4 Manning Depot, Quebec, 25 April 1941. To Station Sydney, 4 May 1941. To No.1 WS, Montreal, 20 July 1941 on remuster to air training. Promoted LAC, 21 August 1941. To No.6 BGS, Mountain View, 9 December 1941; graduated and promoted Sergeant, 5 January 1942; subsequently commissioned with effect from that date. To "Y" Depot, 7 January 1942. To RAF overseas, 24 January 1942. Taken on strength of No.3 PRC, Bournemouth, 20 February 1942. To No.5 Signal School, 18 March 1942. To No.1 (Observer) AFU, 3 May 1942. To Station Kinloss, 4 May 1942. To No.78 Conversion Flight, 11 August 1942. Involved in a flying accident at 0025 hours, 23 August 1942, Halifax L9601 (no details). To No.78 Squadron, 25 August 1942. Promoted Flying Officer, 1 October 1942 as per Appointments, Promotions and Retirements Order dated 20 November 1942. To No.22 OTU, 3 July 1943 to instruct. Promoted Flight Lieutenant, 5 January 1944. To No.617 Squadron, 17 January 1944. To No.1666 Conversion Unit, 20 February 1944. To No.408 Squadron, 9 March 1944. Killed in action with No.408 Squadron, 12/13 June 1944 (Lancaster DS772); buried in France. Medal presented by Governor General to next-of-kin, 27 June 1945.

Pilot Officer Pledger has completed a large number of operational sorties, many of them attacks on the enemy's most heavily defended targets. A most efficient wireless operator, he has always displayed the utmost coolness in the face of intense enemy opposition and a refusal to be distracted from his duties. This, combined with his technical skill and personal qualities, have made this officer a most valuable member of air crew.

The website "Lost Bombers" gives the following on the loss of aircraft. Lancaster DS772, No.408 Squadron (EQ-T), target Cambrai, 12/13 June 1944. DS772 was delivered to No.408 Squadron 30 August 1943, loaned to No.426 Squadron 15 October 1943, returned to No.408 Squadron 10 April 1944. DS772 took part in the following operations: with No.426 Squadron, Hannover, 18/19 October 1943; Berlin 18/19 November 1943; Berlin 23/24 November 1943; Berlin 26/27 November 1943; Berlin 2/3 December 1943; Berlin 16/17 December 1943; Berlin

29/30 December 1943; Berlin ½ January 1944; Berlin 27/28 January 1944; Leipzig 19/20 January 1944; Berlin 24/25 March 1944; Nuremburg 30/31 March 1944. With No.408 Squadron, no major operations until Cambrai on 12/13 June 1944. When lost this aircraft had a total of 362 hours. DS772 was one of three No.408 Squadron Lancasters lost on this raid; others were DS688 and DS726. Airborne 2201 hours, 12 June 1944 from Linton-on-Ouse to bomb rail and transport systems in support of the Normandy Landings. Crashed at Avesnes-les-Aubert (Nord), 11 km ENE of Cambrai. Crew (all killed) were F/L H.C.McIver, RCAF, Sergeant D.M.Russell, F/O J.H.Wyatt, Flight Sergeant W.H.Goodwin, RCAF, F/O T.O.Pledger, DFC, RCAF (Squadron Signals Leader), F/O C.A.G.Hangar, F/O A.J.G.Dulait. The last two were Belgians serving in the RAF.

**Training:** Course at No.1 WS was 20 July to 7 December 1941. Flew one hour in Flying Classroom as First Operator, three hours in Flying Classroom on listening watch and four hours in two-seat aircraft as sole operator. Graded "average" in the air. Ground courses in Theory (34/50), Radio Equipment (183/250), Morse (200/200), Procedure (188/200), Signals Organization (130/150), Armament (55/100) and Drill and PT (41/50). Graduated 32<sup>nd</sup> in a class of 139.

Course at No.6 BGS was 8 December 1941 to 5 January 1942. Flew in Battle aircraft (six hours 15 minutes plus two hours five minutes as passenger). Fire 610 rounds on ground, 400 rounds air to ground, and 1,340 rounds air-to-air. Scored five percent in Beam Test, eight percent in Beam Relative Speed Test and 8.5 percent in Under Tail Test. Scored 83 percent in written exam, 74 percent in practical and oral tests; ability as firer graded at 161/250. Placed 17<sup>th</sup> in a class of 41. "His air firing results are satisfactory and he will no doubt be a capable and reliable air gunner." (F/L D.V. Thomas, 5 January 1942).

**Assessments:** "Hard working and enthusiastic officer who has done well since coming to this unit." (W/C D.E.L. Wilson, No.78 Squadron, 13 June 1943, noting that he had flown 428 hours 30 minutes, of which 150.25 were in previous six months.

"An average instructor. Could be smarter in general bearing." W/C J.K.M. Cooke, No.22 OTU, 17 January 1944, noting he had flown 540 hours, 93 in previous six months).

\* \* \* \* \*

PLISHKA, F/O William Mitchell (J89324) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 22 March 1920 in Myrnam, Alberta; home there; seasonal farmer. Educated at Myrnam and Vermillion School of Agriculture (1940-1941). Enlisted Edmonton, 8 August 1941. To No.2 Manning Depot, 20 September 1941. To No.5 BGS, Dafoe, 4 January 1942 (guard). To No.7 ITS, Saskatoon, 1 March 1942; graduated and promoted

LAC, 24 April 1942 but not posted until 7 June 1942 when he went to No.6 EFTS, prince Albert. Ceased training and posted to Composite Training School, Trenton, 2 July 1942; to No.7 AOS, Portage la Prairie, 30 August 1942; ceased training as navigator and posted to Composite Training School, Trenton, 30 December 1942; to No.8 BGS, Lethbridge, 4 April 1943; graduated 26 June 1943 and posted next day to No.2 AOS, Edmonton; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 21 August 1943. Embarked from Halifax, 26 August 1943. Disembarked in Britain, 1 September 1943 and posted to No.3 PRC, Bournemouth. To No.9 (Observer) AFU, 26 October 1943. To No.23 OTU, Pershore, 29 November 1943. To No.61 Base, 15 March 1944. To No.22 OTU, 15 March 1944. Attached to Battle School, Dalton, 15 March to 22 April 1944. Promoted Flight Sergeant, 6 May 1944. Attached to No.1659 Conversion Unit, 22 April to 19 May 1944. To No.424 Squadron, 19 May 1944. Commissioned 4 September 1944. Attached to Bomb Aimer School, 29 September to 4 October 1944. To No.63 Base, 20 November 1944. Attached to Empire Air Armament School, Manby, 25 November 1944 to 6 January 1945. To No.424 Squadron, 6 January 1945. Promoted Flight Lieutenant, 4 March 1945. To No.76 Base, 4 May 1945. Posted same date to No.6 AC School (whatever that is) as instructor. Repatriated 24 September 1945. To No.7 Release Centre, 30 October 1945. Retired 6 November 1945. RCAF photo PL-28581 (ex UK-9303 dated 1 April 1944) shows him at the Beaver Club (London) while on leave. Died in Vancouver, 3 July 1989 as per British Columbia Vital Statistics. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1741 (RG.24 Vol.20608) has recommendation dated 17 April 1945 when he had completed 32 sorties (153 hours 30 minutes) between 25 July 1944 and 1 November 1944. Claim for Operational Wing (11 February 1945) said 32 sorties, 159 hours, 19 May to 2 November 1944.

Pilot Officer Plishka has been screened upon completion of his first tour of 32 sorties against the enemy, the majority of which were against heavily defended targets. This officer's courage and skill on operations have been outstanding and his devotion to duty has at all times been an example to others. His coolness and devotion to duty has at all times been an example to others. His coolness and attention to detail on hazardous mining sorties particularly earned the admiration of his captain and crew. Pilot Officer Plishka has taken, and continues to take, a leading part in the training of new crews.

The sortie list was as follows:

31 May 1944 - Au Fevre (4.40)  
5 June 1944 - Houlgate (4.55)  
6 June 1944 - Conde sir Noireau (5.35)  
10 June 1944 - Versailles (5.25)  
14 June 1944 - Cambrai (4.10)

16 June 1944 - Sautrecourt (3.50)  
17 June 1944 - Oisemont-Neuville (4.05)  
27 June 1944 - Wizernes (3.30)  
28 June 1944 - Metz (6.40)  
4 July 1944 - Villeneuve (6.00)  
12 July 1944 - Bromont (4.10)  
14 July 1944 - Anderbelck (3.10)  
17 July 1944 - Gardening, Heligoland (4.50)  
25 July 1944 - Bourg Leopold (4.45)  
4 August 1944 - Bois de Casson (4.45)  
5 August 1944 - St. Leu d'Esserent (4.30)  
7 August 1944 - La Hogue (4.10)  
8 August 1944 - Gardening, Brest (5.15)  
14 August 1944 - AP.28 troop concentrations (4.15)  
15 August 1944 - Tassily Aerodrome (4.05)  
16 August 1944 - Kiel (5.10)  
27 August 1944 - Mimoyeques (3.15)  
28 August 1944 - Bois St. Remy (3.45)  
11 September 1944 - Gardening, Kiel (5.40)  
15 September 1944 - Gardening, Kiel (6.35)  
17 September 1944 - Boulogne (4.15)  
20 September 1944 - AP.6E (4.20)  
25 September 1944 - Calais (3.40)  
23 October 1944 - Essen (6.00)  
25 October 1944 - Hamburg (5.20)  
28 October 1944 - Gardening, Oslo (6.45)  
1 November 1944 - Oberhausen (6.00)

**Notes:** A report from No.7 ITS noted, "Tendency to be over-confident in his ability, common to his foreign type. Reactions good, cheerful and alert. Should make aircrew without trouble but for his own good over-confidence in ability should be watched closely."

The ITS report dated 24 April 1942 stated that he had an Observer brother overseas. This would seem to be F/O L. Plishka, Nav/B, killed in action with No.617 Squadron, 17 November 1943. Our man's parents were Mike M. Plishka and Helen Lysowa.

Progress report from No.6 EFTS read, "Progress test revealed this airman's flying ability to be below average. It is considered that unlimited dual instruction would be necessary to bring him up to a safe standard for solo flying. It was necessary to assist with take-offs and landings. Air flying was very rough. It is recommended that he be re-selected as a navigator, as progress in

navigation at this school was very satisfactory. Conduct very good.”

Progress report from No.7 AOS read, in part, “Failed in course of instruction at this station. Ground work is below average and air work lacks organization and accuracy required in Navigation. This airman is over-confident and fails to realize his limitations. Recommended as an Air Bomber.” Nevertheless he was described as “cheerful, cooperative and even-tempered.”

Report from No.9 (Observer) AFU covered course from 26 October to 29 November 1943. This gave his flying (on Ansons) as 22 hours ten minutes - 12.40 on daylight map reading, 3.10 on daylight combined exercises and 4.15 on daylight bombing plus 2.05 night map reading. Described as “keen”. Carried out three bombing exercises (18 bombs). Ground school marks in Map Reading (238/400), Aircraft Recognition (90/100), Bombing Revision (104/150) and Signals (30/50); Air Work marks in Map Reading by Day (340/400), Map Reading by Night (240/300).

The report of his time at No.23 OTU(29 November 1943 to 14 March 1944) is very interesting. He flew in Wellingtons. By day he flew on “local bombing” (5.15), “cross country exercises” (23.55) and was “at controls” (22.20). By night it was “local bombing” (2.50), “cross country exercises (13.00) and “at controls” (6.30). DAY Bombing exercises were in High Level (one exercise, seven bombs), Medium Level (one exercise, eight bombs), Simulation by Photography (six exercises, two passed). NIGHT Bombing exercises were one High Level (eight bombs), one Medium Level (seven bombs) and two simulations with infra-red. Ground School courses were Bombing Theory (37/50), Bombing Drill and Panel Manipulation (183/200), Map Reading (160/200), Photography (38/50), Operational Bomb Loads (39/50), Pyrotechnics (47/50) and Air Sighting (75/100). Air work marked under Day Bombing (135/150), Night Bombing (125/150), Map Reading by Day (175/200), Map Reading by Night (150/200), Photography by Day (79/100) and Photography by Night (83/100). “A very keen bomb aimer who has shown good results for his hard work. Not recommended for a commission.” (16 March 1944, looks like a W/C J.H. Cook).

At No.1659 Conversion Unit he dropped 18 practice bombs by day (average error, 190 yards) and twelve by night (average error 177 yards). Involved in four night infra-red photography attempts. Using GEE he spent five hours on ground, 7.30 in air; in Astro Work he took 28 ground sightings and 17 air sightings. Spent three hours on gunnery exercises. No second pilot training but did spend 25 minutes in Link; also completed eleven hours of Night Vision Training.

On repatriation he stated he had flown 12 hours (non-operational) in single engine aircraft, 363 hours non-operational on multi-engine aircraft, and 161 hours ten minutes operationally on multi-engine aircraft. Types listed were Anson (22.45), Wellington (88.35), Halifax II and IV (40.10), Halifax III (203.20) and Lancaster (12.30).

At Empire Air Armament School, Manby, he seems to have been taking an instructor course. Flew nine hours 25 minutes as Bomb Aimer. Graded as follows: Bombing Theory (76 percent, suitable as instructor), Bombing Instruction (84 percent, suitable as instructor), Bombing Comps (80 percent, suitable as instructor), Instructional Technique (58 percent) and Air Training (78 percent). "A keen officer who reached a very good standard of technical proficiency without proving in any way outstanding. His lecturing ability, although adequate, leaves room for improvement. Bombing results were fairly good and his analysis showed much thought and care. He should prove to be a capable instructor."

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PLOMMER, F/O Robert Le Lorme (J23469) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 21 March 1922 in Princeton, British Columbia; home in Vancouver; served in COTC; enlisted Vancouver 29 September 1941. To No.3 Manning Depot, 28 December 1941. To No.4 EFTS (non-flying duty), 14 March 1942. To No.7 ITS, 25 April 1942; graduated and promoted LAC, 19 June 1942 but not posted to No.6 EFTS until 15 August 1942; ceased training 7 September 1942 and posted elsewhere; to No.7 AOS, 10 October 1942; graduated and commissioned, 5 February 1943. To "Y" Depot, 29 February 1943; to RAF overseas, 8 March 1943. Promoted Flying Officer, 5 August 1943. Promoted Flight Lieutenant, 5 February 1945. Repatriated 27 September 1945. Retired 9 November 1945. Died 24 November 2011. RCAF photo PL-45607 (ex UK-23259 dated 21 August 1945) is captioned as follows: "The world's largest green doesn't upset these airman golfers. Shown are F/L R.D. Ploomer [sic], DFC, of Vancouver, runner up in the RCAF Overseas Golf Championship, held last week, one-putting St. Andrew's famous fifth green which measures almost one acre. His opponent, LAC R. Barber, of Toronto, looks on while James Low, Chief Ranger, obliges with the pin." Medal presented 29 January 1947. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 18 June 1944 when he had flown 27 sorties (153 hours 40 minutes), 20 January to 14 June 1944.

This officer has shown a high degree of skill as a navigator on his total of 27 trips over enemy territory without failing to complete a mission successfully. The majority of these trips have been over heavily defended targets in Germany, including Berlin (five times), Frankfurt, Essen, Dusseldorf, Stettin, Stuttgart, Schweinfurt, Magdeburg and Brunswick. His co-operation, coolness and devotion to duty contributed in a large measure to the success of these operations. His cheerful confidence, reflected in the high standard of morale in his crew, has inspired the whole unit. For his devotion to duty and high degree of navigational ability, this officer is strongly recommended for the Distinguished

Flying Cross.

The sortie list was as follows:

20 January 1944 - Berlin (7.22)  
21 January 1944 - Magdeburg (6.42)  
27 January 1944 - Berlin (8.54)  
28 January 1944 - Berlin (7.50)  
30 January 1944 - Berlin (6.16)  
24 February 1944 - Schweinfurt (8.00)  
1 March 1944 - Stuttgart (8.05)  
6 March 1944 - Trappes (4.20)  
7 March 1944 - Le Mans (4.50)  
15 March 1944 - Stuttgart (8.20)  
18 March 1944 - Frankfurt (5.20)  
22 March 1944 - Frankfurt (5.40)  
24 March 1944 - Berlin (5.14)  
26 March 1944 - Essen (6.47)  
18 April 1944 - Noisy le Sec (4.45)  
22 April 1944 - Dusseldorf (4.40)  
26 April 1944 - Essen (4.45)  
27 April 1944 - Montman (4.00)  
1 May 1944 - Ghislain (3.50)  
7 May 1944 - Valerie-en-Caux (3.35)  
11 May 1944 - Boulogne-sur-Mer (3.30)  
19 May 1944 - Le Clipon (3.15)  
31 May 1944 - Mont Couple (2.55)  
5 June 1944 - Houlgate (4.20)  
6 June 1944 - Coutrances (4.40)  
8 June 1944 - Mayenne (5.50)  
14 June 1944 - St. Pol (3.45)

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PLOTKINS, P/O Leon Joseph (J92986) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 1 March 1923 in Calgary; home there (bookkeeper); enlisted Calgary 8 June 1942. To No.3 Manning Depot, 6 July 1942; to No.2 ITS, 25 September 1942; graduated and promoted LAC, 5 December 1942 but not posted to No.2 EFTS until 27 December 1942; ceased training and posted to Composite Training School, 28 January 1943; to No.8 BGS, 1 May 1943; graduated 24 July 1943 when posted to No.2 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 8 December 1944. Repatriated 9 February 1945. To No.2 Air Command, 26 February 1945. To No.7 BGS, 9 April 1945. Promoted Flying Officer, 8 June 1945. To No.7 Release Centre, 27 Junr 1945. Recalled to service with No.2 Air Command, 3 July 1945. To No.7 Release Centre, 8 October 1945. Retired 16 October 1945. Medal presented 9 July 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty". Public Records Office Air 2/9060 has recommendation dated 15 January 1945 when he had flown 30 sorties (155 hours), 5 August to 15 December 1944.

5 August 1944 - Pauillac  
7 August 1944 - Fontenay le Marmion  
10 August 1944 - Oeuf en Ternois  
11 August 1944 - Douai  
14 August 1944 - Fontaine le Pin  
18 August 1944 - Vincley  
25 August 1944 - Russelsheim  
29 August 1944 - Stettin  
5 September 1944 - Le Havre  
6 September 1944 - Le Havre  
10 September 1944 - Le Havre  
20 September 1944 - Calais  
23 September 1944 - Neuss  
26 September 1944 - Calais  
3 October 1944 - West Kapelle  
5 October 1944 - Saarbrucken  
7 October 1944 - Emmerich  
12 October 1944 - Frederik Hendrik  
14 October 1944 - Duisburg  
19 October 1944 - Stuttgart  
2 November 1944 - Dusseldorf  
4 November 1944 - Bochum  
9 November 1944 - Wanne Eickel  
16 November 1944 - Duren  
18 November 1944 - Wanne Eickel  
21 November 1944 - Aschaffenburg  
27 November 1944 - Freiburg  
31 October 1944 - Cologne  
12 December 1944 - Essen  
15 December 1944 - Ludwigshafen



Warrant Officer Plotkins is the Canadian air bomber in a Lancaster crew and has now completed a very successful first operational tour consisting of 30 sorties comprising 155 hours operational flying.

This Warrant Officer has delivered his bombs with great accuracy on targets which include Stettin, Saarbrucken, Stuttgart, Cologne and Duisburg, at the same time always showing a complete disregard for his own personal safety in spite of enemy opposition.

The accuracy with which Warrant Officer Plotkins has delivered his bombs has been exceptional, and the close co-operation which he has maintained with his captain has enabled them, as a team, to obtain the most successful results which have been time and again proved by the photographs they have obtained of the targets they have been detailed to attack.

His accuracy in his work and the success he has achieved have now become a by-word in the squadron in which he serves, and for his fine record of achievement, his outstanding ability and strong sense of duty he is strongly recommended for an award of the Distinguished Flying Cross.

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PLUMER, F/L Benjamin Erwin (J10802) - **Distinguished Flying Cross** - No.410 Squadron - Award effective 15 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 3 November 1917, Bassano, Alberta. Educated there, 1924-1935. Took two years engineering, Queen's University (1937-39) before returning to briefly to farming; then employed as Mill and Crusher Helper, Preston East Dome Mines, South Porcupine (December 1939 to March 1941). Enlisted in Calgary, 8 March 1941 and posted to No.2 Manning Depot. To No.2 ITS, 20 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.19 EFTS; graduated 21 November 1941 when posted to No.11 SFTS ; graduated and commissioned, 27 March 1942. Posted to "Y" Depot, 29 March 1942; reposted to Central Flying School, Trenton, 25 April 1942. Served at No.5 BGS, 5 June 1942 to 10 September 1943 when posted to "Y" Depot (promoted Flying Officer, 1 October 1942 and Flight Lieutenant, 15 May 1943). Arrived in UK 19 September 1943. Further trained at No.12 (Pilots) AFU, 10 October 1943 to 29 February 1944, taking a course at No.1536 Beam Approach Training Flight, 8-14 February 1944. Further trained at No.51 OTU, 1 March to 11 April 1944 and No.54 OTU, 11 April to 21 June 1944 . To No.410 Squadron, 21 June 1944 to 2 April 1945 with which he scored four kills as follows: **2/3 August 1944**, one Ju.188 destroyed (navigator F/O Evans); **6/7 October 1944**, one Bf.110 destroyed, Venlo (navigator F/O Hargrove); **3/4 February 1945**,

one He.219 destroyed, Garzweiler (navigator F/O E.H. Collis); **26/26 March 1945**, one Bf.110 destroyed, Orsov (navigator F/L Bradford). Served with No.409 Squadron 2 April to 1 July 1945 (one kill - **24/25 April 1945**, one FW.190 destroyed on ground, Wittstock with P/O Beynon as navigator). Repatriated 5 September 1945, released 18 October 1945. In the 1950s he served as Chairman, Newell County School Committee. Oversaw construction of most of the county schools and the Bassano Hospital. Also served on Board of Directors, Eastern Irrigation District (two terms). Founding Director of Tirol Dehydraters, Limited. Died in Bassano, Alberta, 19 June 1992. Cited with F/L William W. Hargrove (RCAF observer, awarded DFC), which see above for citation. Photo PL-40403 (ex UK-17550 dated 16 December 1944) is captioned as follows: "F/L Ben Plumer, DFC, of Bassano, Alberta, tries his hand at bull-dogging a calf in a field in France while the rest of the herd takes in the show. Plumer pilots an RCAF Cougar squadron Mosquito. He won the DFC when he bagged his second German plane without firing a shot, chasing it down into it crashed to earth. He was a farmer in Alberta before he enlisted in the RCAF."

**Notes:** Accident, 30 October 1942, Norseman 2468, with passengers S/L I.M. Cleghorn (C4240), F/L Paterson (C9104) and F/O R.W.F. Spencer (C6304). No injuries. Aircraft nosed over after landing at Yorkton - pilot used brakes incorrectly.

Application for Operational Wing dated 27 June 1945 stated he had flown 66 sorties (181 hours ten minutes), 20 June 1944 to 8 May 1945.

On Repatriation Form dated 23 August 1945 he stated he had flown 66 sorties (191 hours ten minutes), the last on 2 May 1945; also 333 hours 50 minutes non-operational. Types flown were Beaufighter II, VI and XIV (128.30) and Mosquito (396.30).

**Training:** Interviewed in Calgary, 9 January 1941 by F/L G.A. Hodgetts - "Good physique, clear eye, not nervous. Keen to get in, prefers Pilot but very willing to do whatever job best suited for. Good in Math."

Attended No.2 ITS, 20 August to 20 September 1941. Courses in Mathematics (99/100), Armament. practical and oral (73/100), Signals (92/150), Link (70/100), Hygiene and Sanitation (32/40), Drill (90/100) and Law and Discipline (49/60). Placed eleventh in a class of 60. "This airman is inclined to be quiet and slow of speech. Has a good sense of responsibility. Has been a flight senior and has done good work assisting other airmen in Maths. Seems to have definite leadership qualities and recommended for commission."

Attended No.19 EFTS, 26 September to 21 November 1941. Tiger Moth aircraft - 29.45 dual, 40.20 solo. Was ten hours on instruments. Logged 12.30 in Link. "Average, apt to be overconfident. No bad flying habits, keen. Instrument flying average. Deportment and punctuality good." (J.M. McFee, Chief Flying Instructor). Ground courses in Airmanship (176/200), Airframes (90/100), Aero Engines (63/100), Signals, practical (100/100), Theory of

Flight (79/100), Air Navigation (190/200), Armament, oral (187/200), and graded 176/200 in Qualities as an Officer. Placed eighth in a class of 58. "This young man has a first class student record from here and was awarded 'The most promising pupil pilot award' on leaving. We found him a most accomplished young man of high spirits and attractive personality. Department generally satisfactory and always correct." (Bjirn Stefansson, Chief Ground Instructor).

Attended No.11 SFTS, 8 December 1941 to 27 March 1942, Crane aircraft - 50.45 day dual, 65.55 day solo, 5.05 night dual, 11.30 night solo. Was 23 hours on instruments. Logged 25.15 in Link. "A very accurate, smooth instrument pilot, and above average, clear hood." (F/L J.D. Somerville). Ground courses in Airmanship and Maintenance (138/200), Armament, written (80/100), Armament, practical (78/100), Navigation (105/150), Meteorology (38/50), Signals, written (43/50/100) and Signals, practical (95/100). Placed 12<sup>th</sup> in a class of 67. "Intelligent, conscientious and capable. Should do well." (S/L W.R. Irwin, Chief Instructor).

**Assessments:** At No.19 EFTS he had been judged a most promising pupil, and he was also highly rated at No.11 SFTS. However, at Central Flying School he resented the course, slept in at least once and did not learn patten - he was judged to be deliberately refusing to learn it. On 28 May 1942, W/C F.C. Carling-Kelly (Officer Commanding, CFS), wrote, "It is a very necessary policy of Central Flying School to make examples of pilots who deliberately fail a course so as to be eligible for an overseas posting; therefore it is recommended that this officer be posted to a Bombing and Gunnery School for a considerable length of time." This was concurred in by No.1 Training Command, which noted on 30 May 1942 that he should be "posted to a Bombing and Gunnery School as a staff pilot for a period of at least six months."

"A very able pilot. He has demonstrated ability to handle a flight as Flight Commander." (S/L L.A.. Harling, No.5 BGS, 16 September 1942).

"Sound and reliable pilot who is at present handling the Drogue Flight in a capable manner. Is keen, has a good sense of responsibility and will develop into a sound officer." (S/L A.E. Thompson, No.5 BGS, 9 December 1942).

"Young in point of view of service experience but well above average as a prospect for promotion. Is a very good pilot and an excellent Flight Commander. Is keen to work and fly. Has considerable ability in handling men, yet retains his popularity with them. Promotion to Acting Flight Lieutenant would assist him in performance of his duties and increase his value to the RCAF. (S/L W.B. Miller, No.5 BGS, 6 April 1943).

"Excellent operational material. A skilful pilot who has done a good job on this Station, Very keen for overseas duty, and will be a valuable man on operations." (S/L W.B. Miller, No.5 BGS, 25 August 1943, on posting to "Y" Depot).

RCAF Press Release 5472 dated 22 February 1945 reads as follows:

With an RCAF Night Fighter Squadron on the Continent - Flight Lieutenant Ben Plumer, DFC, of Bassano, Alberta, carved an important niche in the history of the RCAF Cougar (City of Saint John) Squadron when he downed the 15<sup>th</sup> enemy plane to be destroyed by them since the invasion, on an early night patrol recently.

It was a Heinkel 219, one of the latest types to be used by the Germans as a night fighter, and first one to be shot down by Canadian night fighters.

Plumer sneaked up on the enemy at over 25,000 feet, where it was apparently searching for stragglers from an Allied bomber raid against Germany.

"He was between Venlo and Aachen, just circling around. I guess he was too late for the bombers, but he was still looking," Plumer said. "There was no moon, but it was a beautifully starlit night, and we identified him easily as a He.219 as we came in from below him. We dropped back and fired from dead astern. There was a big explosion in the fuselage and he went off in a steep dive. He hit the deck and blew up."

The patrol which netted the Mosquito skipper his third kill was given to him when the pilot scheduled for it went sick. Plumer flew with the other pilot's navigator, Flight Lieutenant E.H. Collis of Birmingham, England.

Checking the Mosquito's four cannons after the combat, squadron armourers reported that only 27 shells had been expended in knocking out the Hun night fighter. This total was one less than Plumer used on his first victim, a Ju.88.

His second kill, for which he was awarded the DFC, was scored without a shot being fired, when the 28-year old pilot chased a Me.110 into the ground while flying his disabled Mosquito on one motor.

The Cougar Squadron is the leading Allied night fighter unit in invasion scoring, shading the second-place RCAF Nighthawk squadron by two planes destroyed.

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PLUMMER, F/O Lloyd Alfred John (J26508) - **Mention in Despatches** - No.441 Squadron -

Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born in Toronto, 31 May 1921. Home in Toronto; enlisted Windsor 29 January 1940 as Aero Engine Mechanic and posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 26 April 1940. Promoted AC1, 29 April 1940. To Camp Borden, 21 August 1940. To No.3 SFTS, Calgary, 23 October 1940. Promoted LAC, 1 December 1940. To No.12 SFTS, Brandon, 17 May 1941. To No.6 Repair Depot, Trenton, 21 December 1941. Remustered to aircrew and posted to No.5 ITS, Belleville, 5 July 1942; posted on 26 September 1942 to No.20 EFTS, Oshawa; to No.1 SFTS, Camp Borden, 6 December 1942; graduated and promoted Sergeant, 30 April 1943; subsequently commissioned with effect from that date. To No.1 OTU, Bagotville, 15 May 1943. To Eastern Air Command, 28 July 1943. To No.125 (Fighter) Squadron, 31 July 1943. Promoted Flying Officer, 30 October 1943. To "Y" Depot, Lachine on transfer of unit overseas, 13 January 1944. Embarked from Halifax, 20 January 1944. Disembarked in United Kingdom, 31 January 1944 and assigned to No.3 PRC, Bournemouth. To No.144 Airfield, 12 February 1944. To No.441 Squadron, 13 February 1944. Reported missing, 28 August 1944; safe at unit, 29 August 1944. Attached to Rolls Royce, 14-18 November 1944. Attached to Sunburgh, 30 December 1944 to 26 February 1945. Attached to Old Sarum, 18-23 March 1945. Promoted Flight Lieutenant, 30 April 1945. Attached to Loughborough, 23 June to 13 July 1945. Repatriated via Greenwood, 8 August 1945. Retired 29 September 1945. Unit not given in AFRO which says only "Overseas" Shared in destruction of a FW.190, 25 April 1944; destroyed a FW.190 on 13 July 1944. Very active in armed recce work during Battle of Normandy. See **The RCAF Overseas: The Fifth Year**, pp.128, 248 and 269. When applying for operational wings, 20 June 1945, he reported 130 operational sorties (188 hours 30 minutes), 13 February 1944 to 7 May 1945 and 485 hours 30 minutes accumulated in training. Rejoined RCAF in rank of LAC, Toronto as Aero Engine Technician, 7 January 1954 (225600). To Centralia, 21 January 1954. Remustered to Air Control Branch, 15 December 1954. To No.1 Technical Training School, Aylmer, 11 May 1956. To Station Trenton, 30 July 1956. Promoted Corporal, 1 April 1957. To Camp Borden, 24 November 1958. Promoted Sergeant, 1 April 1960. To Station Winnipeg, 21 July 1963. To Station Gimli, 17 September 1965. Retired 6 November 1970. Died 2 December 1989 in Osoyoos, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March 1990.

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PLUMMER, F/O Arthur Gordon (J14032) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1186/44 dated 2 June 1944. Born 23 April 1922 in Saint John, New Brunswick; home there; enlisted there 5 October 1940. Enlisted in Saint John, 3 October 1940. To ATC (?) 25 October 1940; to No.4 BGS (non-flying duty), 8 November 1940; to No.1 ITS, 28 November 1940; graduated and promoted LAC, 3 January 1941; posted that date to No.11 EFTS; graduated 21 February 1941 when posted to No.2 Manning Depot; to No.9 SFTS, 5 March 1941; graduated and promoted Sergeant, 28 May 1941. To CTS, Trenton, 7 June 1941. To No.9 SFTS, 28 August 1941. Promoted Flight Sergeant,

1 December 1941. Promoted WO2, 1 June 1942. To No.8 SFTS, 18 June 1942. Further postings uncertain. Commissioned 1 July 1942. Promoted Flying Officer, 1 January 1943. Promoted Flight Lieutenant, 13 April 1944. Invested by King George VI 11 August 1944. RCAF Photo PL-32372 shows him. Postwar service with RCAF (45606). Attended the University of New Brunswick where he played varsity hockey and rugby. posted to Gimli, Trenton, Summerside, Greenwood, and Ottawa, Moved to Halifax where he finished his civil service with Canada Post as a regional planner. Died in Halifax, 26 July 2011.

One night in March 1944, this officer piloted an aircraft detailed to attack Stuttgart. When some 200 miles from the target one engine failed and the aircraft lost much height. Although he knew that he would arrive at the target after the main bomber force, Flying Officer Plummer flew on to Stuttgart and pressed home a successful attack. His determination to complete his allotted task in the face of much difficulty set an excellent example.

DHH file 181.009 D.1513 (Library and Archives RG.24 Vol. 20600) has original recommendation drafted by W/C D. McIntosh, 26 March 1944 when he had flown seven sorties (53 hours 40 minutes); no sortie list; text as follows:

On the night of 1st/2nd March, Flying Officer Plummer was detailed to attack Stuttgart. About 200 miles from his target one engine failed and the aircraft lost height to 15,000 feet. Although he knew he would arrive at his target after the main force of bombers and that he was stretching his supply of petrol to a fine margin, Flying Officer Plummer by superb captaincy and airmanship successfully pressed home his attack with the utmost determination.

The ultimate completion of this operational flight was due to the initiative, resourcefulness and skilful airmanship of this officer and I strongly recommend that his determination should be recognized by the Immediate award of the Distinguished Flying Cross.

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PLUMMER, P/O William Amos (J19905) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born in Ottawa, 30 October 1921; home there; educated at Borden Public School and Ottawa Technical School. Working for Crane Printers. In Third Field Company Royal Canadian Engineers (Reserve), 15 August 1940 to 21 February 1942, Enlisted Ottawa 23 March 1942 and posted to No.5 Manning Depot. To No.4 Manning Depot, 13 May 1942. To No.5 Manning Depot again, 26 June 1942. To No.3 ITS, 18 July 1942; graduated and

promoted LAC, 12 September 1942 when posted to No.8 AOS; graduated and promoted Sergeant, 30 December 1942. To "Y" Depot, 13 January 1943. To RAF overseas, 25 January 1943. Disembarked un Britain, 4 February 1943. Attached to RAF Whitley, 3 March 1943. Attached to No.51 Group (Np.9 EFTS), 24 April 1943. To No.3 (Observer) AFU, 15 June 1943. To No.24 OTU, 24 July 1943. To No.61 Base, 20 October 1943. To No.1664 Conversion Unit, 4 November 1943. To No.426 Squadron, 15 December 1943. Commissioned 10 March 1944. To No.24 OTU, 11 May 1944 on completion of tour. Promoted Flying Officer, 10 August 1944. Navigator to P/O D.A. Berry. Repatriated via Scoudouc, 1 August 1945. Retired 17 September 1945. Died in Toronto, 14 May 1972. Medal presented 1 December 1948. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Recommendation found in DHist file 181.009 D.1658 "Honours and Awards, Linton-on-Ouse" (PAC RG.24 Vol.1658); dated 19 June 1944 when he had flown 160 hours 10 minutes on operations (25 sorties):

Pilot Officer Plummer has completed a tour of operations which took in most of the heavily defended targets in Germany. He came to this squadron inexperienced and was detailed as navigator to an experienced crew. In his first week he went to Stettin one and Berlin three times. All through his tour he has consistently shown outstanding efficiency and devotion to duty and his cheerful confidence and determination have contributed in a very large measure to the success attained by his crew.

The sortie list was as follows:

29 December 1943 - Berlin (6.35)  
1 January 1944 - Berlin (7.00)  
2 January 1944 - Berlin (7.00)  
5 January 1944 - Stettin (8.25)  
20 January 1944 - Berlin (7.00)  
21 January 1944 - Magdeburg (6.50)  
27 January 1944 - Berlin (7.40)  
28 January 1944 - Berlin (7.20)  
15 February 1944 - Berlin (7.15)  
19 February 1944 - Leipzig (7.10)  
20 February 1944 - Stuttgart (7.10)  
24 February 1944 - Schweinfurt (7.50)  
25 February 1944 - Augsburg (7.45)  
15 March 1944 - Stuttgart (7.00)  
18 March 1944 - Frankfurt (6.00)  
22 March 1944 - Frankfurt (5.30)

24 March 1944 - Frankfurt (6.40)  
26 March 1944 - Essen (4.45)  
30 March 1944 - Nuremburg (7.50)  
10 April 1944 - Laon (4.40)  
18 April 1944 - Noisy-le-Sec (5.00)  
20 April 1944 - Cologne (4.55)  
22 April 1944 - Dusseldorf (5.00)  
24 April 1944 - Karlsruhe (6.20)  
26 April 1944 - Essen (5.30)

**Notes:** On repatriation form dated 7 July 1945 he stated he had flown 25 sorties (182 operational hours) and 216.50 non-operational hours. Types experienced were Anson (61.50), Tiger Moth (6.05), Whitley (74.20), Halifax (7.55), Lancaster (217.50) and Wellington (30.50).

**Assessments:** "Sergeant Plummer has always presented a neat appearance and his discipline has been above reproach. Has a cheery nature and shows a keen and willing attitude toward work. Recommended for a commission." (F/O D.A. Cumberland, Honeybourne, 28 September 1943).

"This NCO seems anxious to get ahead - to better himself and to assume more responsibilities. His work in his trade has been above average." (W/C W. Swetman, No.426 Squadron, 1 February 1944).

"An exceptional navigator." (S/L R.F. Epps, No.426 Squadron, 14 May 1944, when he had flown 468 hours 30 minutes, 221.05 in previous six months)

"An above average instructor with lots of initiative and keeners in his work." (S/L G.S. Hutton, No.24 OTU, 6 July 1945)

**Training:** Interviewed 23 March 1942 by F/O D.H. Morrow ("A.L. score shows ability to learn. Personality and personal background satisfactory") and F/O T. Pashby ("steady type - some military training - Physically fit. Mentally seems average.").

Course at No.3 ITS was 20 July to 11 September 1942. Courses in Mathematics (101/150), Armament (33/50), Signals (144/150), Navigation (115/150), Airmanship, Theory of Flight, Engines (94/100), Drill (98/100), Law and Discipline (86/100), Meteorology (30/50), Aircraft Recognition (96/100) and Anti-Gas (40/50). Placed 51<sup>st</sup> in a class of 87. "Determined, aggressive, really hates the Hun. Bright, interesting and active. A good prospective bomber."

Course at No.8 AOS was 14 September to 30 December 1942. Anson aircraft - 29.05 as first



navigator by day, 33.35 as second navigator by day, 14.20 as first navigator by night, 19.45 as second navigator by night, 4.25 on photography. Graded in Navigation air work (510/700), Photography air work (87/100), Elements of Navigation (392/500), Magnetism and Compasses (73/100), Instruments (44/50), Signals, practical (95/100), Signals, written (32/50), Maps and Charts (33.5/50), Meteorology (52/100), Photography (33/50), Reconnaissance (30/50), Aircraft Recognition (89/100) and Armament (34/50). "A little slow in really understanding things but worries at them till he does. Tends to jump to hastily to wrong conclusions at first. Despite this he has done a good job in his air work." Also, "Very earnest and hard working. Does not forget things once he has them. Still a little immature." Placed 14<sup>th</sup> in a class of 22.

Course at No.24 OTU was 11 August to 20 October 1943. Wellington aircraft - 42.10 as first navigator by day, 2.40 as second navigator by day, 44.00 as first navigator by night, 2.45 as second navigator by night. "Above average navigator who works well. His astro results are only fair but this was due to bad weather."

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PLUNKETT, WO Eric (R136519, later J88224) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born Lennoxville, Quebec, 24 August 1920; home in Compton, Quebec. Worked in Sherbrooke and Lennoxville as a clerk (one year), truck driver (one year), service man in a garage (two years). Enlisted Quebec, 14 November 1941 as "Tradesman" and posted to No.1 Manning Depot. To Trenton, 24 January 1942 on classification as "Guard". To No.12 Equipment Depot, 28 March 1942. Promoted AC1, 29 March 1942. Remustered to aircrew and posted to No.9 BGS, 29 August 1942; graduated and promoted Sergeant, 4 December 1942. To "Y" Depot, 27 December 1942. Embarked from New York, 5 January 1943. Disembarked in Britain, 12 January 1943. To No.16 OTU, 2 March 1943. Attached Aircrew Commando School, 25 May to 3 June 1943 on detachment from No.1660 Conversion Unit, which he had joined 28 May 1943 (79 hours ten minutes on Wellingtons). Promoted Flight Sergeant, 4 June 1943. Attached No.1485 Bombing and Gunnery Flight, 4-11 June 1943. To No.9 Squadron, 9 July 1943. Promoted WO2, 4 December 1943. To No.83 Squadron, 29 December 1943. To No.22 OTU, 30 June 1944 (instructor, Wellingtons, 86 hours). Commissioned 26 July 1944 (J88224). Repatriated 22 January 1945. Promoted Flying Officer, 26 January 1945. To No.1 Air Command, 2 February 1945. To No.9 BGS, 5 March 1945. To No.2 Release Centre, 1 April 1945. Retired 18 April 1945. Died in Montreal, 1973. Award sent by registered mail 24 October 1946. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9632 has recommendation dated 21 May 1944 when he had flown 42 sorties (281 hours 35 minutes), 4 May 1943 to 11 May 1944.

4 May 1943 - NICKLING  
24 July 1943 - Hamburg  
25 July 1943 - Essen  
27 July 1943 - Hamburg  
30 July 1943 - Remscheid  
2 August 1943 - Hamburg  
15 August 1943 - Milan  
23 August 1943 - Berlin  
30 August 1943 - Gladbach  
3 September 1943 - Berlin  
6 September 1943 - Munich  
22 September 1943 - Hanover  
23 September 1943 - Mannheim  
27 September 1943 - Hanover  
29 September 1943 - Bochum  
2 October 1943 - Munich  
3 October 1943 - Kassel  
18 October 1943 - Hanover  
20 October 1943 - Leipzig  
10 November 1943 - Modane  
18 November 1943 - Berlin  
3 December 1943 - Leipzig  
16 December 1943 - Berlin  
20 December 1943 - Frankfurt  
14 January 1944 - Brunswick  
21 January 1944 - Magdeburg  
27 January 1944 - Berlin  
28 January 1944 - Berlin  
15 February 1944 - Berlin  
19 February 1944 - Leipzig  
20 February 1944 - Stuttgart  
24 February 1944 - Schweinfurt  
25 February 1944 - Augsburg  
30 March 1944 - Nuremburg  
20 April 1944 - Paris  
22 April 1944 - Brunswick  
26 April 1944 - Schweinfurt  
28 April 1944 - Bordeaux  
1 May 1944 - Tours  
3 May 1944 - Mailey-le-Camp

7 May 1944 - Lanveoc

11 May 1944 - Bourg

Warrant Officer Plunkett has now completed a total of 42 operational sorties against the enemy; eighteen of these have been with the Pathfinder Force and have included attacks on some of the most heavily defended targets in Germany. Throughout, this non-commissioned officer has displayed an outstanding keenness to engage the enemy and his coolness and courage in the face of heavy opposition has been highly commendable.

He has set an excellent example at all times, and his skill and ability as an air gunner together with his untiring vigilance in the air under the most trying conditions have on many occasions brought his aircraft safely out of danger and enabled his crew to drive home their attacks successfully.

For his outstanding courage and devotion to duty he is strongly recommended for the award of the Distinguished Flying Cross.

**Notes:** Application for Operational Wing dated 4 July 1944 stated he had flown 50 sorties (306 hours five minutes), 24 July 1943 to 14 June 1944.

On Repatriation Form dated 11 January 1945 he stated he had flown 50 sorties (306 hours five minutes), the last on 14 June 1944. Also flew 117 hours 30 minutes non-operational. Time with No.9 Squadron had been 177.45 (24 sorties) and with No.83 Squadron, 26 Pathfinder sorties (217.20).

Assessed 8 January 1945 at No.22 OTU - "An exceptionally keen and conscientious type of instructor who has applied his considerable operational experience to his work. Smart and well disciplined." (W/C J.K.M. Cooke).

**Training:** Course at No.9 BGS was 23 October to 4 December 1942. Battle aircraft. Stage I training was courses in Armament, oral (72/100), Armament, written (204/300), Anti-Gas (53/100), Aircraft Recognition (50/100), Navigation (62/100), Mathematics, Hygiene, Administration (76/150), Signals (61/100) and Drill (85/100). Stage II involved flying (16 hours), Turret Manipulation (12 hours 55 minutes), exercises on 25-yard range (480 rounds), exercises on 200-yard range (700 rounds), air-to-ground firing (800 rounds) and air-to-air firing (2,650 rounds, 4.3 percent hits in air). Tests in armament, written (79/150), armament, practical and oral (154/200), Aircraft Recognition (72/100). Graded 76/100 on Ability as Firer. Placed 70<sup>th</sup> in a class of 79. "Routine worker, rather thoughtless, though likeable enough."

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PLUNKETT, Sergeant Thomas (R73855) - **Mention in Despatches** - No.426 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 14 July 1921. Home in Montreal; enlisted there 28 October 1940 as Clerk. Appears to have been retained at Recruiting Centre; promoted AC1, 26 January 1941; LAC on 26 April 1941 and Corporal on 1 October 1941. To No.1 Manning Depot, 19 March 1942; to "Y" Depot, 7 July 1942; taken on strength of No.3 PRC, 6 August 1942. Promoted Sergeant, 1 October 1942. Repatriated 10 September 1945. Retired 21 October 1945. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation (for a BEM) dated 26 August 1943, when he was NCO (Clerk) in charge of squadron Orderly Room.

The work of this airman is distinguished by unusual courtesy and tact. His unlimited attention to duty, and extraordinary efficiency and reliability have maintained the administration of his squadron on a very high plane. He has shown unusual ability in training airmen for the work in his section, and also in raising the standards of technical knowledge throughout his squadron.

RCAF Press Release 2771 dated 5 February 1944 reads as follows:

With the RCAF Bomber Group Overseas - Sergeant Tom Plunkett, in charge of the orderly room of the Canadian Bomber Group "Thunderbird" Squadron, was never busier even when he was working against the dead-line on Montreal newspapers in peacetime. His home is at 7810 d' L'Epse Avenue.

The orderly room is the information centre of a squadron. Here all records and statistics are kept for the adjutant and the commanding officer, everything from the educational background of a squadron armourer to the number of operational flights an aircraft has made.

Sergeant Plunkett works long hours to keep ahead of the growing stacks of files. He acts as a liaison between the squadron and Air Ministry and between the squadron personnel and their commanding officer.

Back home Tom worked for Montreal newspapers and a publishing company. He tried his hand at writing advertising copy and at advertising salesmanship. Once he was an assistant professional golf instructor at Mount Royal Golf Club. He enlisted in the RCAF in October 1940.

Several young Canadians work under Sergeant Plunkett, among them five

Ontarians who have been in the Service two years and are still keen to get into aircrew. They are: LAC D.C. "Don" Patterson, 180 Keewatin Avenue, Toronto, formerly assistant advertising manager of a Toronto firm. Don enlisted in the air force as a wireless operator-air gunner but had to give up aircrew ambitions after a flying accident; LAC R.J. "Red" MacFarlane, 120 Concord Avenue, Toronto, who was a stenographer in peacetime; LAC J.J. "Jim" Black, Thorold, Ontario, a former paper maker; LAC R.F. "Red" Swindells, of Bowmanville, Ontario, who enlisted straight from school in December 1940; LAC R.G. Ellis, 109 Gloucester Street, Ottawa, former proprietor of a confectionary store; LAC W.E. Krauzer, Scott's Bay, Nova Scotia, a farmer before the war; LAC J.A.B. "Peewee" Nash, 2287 Pembina Highway, Garry Manitoba, a former truck driver who enlisted as an air gunner but was grounded.

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PLYLEY, F/O Gordon Edward (J26145) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 15 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 1 September 1916 in Willoughby, Ontario; home in Niagara Falls, Ontario (crane operator); enlisted Hamilton 9 March 1942 and posted to No.1 Manning Depot. To No.4 BGS, 8 May 1942 (guard). To No.5 ITS, 20 June 1942; graduated and promoted LAC, 29 August 1942 although posting to No.13 EFTS is dated 26 August 1942. May have graduated 26 November 1942 but not posted to No.1 SFTS until 5 December 1942; graduated and commissioned 30 April 1943. To "Y" Depot, 14 May 1943; to RAF overseas, 22 June 1943, embarking 23 June 1943. Disembarked 1 July 1943. To No.18 (Pilots) AFU, 14 September 1943. Attached to No.1513 Beam Approach Training Flight, 26 October to 15 November 1943. Promoted Flying Officer, 30 October 1943. To No.82 OTU, 18 January 1944. To No.61 Base, 9 May 1944. Attached 9-30 May 1944 to No.1666 Conversion Unit. To No.427 Squadron, 30 May 1944. To No.1659 Conversion Unit, 18 November 1944. Promoted Flight Lieutenant, 30 April 1945 Repatriated 2 August 1945. Volunteered for Far East. Retired 17 October 1945. Worked for a chemical company. Rejoined RCAF in Hamilton as a pilot, 7 May 1951 (39974). To Flying Instructor School, Trenton, 18 May 1951. To Flying Training School, Centralia, 14 August 1951. Flying Instructor School, Trenton, 6 December 1952. To Flying Training School, Centralia, 19 March 1953. To No.2 Air Navigation School, Winnipeg, 14 November 1954. To Camp Borden, 17 November 1957. Transferred from Regular to Auxiliary Force, 7 May 1959 with No.424 Squadron. To Supplementary Reserve, 31 December 1959. Died in Niagara Falls, Ontario, 1978. Award presented at Stamford Centre, 7 August 1949. Photo PL-35333 is a portrait

This officer is a most efficient captain and pilot. He has participated in a large number of bombing missions against very many well defended enemy targets

and has pressed home his attacks with great determination. On one occasion whilst over Hamburg he cleverly evaded a fighter which attempted a head-on attack. A little later a second fighter closed in. Once again Flying Officer Plyly manoeuvred with great skill and his gunners shot down the attacker. This officer displayed coolness and determination characteristic of that which he has shown throughout his tour.

NOTE: DHist file 181.009 (D.2609), in National Archives of Canada RG.24 Volume 20627 has a detailed recommendation drafted 19 October 1944 when he had flown 32 sorties (127 hours 55 minutes), 31 May to 9 October 1944 (sortie list in file). Sortie list and text as follows:

31 May 1944 (co-pilot) - Au Fevre (4.25)  
4 June 1944 (co-pilot) - Calais (3.20)  
7 June 1944 - Acheres (5.25)  
12 June 1944 - Arras (4.35)  
14 June 1944 - Cambrai (4.45)  
15 June 1944 - Boulogne (4.20)  
16 June 1944 - Sautrecourt (4.10)  
21 June 1944 - Oisemone-Neuville (5.05)  
24 June 1944 - Bonnetot (4.05)  
25 June 1944 - Gorenflos (4.35)  
28 June 1944 - Metz (7.35)  
6 July 1944 - Siracourt (4.30)  
9 July 1944 - Ardouval (4.25)  
23 July 1944 - Donges (6.25)  
24 July 1944 - L'Hey (3.30)  
28 July 1944 - Hamburg (5.45)  
31 July 1944 - Coquereau (4.40)  
3 August 1944 - Nieppe (4.20)  
5 August 1944 - St. Leu (4.50)  
7 August 1944 - L'Hogue (5.00)  
8 August 1944 - Chantilly (5.00)  
9 August 1944 - La Neuville (4.10)  
12 August 1944 - La Breteque (4.35)  
14 August 1944 - Aisy (4.30)  
15 August 1944 - Soesterburg (3.45)  
18 August 1944 - Connaitres (6.50)  
25 August 1944 - St. Mathieu (5.30)  
28 August 1944 - Forestel (3.55)  
31 August 1944 - Cezembres (4.50)

15 September 1944 - Mining (7.10)  
27 September 1944 - Sterkrade (5.30)  
6 October 1944 - Dortmund (5.45, duty not carried out)  
9 October 1944 - Bochum (6.00)

This captain has completed 32 heavy bombing attacks against the enemy, eight of which have been on major targets.

On the 15<sup>th</sup> of August, aircraft was detailed to attack Soesterberg and on the bombing run was hit by flak, putting a hole in the port petrol tank and cutting the wires to the tail wheel; the navigator was also slightly injured. The bombing run was completed and a primary obtained.

On the 28<sup>th</sup> of July, aircraft was detailed to attack Hamburg and just after dropping bombs, the bomber was attacked head on by enemy fighter; the pilot took evasive action and lost the fighter. The bomber was again attacked in the Kiel district and the captain took evasive action and was successful in not only evading the enemy fighter, but putting his gunners in a position where they were able to shoot down the fighter (confirmed). The bomber was attacked twice more while out to sea and this captain was again successful in his evasive action and returned to base with his bomber undamaged.

On the 28<sup>th</sup> of June, aircraft was detailed to attack Metz; on the way into the target bomber was attacked three times by enemy fighter; successful evasive action was taken and the enemy fighter claimed damaged.

This captain possesses coolness and displays exceptional fearlessness in the face of danger and his cooperation and devotion to duty contributed in a large measure to the success of the operational flights made by this gallant crew.

**Notes:** On Repatriation Form dated 13 July 1945 he stated he had flown 36 sorties (193 operational hours), the last on 1 November 1944. Had also flown 479 non-operational hours. Types flown were Oxford (54 hours), Wellington (85), Halifax (400) and Lancaster (33). One enemy fighter destroyed. Volunteering for Far East.

Assessed 11 September 1957 when applying for a Permanent Commission - "Flying Officer Plyley is employed in this unit's Standards Flight as an instructor and instrument check pilot. He has very capably performed any phase of flying on pilot testing duties on all types of aircraft on the unit. In addition to flying duties, during the past year, Flying Officer Plyley has been carrying out the duties of Flying Wing Adjutant and has done a commendable job. Flying Officer Plyley

has the potential to fulfil any duty the RCAF might wish to assign him; consequently he fully deserves this recommendation for a permanent commission." (F/L A.E. Erickson, No.2 Air Navigation School, Winnipeg; endorsed by G/C G.F. Jacobsen, 18 September 1957).

Flying times as of 31 December 1957 were 3,772 hours and 20 minutes. Types flown were Fleet (72.00), Harvard and AT-6 (1,146), Oxford (148), Expeditor (1,424.20), Wellington (86), Halifax (420), Lancaster (30), Mitchell (163.45), Dakota (280) and Chipmunk (2.00).

**Training:** Course at No.5 ITS was 22 June to 15 August 1942. Courses in Mathematics, I.D.A.O. (whatever that is), Navigation, Armament (written), Airmanship, Anti-Gas, Aircraft Recognition, Drill and Meteorology. Scored 543 points out of a possible 1,000. Placed 78<sup>th</sup> in a class of 85. "Serious, stable, mature, courteous, cooperative. Very neat in appearance. Commands confidence and has leadership ability."

Course at No.13 EFTS was 28 September to 20 November 1942. Fleet Finch aircraft - 11.40 dual to first solo and total 37.20 day dual, 30.25 day solo, 3.25 night dual, one hour night solo. Seven hours 30 minutes on instruments and eleven hours in Link. Courses in Navigation, Airmanship, Armament (written), Aircraft Recognition and Signals (practical). Scored 516 points out of possible 700. Placed 19<sup>th</sup> in a class of 36. "Average type, hard worker, airspeed weak point, steady, anxious to make good." The CFI adds, "Should show great progress, capable, willing, personality, flying should fit him for single engines."

Course at No.1 SFTS was 7 December 1942 to 30 April 1943. Harvard and Yale aircraft - 6.50 dual to first solo and total 56.55 day dual, 56.10 day solo, 9.00 night dual, 4.15 night solo. Flew 8.45 in formation; 22.35 on instruments and 25.45 in Link. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Signals (written and practical) and Meteorology. Scored 568 points of a possible 750. Placed 41<sup>st</sup> in a class of 68. "An average pilot who should do well later. Very neat appearance and pleasant manner."

Course at No.18 AFU was 14 September 1943 to 18 January 1944. Oxford aircraft - 5.30 day dual to first day solo, 30.00 total day dual, 25.30 day solo, 1.30 night dual to first night solo, 5.25 total night dual, 12.20 night solo, 20 minutes in formation, 11.00 in Link. Rated in General Flying (220/400), Applied Flying (110/200), Instrument Flying (130/250), Night Flying (50/100) and Link (34/50). "Average. Unable to cope with more than one thing at a time. Suitable captain with experience." (G/C F.G. Argyle Robinson).

Course at No.82 OTU was 18 January to 25 April 1944. Wellington III and X aircraft - 5.25 day dual to first day solo, 5.55 total day dual, 38.200 day solo, 5.00 night dual to first night solo, 5.00 total night dual, 27.10 night solo, 17.00 in Link. Rated in General Flying (250/400), Applied Flying (150/200), Instrument Flying (200/250), Night Flying (70/100) and Link (32/50). Ground



courses in Airmanship (267/300), Armament (222/300), Navigation (144/200), and Signals (82/100). "Above the average pilot and captain."

Flying Instructor course for No.1659 Conversion Unit was 27 December 1944 to 7 February 1945. Oxford aircraft - 21.55 day dual, 1.30 night dual, 21.00 day solo, 1.30 night solo. At that time he had 687.10 total flying. Ground courses in Principles of Flight (81 percent), Airmanship (80 percent) and Technical Subjects (89 percent). Rated "average" as a pilot and "below average" as instructor. Poor instructional manner and insufficient knowledge of patter.

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POAG, F/L John Herbert (J25926) - **Distinguished Flying Cross** - No.159 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 17 September 1921 in Montreal; home in Hamilton; enlisted there 23 June 1942. Granted Leave Without Pay until 5 July 1942 when posted to No.5 Manning Depot. To No.5 ITS, 1 August 1942; graduated and promoted LAC, 26 September 1942 but not posted to No.10 EFTS until 24 October 1942; graduated 9 January 1943 when posted to No.16 SFTS; graduated and commissioned 30 April 1943. To "Y" Depot, 14 May 1943; to RAF overseas, 22 June 1943. Promoted Flying Officer, 30 October 1943. Promoted Flight Lieutenant, 30 April 1944. Promoted Acting Squadron Leader, 1 July 1945. Repatriated 3 December 1945. Retired 16 January 1946. Award presented 18 February 1949.

Flight Lieutenant Poag has completed a tour of operational duty as captain of aircraft. His persistence and determination have frequently brought success to difficult missions. He has participated in two long range mine-laying operations, entailing round trips of eighteen and nineteen hours duration, which called for a high degree of skill. This officer has always shown courage and devotion to duty and his cheerfulness and enthusiasm have been an asset to his crew.

RCAF Press Note 452 of 20 February 1945 (Directorate of History and Heritage, 74/411) read as follows:

#### PLIERS BROUGHT THIS LIBERATOR HOME

On the southernmost tip of Burma a RAF Liberator bomber of Strategic Air Force, Eastern Air Command, was making its final run to attack Japanese seaplanes when flak severed the control cables of two of its engines. The bomber lurched violently and began to drop towards the sea, a hundred feet below.

The English Flight Engineer crawled under the flight deck and, grasping the

broken cables with a pair of pliers, tugged them sufficiently to restore power to the engines.

The pilot was able to regain height, and as he set course for his home base over a thousand miles away the flight engineer repaired the damage. Using a piece of copper wire and a few lengths of cord, he fastened the frayed oily ends of the control cables. The makeshift cables held and the bomber was brought safely to base.

In the crew of this Liberator, at least ten of whose missions have been of more than 2,000 miles, was F/O J.H. Poag of 5 Stanley Avenue, Hamilton, Ontario.

The same file carried an undated a story which, though differing in details, was evidently the same incident:

Control cables for both starboard motors shot away, an Indian-based Liberator bomber piloted by a Canadian, limped home for 1,200 miles from its target in Burma. The aircraft was shot up by ground defences and to avert ditching in the sea, all loose equipment, including machine guns, were jettisoned.

The bomber was damaged after it had strafed a 150-ton wooden Japanese coastal ship and set ablaze a Jap seaplane near Victoria Point in a duplicate effort of the longest RAF bombing mission made on the Burma front by RAF Liberator squadrons, November 22.

Flying Officer Johnny Poag, J25926, 5 Stanley Street, Hamilton badminton ace, was skipper of the Lib, which had Flight Sergeant S.C.A. Painter, R209047, Uxbridge, Ontario as front gunner and a Yank in the RAF, Flight Lieutenant Gerard Brennan, 124562, 2064 Springfield Avenue, Cambridge, Massachusetts, as navigator.

Objective of the raid was the newly-built port of Khao Huagang in the southernmost tip of Burma where bombs were concentrated on transport sheds. Flying Officer Poag located a small wooden troop-supply ship and the big blonde, a lieutenant in the Canadian Army before transferring to the RCAF, dived to 100 feet to strafe the vessel and crewmates saw direct hits scored.

When the aircraft reached the Jap seaplane base at Victoria Point the fliers saw three craft lying at anchor, one destroyed by previous attackers, one aflame and one intact. Diving to attack, Flight Sergeant Painter opened fire from his front

machine gun turret and started a fire in the rear cockpit. The rear gunner took up the attack and left the aircraft in a mass of flames.

“Just then I noticed they were popping away at us from machine gun nests and I reported to the skipper”, said Flight Lieutenant Brennan. “As we pulled out of the dive, Johnny [Poag] told us the engine control cable on both starboard motors had been shot away and we were robbed of most of their power.”

The ground fire tore a hole through the nose wheel doors and through the flight deck beside the wireless operator’s position. Shells ricocheted off the escape hatch, cutting the starboard control cables “as clean as a whistle.”

“Coming out of the dive we were able to seep to 1,200 feet but we couldn’t climb”, said 23-year-old Poag, credited with nine operational trips over Burma. “It looked as though we were going to have to ditch so we jettisoned our ammo, guns, radios, long range petrol tanks and most everything we could move.”

With the big bomber “ropy” in flight, Flight Lieutenant Brennan and the flight engineer explored beneath the flight deck and found where the cables had been severed. By pulling on the cables the fliers were able to get some power back into the faulty motors.

“Then we scrounged around for any odd bits of wire and after looping the ends of the broken cables we made connects with bomb-fusing wires”, said Flight Lieutenant Brennan.

The patchwork gave the motors just enough “kick” to keep them going and for seven hours and 40 minutes the big aircraft struggled through the skies before reaching base. Unable to use his throttles for landing, the skipper cut power on both outer motors and set the machine down without damage.

The front gunner was Sergeant Stephen Charles Avertt Painter, apparently of Markham, who had enlisted un the RCAF on 25 November 1942, trained as an air gunner at No.3 Bombing and Gunnery School (graduated 20 August 1943) and immediately gone overseas. He was repatriated to Canada in August 1945 and released on 14 September 1945.

\* \* \* \* \*

POAG, S/L William Ferguson (C1397) - **Mention in Despatches** - No.162 (Bomber Reconnaissance) Squadron - Award effective 1 January 1945 as per **London Gazette** of that date

and AFRO 721/45 dated 27 April 1945. Born 1916. Enlisted 2 November 1939 in General List. As of 1 March 1941 he was a Flight Lieutenant, and as of 22 September 1941 he was at No.6 SFTS. To No.31 GRS, 6 August 1942. To Eastern Air Command, 12 October 1942. To Yarmouth, 25 October 1942. To No.162 (BR) Squadron, 8 December 1942. Promoted Squadron Leader, 1 May 1943. Proceeded with squadron to Iceland, 31 December 1943. Promoted Wing Commander, 5 September 1944. To Eastern Air Command, 30 November 1944. To No.2 Air Command, 3 January 1945. To Release Centre, 4 September 1945; retired 11 September 1945. Died in Toronto, 2002. Following details from obituary, Toronto **Globe and Mail**, 14 February 2002 Raised in Listowel, Ontario; took private flying lessons and became a bush pilot in Northern Ontario. Following the war he flew for Trans-Canada Air Lines and de Havilland, then for the **Globe and Mail**, flying a research party to the Chubb Crater. He later organized the executive jet service of Massey-Ferguson and other companies. No citation. Died in Toronto, 13 February 2002. RCAF photo PL-1357 taken 1940 shows F/L C.J.H. Holms (Los Angeles) and F/O W.F. Poag (Listowel). Photo PL-33834 shows him.

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POCOCK, WO1 (now P/O) Lewis Edward Austin (R157977/J94811) - **Mention in Despatches** - No.620 Squadron (AFRO says only "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in Lethbridge, Alberta, 3 August 1919. Educated at St.Boniface (1927-1932) and Winnipeg (1932-1938). Home in North Saskatoon. Floor surfer, 1939 to 1941. Trained under National Resources Mobilization Act, 20 March 1941 to 31 March 1942 (Fortress Company, Victoria). Enlisted Vancouver 1 April 1942 and posted to No.3 Manning Depot. To No.4 SFTS (guard duty), 22 May 1942. To No.7 ITS, 4 July 1942; graduated and promoted LAC, 28 August 1942 but not posted to No.5 BGS until 12 September 1942; graduated 20 November 1942 and posted next day to No.5 AOS; graduated and promoted Sergeant, 30 December 1942. To "Y" Depot, 13 January 1943; to RAF overseas, 25 January 1943, disembarking in Britain 4 February 1943. To Station Whitley, 3 March 1943. To No.4 AOS, 19 April 1943. To No.26 OTU, 18 May 1943. Promoted Flight Sergeant, 30 June 1943. To No.1651 Conversion Unit, 19 August 1943. To No.149 Squadron, 16 September 1943. Promoted WO2, 30 December 1943. To No.299 Squadron, 2 March 1944. Promoted WO1, 30 June 1944. To No.620 Squadron, 25 September 1944. Commissioned 8 March 1945. Repatriated 14 May 1945; to Western Air Command Headquarters, 27 May 1945. Released 2 August 1945. Attended Saskatoon Technical School in 1946. Died 26 May 1994 in Calgary as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September 1994.

**Notes:** On Repatriation Form dated 19 April 1945 he stated he had flown 35 sorties (163 hours 55 minutes), the last on 24 March 1945. He had also flown 288 hours 35 minutes non-operational. Types experienced were Anson (45.50), Botha (1.40), Wellington (49.20) and Stirling (397.40)

**Training:** Interview date unclear. Education certificate was two years old but he had committed to army for one year before seeking discharge for RCAF. "At present not aggressive enough. Very sincere and anxious to fly. RCAF training should improve him greatly."

Course at No.7 ITS was 6 July to 28 August 1942. Courses in Mathematics (83/150), Armament, practical and oral (35/50), Signals (112/150), Navigation (90/150), Airmanship, Theory of Flight, and Engines (60/100), Aircraft Recognition (67/100), 98/100), Drill (70/100), Law and Discipline (68/100), Meteorology (37/50) and Anti-Gas (37/50). Placed 77<sup>th</sup> in a class of 80. "Just fair student, lacks strength of character. Used to making delicate adjustments in small machinery. Should make average Bomber"

Course at No.5 BGS was 28 September to 20 November 1942. Battle and Anson aircraft (19.05 day bombing, 1.20 night bombing, 7.25 day gunnery). Also five hours 30 minutes in Turret Manipulation. Dropped 47 bombs high level by day, 16 bombs high level by night, 12 bombs low level. Fired 400 rounds in Beam Test (10.2 percent hits), 700 rounds in Beam Relative Speed Test (9.8 percent hits), and 400 rounds in Under Tail Test (11 percent hits). Examined in Bombing, written (147/250, Bombing, practical (179/250), Proficiency an Bomb Aimer (320/400), Gunnery, written (82/100), Gunnery, practical (80/100), Proficiency as Air Gunner (152/200), Aircraft Recognition (39/50), failed Signals. In bombing assessed as "Above average in air work. Average in ground subjects." In Gunnery assessed "Above average in all gunnery work. Practical arming of turrets carried out on 200 yard range, but no record of time kept." General assessment, "No outstanding capabilities. Rather quiet and reserved, but is reliable and should develop into a satisfactory air bomber." Placed 37<sup>th</sup> in a class of 40.

Course at No.5 AOS was 23 November to 30 December 1942. Anson aircraft (21.35 day, 10.55 night). Graded in Navigation air work (70/100), Bombing air work (66/100), Photography air work (84/100), Elements of Navigation (40/50), Signals, practical (45/75), Photography (40/50 on supplemental), Reconnaissance (38/50) and Aircraft Recognition (56/75). Placed 18<sup>th</sup> in a class of 19. As Navigator described as "Slow at first but work has picked up rapidly towards the last." Under Armament, "Just average as bomb aimer and a bit weak in aircraft recognition" General comment, "Too lazy it seemed at first. Lately he has really tried and has improved greatly.:

Course at No.4 AOS (Britain) was 21 April to 17 May 1943. Botha (for gunnery) and Anson (for bombing) aircraft. By day he flew on Map Reading (13.15), Bombing (7.45) and Gunnery (1.40); by night he flew in Map Reading (4.20) and Bombing (2.20). Generally assessed as "Average. Practical work above average." Fired 400 rounds air-to-air (9.5 percent hits - course average was 5.5 percent). Did five Combined Exercises by day. In daylight dropped twelve bombs high level and ten low level; by night dropped three bombs high level. Ground work marks in

Bombing (264/300), Gunnery (130/200), Aircraft Recognition (60/100) and Map Reading (60/100).

Course at No.26 OTU was 18 May to 3 August 1943. Anson aircraft (12.25 day, 6.35 night) and Wellingtons (28.30 day and 20.50 night). By day he dropped eight bombs high level dual, twelve bombs high level test, eight bombs low level and ten bombs on cross-country. By night dropped eight bombs high level dual, twelve bombs high level test and six bombs on cross-country. Fired 400 rounds on ground, 500 rounds air-to-air (2.2 percent hits), 1,000 rounds air-to-sea. Two fighter affiliation exercises. Assessed in Range Estimation (68 percent), Aircraft Recognition (75 percent), Running Commentary ("Fair"), Practical Harmonization (65 percent), and Practical Gun Cleaning and Maintenance (63 percent). "Average in Gunnery". Map Reading "average", Log Keeping "Fair but inclined to lack detail." Overall, "Works well with his Navigator and should prove a useful member of the crew." Recommended for commission after operational experience.

Course at No.1651 Conversion Unit commenced 20 August 1943. "Pocock did extremely well in his ground training and took a keen interest. Final Examination Result - 76 percent - Course Average 73.1 percent. His air work improved, tries very hard, will make a good operational Air Bomber."

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POIRIER, F/L Joseph Ernest Gerard (J35285) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO 1704/45 dated 9 November 1945. Born 14 April 1918 in Bonaventure, Quebec; home in New Carlisle, Quebec (brakeman). Formerly in Royal Canadian Artillery. Enlisted Moncton 10 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 29 January 1941. To No.8 SFTS (guard), 1 March 1941. To No.3 ITS, 3 May 1941; graduated and promoted LAC, 21 June 1941 when posted to No.13 EFTS; graduated 7 August 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 6 February 1942. To Trenton, 28 February 1942. To Rockcliffe, 30 April 1942. To No.9 BGS, 26 June 1942. Promoted Flight Sergeant, 6 August 1942. Promoted WO2, 22 February 1943. Commissioned 13 September 1943. To "Y" Depot, 28 September 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Promoted Flying Officer, 12 March 1944. Promoted Flight Lieutenant, date uncertain. Repatriated 3 May 1945. To Moncton, 18 May 1945. To No.167 (Communications) Squadron, 21 June 1945. To Eastern Air Command Communications Flight, 1 October 1945. To No.1 Release Centre, 5 November 1945. Retired 6 November 1945. CNR Conductor and lived in New Carlisle, Quebec. Died in Veterans Affairs Unit, Campbellton Regional Hospital, New Brunswick, 11 December 2013. Award sent by registered mail 28 June 1949.

This officer has completed a tour of operational duty against a wide variety of targets. In December 1944 he was pilot and captain of an aircraft detailed to attack Osnabruck. On the outward journey, owing to adverse weather, the aircraft rapidly lost height but Flight Lieutenant Poirier continued to the target. Before reaching the objective the aircraft was attacked by an enemy fighter but this officer skilfully evaded the attacker and returned to base. Throughout his tour, Flight Lieutenant Poirier has displayed gallantry in the air and exceptional qualities of leadership.

The original recommendation, drafted 18 April 1945 when he had flown 37 sorties (241 hours ten minutes) was as follows:

2 November 1944 - Dusseldorf (6.05, second pilot)  
12 November 1944 - Munster (6.25)  
16 November 1944 - Julich (5.35)  
27 November 1944 - Neuss (5.40)  
29 November 1944 - Duisburg (7.30)  
2 December 1944 - Hagen (7.05)  
3 December 1944 - Soest (6.45)  
4 December 1944 - Karlsruhe (7.20)  
6 December 1944 - Osnabruck (6.30)  
14 December 1944 - Dusseldorf (4.25)  
29 December 1944 - Trois Dorf (6.25)  
30 December 1944 - Cologne (6.20)  
2 January 1945 - Ludwigshaven (7.45)  
5 January 1945 - Hanover (5.40)  
6 January 1945 - Hanau (7.35)  
13 January 1945 - Saarbrucken (7.20)  
14 January 1945 - Grevenbroich (6.50)  
13 February 1945 - Leipzig (8.25)  
17 February 1945 - Wesel (6.35)  
20 February 1945 - Monheim (6.55)  
21 February 1945 - Worms (7.45)  
23 February 1945 - Essen (6.25)  
24 February 1945 - Kamen (6.40)  
27 February 1945 - Mainz (6.55)  
2 March 1945 - Cologne (3.45)  
5 March 1945 - Chemnitz (9.05)  
7 March 1945 - Hemmingstadt (6.25)  
8 March 1944 - Hamburg (6.15)

11 March 1945 - Essen (6.10)  
12 March 1945 - Dortmund (6.35)  
13 March 1945 - Wuppertal (6.00)  
14 March 1945 - Zweibrucken (4.10, duty not carried out)  
15 March 1945 - Hagen (6.55)  
18 March 1945 - Witten (7.20)  
21 March 1945 - Rheine (5.20)  
22 March 1945 - Dorsten (4.45)

Flight Lieutenant Poirier has recently complete an operational tour over such heavily defended targets as Dusseldorf, Karlsruhe, Cologne, Hamburg and Essen.

On the night of December 6<sup>th</sup>, 1944, the crew of which this officer was pilot were detailed to bomb Osnabruck, Germany. Shortly after leaving base, cloud was encountered and the icing conditions caused the aircraft to lose height. Despite this adverse weather, the pilot displaying dogged determination, persisted and continued on to the target. Shortly before the target was reached, the aircraft was attacked by an enemy fighter. With outstanding courage and coolness, this pilot so skilfully maneuvred his aircraft as to evade the enemy. He forced home a successful attack and returned to base with slight flak damage to his aircraft.

Throughout his whole tour of operations, Flight Lieutenant Poirier has displayed those qualities that bespeak gallantry in the air. On many other occasions he has shown loyalty and exceptional devotion to duty in the air as well as on the ground.

I strongly recommend that Flight Lieutenant Poirier be awarded the non-immediate award of the Distinguished Flying Cross.

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POIRIER, P/O Joseph Foch Laurier Renald (J90543) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 29 January 1922 in St.Jean, Quebec; home in Montreal (cashier); enlisted there 25 February 1942. Granted Leave Without Pay until 6 March 1942 when posted to No.5 Manning Depot. To No.4 Manning Depot, 1 May 1942. To No.1 Manning Depot, 31 May 1942. To No.5 Manning Depot again, 6 August 1942. To No.3 ITS, 15 August 1942; graduated and promoted LAC, 10 October 1942; to No.11 EFTS, 7 November 1942; ceased training and posted to No.1 Composite Training School, 2 December 1942; to No.5 BGS, 8 January 1943; to Trenton, 15 April 1943. To No.4 AOS, 12 June 1943. Graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 6 August 1943. To RAF, date uncertain.



Commissioned 27 September 1944. Repatriated 2 February 1945. To No.1 Air Command, 13 February 1945. To No.2 Release Centre, 24 March 1945. Promoted Flying Officer, 27 March 1945. Retired 2 April 1945. Award presented in Montreal 25 November 1949. RCAF photo PL-35101 taken as he receives a big hug from girl friend Miss Cecile Penauf of Montreal.

Pilot Officer Poirier has taken part in a large number of operational sorties. In August 1944 he was detailed for a mission over Bois de Cassan. Owing to poor visibility it was necessary to fly low over the target. Accurate and heavy anti-aircraft fire was encountered and the aircraft was hit many times, but with cool determination and efficiency this officer gave excellent directions to his captain and this mission was completed successfully. On another occasion Pilot Officer Poirier participated in an air/sea rescue operation. His excellent directions to his captain enabled the dinghy to be dropped so accurately that three minutes later the crew were all saved. At all times this officer has displayed outstanding courage and devotion to duty.

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POIRIER, P/O Paul Nazaire (J88835) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 8 February 1921 in Miscouche, Prince Edward Island (farmer); enlisted Charlottetown, 20 October 1941 and posted to No.1 Manning Depot. To No.31 OTU (guard), 20 November 1941. To No.3 ITS, 26 January 1942; graduated and promoted LAC, 9 May 1942 but not posted until 23 May 1942 when sent to No.5 Manning Depot. To No.11 EFTS, 6 June 1942; may have graduated 2 August 1942 but not posted to No.8 SFTS until 15 August 1942; graduated and promoted Sergeant, 4 December 1942. To "Y" Depot, 27 December 1942. To RAF overseas, 4 January 1943. Promoted Flight Sergeant, 4 June 1943. Promoted Warrant Officer, date uncertain. Commissioned 7 July 1944. Repatriated 18 December 1944. Promoted Flying Officer, 7 January 1945. To Moncton, 29 December 1944. Date of release uncertain. Rejoined in Technical Branch, 4 December 1950 (35676); reclassified as pilot, 22 January 1951. Still serving in 1956. Award presented 10 March 1946. Died in Summerside, Prince Edward Island, 22 September 1999 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2000. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1730 (RG.24 Vol.20607) has recommendation dated 10 October 1944 when he had flown 35 sorties (160 hours 40 minutes).

This officer is an excellent operational pilot and captain of aircraft, whose gallantry in the face of enemy action has been outstanding. On all the sorties in which he has participated, the primary target has been bombed successfully.

Pilot Officer Poirier has completed missions to major German objectives such as Hamburg, Kiel, Sterkrade, Dortmund and the Ruhr area; undeterred by opposition, he has pressed home his attacks regardless of the hazards encountered.

On all occasions, this officer has displayed determination and cool judgment. His keenness and fine fighting spirit have set a praiseworthy example, and he is recommended for the "Non-Immediate" award of the "Distinguished Flying Cross".

The sortie list was as follows:

23 June 1944 - Bientques (4.35)  
27 June 1944 - Foret d'Eary (4.45)  
1 July 1944 - Biennais (3.50)  
3 July 1944 - Biennaid (4.00)  
5 July 1944 - Biennais (4.05)  
7 July 1944 - Caen (4.20)  
12 July 1944 - Thiverny (5.00)  
13 July 1944 - Nucourt (4.30)  
28 July 1944 - Hamburg (5.30)  
30 July 1944 - Amaye-sur-Seulles (4.35)  
31 July 1944 - Oeuf-en-Ternois (4.55)  
3 August 1944 - Foret de Nieppe (4.30)  
4 August 1944 - Bois de Cassan (4.10)  
5 August 1944 - St. Leu d'Esserent (5.00)  
7 August 1944 - La Hogue (4.15)  
8 August 1944 - Foret de Chantilly (4.40)  
9 August 1944 - Foret de Nieppe (3.25)  
10 August 1944 - La Pallice (6.30)  
12 August 1944 - Foret de Montrichard (1.50, duty not carried out)  
13 August 1944 - Brussels (4.20)  
16 August 1944 - Kiel (5.35)  
25 August 1944 - Brest Cornouailles (4.10)  
27 August 1944 - Marquis Mimoyecques (3.35)  
28 August 1944 - Ile de Cezembre (4.10)  
31 August 1944 - Ile de Cezembre (4.50)  
3 September 1944 - Volkel (3.50)  
9 September 1944 - Le Havre (4.05)

10 September 1944 - Le Havre (4.10)  
11 September 1944 - Castrop Rauxel (4.50)  
12 September 1944 - Wanne Eickel (5.05)  
25 September 1944 - Calais (3.50)  
26 September 1944 - Calais (3.40)  
27 September 1944 - Bottrop (5.25)  
28 September 1944 - Cap Gris Nez (3.40)  
30 September 1944 - Sterkrade (4.45)  
6 October 1944 - Dortmund (6.15)

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POITEVIN, WO1 Daniel Gordon (R77085, later J53399) - **Distinguished Flying Cross** - No.11 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 28 August 1920 in Montreal; home there; enlisted there 3 October 1940. To No.3 BGS (guard), 28 October 1940. To No.2 ITS, 29 November 1940; graduated and promoted LAC, 3 January 1941 when posted to No.2 EFTS; posted to No.2 SFTS, 19 January 1941. To No.2 Manning Depot, date uncertain; to No.5 AOS, 31 March 1941; graduated 22 June 1941 when posted to No.5 BGS; graduated and promoted Sergeant, 4 August 1941; posted next day to No.1 ANS; graduated 15 September 1941. To Embarkation Depot, 16 September 1941. To No.31 OTU, 29 September 1941. To RAF Ferry Command, 1 October 1941. To Bermuda, 27 October 1941. Promoted WO2, 1 October 1942. To No.31 Personnel Depot, 10 August 1943. To No.1 GRS, 22 September 1943. To Eastern Air Command, 12 February 1944. To No.11 (BR) Squadron, 18 June 1944. Commissioned 26 March 1945. To No.5 OTU, 16 September 1945. Promoted Flying Officer, 26 September 1945. To No.9 Release Centre, 1 October 1945. Retired 3 October 1945. Postwar mining engineer who was the manager of Canadian Ingersoll-Rand Office in Sudbury. He retired in 1984 with 30 years service. Died in Sudbury, Ontario, 17 November 2003 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2004. Award presented at Vancouver 22 October 1949. As of recommendation he had flown 1,129 hours, 700 operational (94 sorties). No citation in AFRO other than "in recognition of valuable services in the air." Following from DHist records:

Warrant Officer Poitevin is a navigator of outstanding ability who has completed almost two tours of operations. During his lengthy operational career he has at all times shown the greatest keenness and devotion to duty. On one sortie in the face of severe North Atlantic weather and with fuel running low, his skilful navigation enabled his pilot to effect a safe landing at a base beyond the Arctic circle. On one of the several occasions that he has been in contact with the enemy, Warrant Officer Poitevin was taking part in a shipping strike on an enemy convoy on which two hits were scored. His untiring efforts have been an

inspiration to all.

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POLLOCK, F/O James (J37724) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 29 November 1922 in Glasgow, Scotland; home in Hamilton (planner); enlisted there 29 July 1942. To No.1 Manning Depot, 23 August 1942. To No.1 Training Command, 9 October 1942. To No.1 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943; to No.20 EFTS, 17 April 1943. Ceased training and posted to No.1 Manning Depot, 25 May 1943. To No.1 BGS, 15 June 1943; graduated 18 September 1943 and posted to No.4 AOS; graduated and commissioned 3 November 1943. To "Y" Depot, 17 November 1943. Taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Promoted Flying Officer, 3 May 1944. Repatriated 5 May 1945. To Release Centre, 17 May 1945. Released 20 June 1945. Award presented 8 May 1948. Died 8 January 2003 in Etobicoke, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2003.

As air bomber this officer has completed numerous sorties. On one sortie in March 1945, an enemy aircraft was sighted. Flying Officer Pollock immediately manned his guns and attacked the aircraft which was seen to burst into flames. His action probably saved his aircraft and the lives of his crew. Flying Officer Pollock has always shown tenacity and skill and has been a great asset to his crew.

NOTE: Public Records Office Air 2/8751 has detailed list of sorties and citation drafted 6 April 1945 when he had flown 36 sorties (213 hours 55 minutes):

2 September 1944 - Calais  
7 October 1944 - Emmerich  
11 October 1944 - Fort Frederik Hendrik  
14 October 1944 - Duisburg  
14 October 1944 - Duisburg  
23 October 1944 - Essen  
28 October 1944 - Cologne  
30 October 1944 - Cologne  
31 October 1944 - Cologne  
16 November 1944 - Duren  
18 November 1944 - Wanne Eickel  
27 November 1944 - Freiburg  
29 November 1944 - Dortmund

3 December 1944 - Urft Dam, abandoned on orders of Master Bomber.  
4 December 1944 - Karlsruhe  
6 December 1944 - Leuna  
12 December 1944 - Essen  
17 December 1944 - Ulm  
22 December 1944 - Coblenz  
7 January 1945 - Munich  
1 February 1945 - Ludwigshaven  
2 February 1945 - Wiesbaden  
3 February 1945 - Bottrop  
5 February 1945 - Cleve  
12 February 1945 - GARDENING, Kadet Channel  
1 March 1945 - Mannheim  
2 March 1945 - Cologne  
3 March 1945 - GARDENING, Kattegat  
5 March 1945 - Chemnitz  
7 March 1945 - Dessau  
8 March 1945 - Kassel  
18 March 1945 - Hanau  
22 March 1945 - Langendreer  
23 March 1945 - Bremen  
25 March 1945 - Hanover  
27 March 1945 - Paderborn

Flying Officer Pollock, a Canadian Air Bomber, has completed 6 operations against such enemy targets as Duisburg, Essen, Munich and Mannheim. He has been constantly on the alert and has achieved considerable success on mining sorties as well as bombing; the former work he has completed with conspicuous accuracy.

An example of his offensive spirit and quickness to grasp the situation was strongly brought out on the night of 3rd March 1945 when an enemy fighter was reported tailing his aircraft. He at once manned his guns. Shortly afterwards the enemy aircraft overtook and then dropped flares on the track of our aircraft. Flying Officer Pollock at once grasped his opportunity, giving a long burst at the enemy fighter which was hit and seen to go down in flames by other members of the crew. His quick action on this occasion in all probability saved the lives of his crew and the aircraft and showed coolness, determination and offensive spirit of the highest order.

Flying Officer Pollock has always shown tenacity and skill and has been a great asset to his captain. For his work and especially his offensive spirit I recommend that this officer be awarded the Distinguished Flying Cross.

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POLLOCK, FS John Robert (R134264, later J86049) - **Distinguished Flying Medal** - No.50 Squadron - Award effective 10 January 1944 as per **London Gazette** dated 21 January 1944 and AFRO 410/44 dated 25 February 1944. Born 28 March 1919 in Saskatoon, Saskatchewan (obituary says 26 March 1919); home there; served briefly in Second Battalion, Winnipeg Grenadiers; enlisted in RCAF, Winnipeg 30 September 1941. To No.2 Manning Depot, 10 December 1941. 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, 24 June 1942 when posted to Trenton; to No.3 BGS, 4 July 1942; graduated and promoted Sergeant, 14 August 1942. To "Y" Depot, 15 August 1942. To RAF overseas, 24 September 1942. Later attended No.16 OTU and No.1660 Heavy Conversion Unit. Promoted Flight Sergeant, 14 February 1943. Promoted WO2, 14 August 1943. Commissioned 24 April 1944 (J86049). Promoted Flying Officer, 24 October 1944. Award presented by King George 31 October 1945. As a Gunnery Instructor, posted to Syerston Conversion Unit, then on to Scampton Battle School in "the study of Gun Turrets, Gyro Sight, Hydraulics, Armour, a variety of Guns and Ballistics" and he "also instructed in same". From the records, Bob states that he had been "posted as a general instructor but I eventually specialised in sports and drill, also in charge of all range firing. I organised and refereed all hockey games between all classes at the battle school. We also organised a very smart gym drill and precision squad." He had flown a second tour that concluded 5 December 1944. Repatriated 24 July 1946. Date of release uncertain. Rejoined RCAF as LAC, 29 April 1949 as Armament Technician (14318). Promoted Corporal, 1 January 1950. Promoted Sergeant, 1 May 1951. To Personnel Branch, 1 April 1954. Service at Aylmer, St. Jean, Winnipeg and Centralia. Commissioned as Flight Lieutenant. On retirement he joined the Ontario Ministry of Transportation and Communications as a Driver Examiner, eventually becoming Director of Driver Examiners. Died 21 September 2005.

Flight Sergeant Pollock has attacked some of the most heavily defended targets in Germany and Italy, including Berlin, Hamburg, Dusseldorf and Duisburg. On several occasions the aircraft in which he was flying was attacked by enemy fighters. Once during a sortie against Friedrichshafen his aircraft was attacked by three hostile fighters simultaneously and his skilful search and excellent commentary to his pilot were main contributing factors to the safe return of the bomber. At all times this airman has displayed skill, courage and a fine fighting spirit.

NOTE: Public Records Office Air 2/9153 has recommendation dated 10 November 1943 when he had flown 28 sorties (172 hours 45 minutes).

12 May 1943 - Duisburg  
13 May 1943 - Pilsen  
29 May 1943 - Wuppertal  
11 June 1943 - Dusseldorf  
12 June 1943 - Bochum  
20 June 1943 - Friedrichshaven  
23 June 1943 - Spezia  
25 June 1943 - Gelsenkirchen  
24 July 1943 - Hamburg  
25 July 1943 - Essen  
27 July 1943 - Hamburg  
29 July 1943 - Hamburg  
2 August 1943 - Hamburg  
7 August 1943 - Milan  
9 August 1943 - Mannheim  
12 August 1943 - Milan  
14 August 1943 - Milan  
17 August 1943 - Peenemunde  
30 August 1943 - Munchen Gladbach  
31 August 1943 - Berlin  
3 September 1943 - Berlin  
6 September 1943 - Munich  
20 September 1943 - Dinghy search  
22 September 1943 - Hanover  
23 September 1943 - Mannheim  
27 September 1943 - Hanover  
29 September 1943 - Bochum  
1 October 1943 - Hagen

This Non-Commissioned Officer was a gunner in Flying Officer Mason's crew during his very successful tour. He attacked some of the most heavily defended targets in Germany and Italy, including Berlin (twice), hamburg (four times), Dusseldorf and Duisburg. During two operational flights he was an Air Gunner in the aircraft which was attacked. Once on [sic, "over" ?] Hamburg an attack was made by a single fighter, and also against Friedrichshaven, the aircraft was attacked by three fighters simultaneously. Although no claims were made, his skilful search and excellent commentary to his pilot were undoubtedly main

contributory factors to the aircraft's safe return, as on all other sorties. He has at all times displayed an outstanding keenness to engage the enemy which has had a most beneficial effect on other gunners with whom he was associated.

Public Record Office Air 50/188 has the following Combat Reports that bear upon his career. In both cases the crew were as follows: Captain, P/O Mason; Flight Engineer, Sergeant Tildsley; Navigator, Sergeant Stott; WOP, Sergeant Grant; Air Bomber, Sergeant Cook; Mid-Upper Gunner, Sergeant Tweedale; Rear Gunner, Sergeant Pollock.

#### **20 June 1943:**

On the night of the 20<sup>th</sup> June 1943, Lancaster "C" of No.50 Squadron was detailed to attack Friedrichshafen. While on the bombing run at 0250 hours, height 12,500 feet, speed 165 indicated, course due north, the pilot saw a Ju.88 pass in front of Lancaster from starboard to port at 50 yards range. At the same time, Mid-Upper gunner saw a Ju.88 on a reciprocal course on starboard quarter at 300 yards range. Mid-Upper fired a short burst as enemy aircraft passed out of range. Immediately afterwards Rear Gunner saw a third Ju.88 500 yards astern and above. Rear Gunner could not open fire as there was a second Lancaster beyond and above the Ju.88. Lancaster "C" then turned away from target and enemy aircraft was lost to sight. There were searchlights and flak from the ground but no unusual phenomena.

#### **27/28 July 1943:**

On the night of the 27/28<sup>th</sup> July 1943, Lancaster "C" of No.50 Squadron was detailed to attack Hamburg. At 0109 hours while flying at 20,000 feet on a course of 242 Magnetic (53.23 North, 09.36 East), an Me.210 attacked from starboard bow, firing a short burst and breaking away to port bow down. Due to speed of attack no return fire was made. Lancaster turned to starboard and enemy aircraft was lost.

Searchlights in a row appeared to be illuminating part of the sky against which our aircraft was silhouetted at time of the attack.

**Note:** Crew in first tour was as follows - Pilot - F/O. James Hubert Mason, J17624, DFC; Flight Engineer - P/O. W. Donald Tildsley 160627, DFM, MiD; Navigator - Fl/Sgt. Norman Stott, 1097284, DFM; Wireless/Op/Air/Gunner - Fl/Sgt. Don "Jock" Grant; Air Bomber - Fl/Sgt. Lenard Reginald "Cookie" Cook 752215 (175996 as P/O), DFM; Mid Upper Gunner - Sgt. Fred "Tweedy" Tweedale 1063624; Rear Gunner - W/O. John Robert (Bob) Pollock R134264,



DFM.POLLOCK

\* \* \* \* \*

POLLOCK, P/O John William (J92822) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 23 February 1923 in Saskatchewan; home in Prince Alberta, Saskatchewan (clerk); enlisted Saskatoon, 13 March 1942 and posted to No.2 Manning Depot. To No.3 BGS, 8 May 1942. To No.7 ITS, 6 June 1942; graduated and promoted LAC, 31 July 1942 but not posted to No.6 EFTS until 29 August 1942; to No.4 SFTS, 7 November 1942; ceased training and posted to Composite Training School, 16 December 1942; to No.5 BGS, 8 January 1943; may have graduated 7 March 1943 but not posted to No.2 AOS until 3 April 1943; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 28 May 1943; to RAF overseas, 22 June 1943. Commissioned 9 December 1944. Repatriated 14 May 1945. Promoted Flying Officer, 9 June 1945. To No.6 Release Centre, 27 May 1945. Retired 28 June 1945. Award presented 9 July 1949. Died 19 July 2001 in Prince Albert, Saskatchewan as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2001. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty". Public Records Office Air 2/9060 has recommendation dated 10 January 1945 when he had flown 38 sorties (191 hours 40 minutes).  
NOTE: Sortie sheet not sent from Britain.

Pilot Officer Pollock has completed 38 operational sorties, 20 of which have been carried out with the Pathfinder Force. The majority of the sorties have been on German targets.

This officer is a keen and efficient set operator of special equipment, and has carried out these duties with the utmost zeal and tenacity. When his captain and three of the crew finished on their first tour, he elected to continue with another crew. He has always shown a fine zest for operations and tackles his work with commendable determination.

His enthusiasm, loyalty and devotion to duty have been of a high order and I recommend him for the award of the Distinguished Flying Cross.

\* \* \* \* \*

POLLOCK, G/C William Romeo (C616) - **Air Force Cross** - No.14 SFTS - Award effective 21 April 1945 as per **London Gazette** dated 24 April 1945 and AFRO 802/45 dated 11 May 1945 - Enlisted in Montreal, 1 September 1934 with No.15 (F) Squadron, Auxiliary Air Force; wings 8 December 1939. Promoted Squadron Leader, 1 October 1940. At No.1 WS as of 2 January

1942. To AFHQ, 5 May 1942. Promoted Wing Commander, 1 June 1942. To No.1 CNS, ( July 1943. To No.8 AOS, 28 October 1943. To Moncton, 31 March 1944. To St. Hubert, 4 July 1944. Promoted Group Captain, 1 August 1944. To No.14 SFTS, 29 August 1944. To No.2 Release Centre, 7 September 1945. Retired 9 October 1945. Died in Montreal, 31 January 1985. Award presented 25 February 1949. RCAF photo PL-34613 is captioned as follows: "Belle of the Ball is chosen by the servicemen present. Miss Theresa McKeown is pictured above with F/L Jackie Rae, DFC, recently returned from overseas duty, and G/C W.R. Pollock, the camp's commanding officer." No citation in AFRO. As of recommendation he had flown 703 hours, of which 49 were in previous six months. Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation. He had been recommended 28 October 1940 for an OBE when he was a squadron leader and Adjutant of No.1 (C) Squadron.

This officer has carried out his duties as Commanding Officer of this Service Flying Training School with the greatest of energy and perseverance. He has displayed qualities of character and leadership that have made him an outstanding example and inspiration to all personnel under his command. His keenness and industry go far beyond the normal call of duty and the standard of training maintained at his station is constantly efficient. This officer, by his splendid devotion to duty, has made an excellent contribution to the air training plan.

\* \* \* \* \*

POND, F/O Hubert William (J28355) - **Belgian Croix de Guerre 1940 with Palm** (deceased) - Awarded 17 July 1948 as per **Canada Gazette** of that date and AFRO 455/48 dated 23 July 1948. Born 12 March 1924. Home in Halifax, Nova Scotia. Enlisted there 4 May 1942. To No.5 Manning Depot, 5 July 1942. To No.9 BGS, 28 August 1942. To No.3 ITS, 24 October 1942. Graduated and promoted LAC, 31 December 1942. To No.13 EFTS, 23 January 1943. Ceased training and posted to No.5 Manning Depot, 17 February 1943. To No.4 BGS, 6 March 1943. To No.9 AOS, 29 May 1943. Graduated as Air Bomber and commissioned, 9 July 1943. To "Y" Depot, 23 July 1943; to RAF overseas, 2 August 1943. Promoted Flying Officer, 9 January 1944. Killed in action with No.431 Squadron, 27/28 April 1944. Halifax LK842. Buried in Belgium.

\* \* \* \* \*

POOL, P/O George Robert (J16530) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 13 May 1943 as per **London Gazette** dated 18 May 1943 and AFRO 1078/43 dated 11 June 1943. Born in Glasgow, 2 December 1918; home in Sidney, Manitoba; educated at Ellesmere, 1923-1932, Sidney, 1932-1945, Austin, Manitoba, 1936-1937, Normal School, Winnipeg, 1937-1938 and University of Manitoba, 1938-1939 including summer school.

Employed as a teacher in Zephyr, Manitoba, 1938-1939 and Edrans, Manitoba, 1939-1941. Served in Winnipeg Rifles, 30 days, October 1940. Enlisted Winnipeg 7 February 1941 and posted to No.2 Manning Depot. To No.8 Repair Depot, 4 March 1941. To No.2 ITS, 9 April 1941; graduated and promoted LAC, 25 May 1941 when posted to No.7 AOS; graduated 16 August 1941; to No.7 AOS, 18 August 1941; graduated and promoted Sergeant, 27 September 1941; to No.1 ANS that date; graduated 26 October 1941 and posted to No.7 AOS again. To "Y" Depot, 26 December 1941; to RAF overseas, 7 January 1942, embarking from Canada on 8 January 1942. Taken on strength of No.3 PRC, Bournemouth, 21 January 1942. To No.2 AOS, 24 February 1942. To No.22 OTU, 28 April 1942. To No.76 Squadron, 11 July 1942. Commissioned 1 November 1942. To No.1652 Conversion Unit, 7 March 1943. Promoted Flying Officer, 1 May 1943. To Headquarters, No.4 Group, 1 August 1943. To No.1658 Conversion Unit, 2 November 1943. Repatriated 14 January 1944; disembarked in Canada, 19 January 1944. To No.2 ITS, Regina, 25 February 1944. To No.15 EFTS, 23 May 1944. Ceased pilot training, 30 June 1944 when his take-offs and landings were described as "very poor in not dangerous." To "Y" Depot, 20 August 1944. To United Kingdom, 2 September 1944. To No.61 Base, 9 September 1944. Attached to No.1659 Conversion Unit, 19 September to 23 November 1944. Promoted Flight Lieutenant, 1 November 1944. To No.431 Squadron, 23 November 1944. Missing, presumed dead, 6 January 1945. (No.431 Squadron, Lancaster KB821; name on Runnymede Memorial; when lost he had flown 731 hours, 78.30 in previous six months). Award presented by King George 7 December 1943. Photo PL-21647 is a portrait.

This officer has taken part as navigator in attacks on Berlin, Bremen, Duisburg, and Cologne. He also participated in a low level attack on Flensburg where extremely heavy anti-aircraft opposition was encountered. In the face of the enemy he has invariably displayed coolness and courage of a high order, and by his exceptional skill and devotion to duty has contributed much to the success of numerous operational sorties.

NOTE: Public Records Office Air 2/8951 has recommendation dated 23 March 1943 when he had flown 28 sorties (183 hours 35 minutes); text differs little in substance from that published;

26 June 1942 - Bremen (7.15)  
29 July 1942 - Saarbrucken (6.30)  
31 July 1942 - Dusseldorf (4.00)  
28 August 1942 - Saarbrucken (6.40)  
6 September 1942 - Duisburg (5.35)  
8 September 1942 - Frankfurt (7.25)  
10 September 1942 - Dusseldorf (5.40)  
13 September 1942 - Bremen (5.25)  
14 September 1942 - Wilhelmshaven (5.00)

24 September 1942 - Flensburg (6.15)  
26 September 1942 - Flensburg (5.35)  
13 October 1942 - Kiel (6.00)  
15 October 1942 - Cologne (5.50)  
23 October 1942 - Genoa (9.20)  
7 November 1942 - Genoa (9.20)  
18 November 1942 - Turin (9.40)  
20 November 1942 - Turin (9.25)  
28 November 1942 - Turin (8.45)  
6 December 1942 - Mannheim (8.15)  
14 December 1942 - GARDENING (4.45)  
14 January 1943 - Lorient (4.45)  
17 January 1943 - Berlin (8.50)  
7 February 1943 - Lorient (5.40)  
11 February 1943 - Wilhelmshaven (5.45)  
13 February 1943 - Lorient (6.40)  
14 February 1943 - Cologne (5.05)  
16 February 1943 - Lorient (5.50)  
19 February 1943 - Wilhelmshaven (4.20)

This officer has completed 28 sorties as navigator and flown a total of 183 operational hours. He has taken part in attacks on Berlin, Bremen, Duisburg, Cologne and Dusseldorf and one low level attack through the heaviest and most intense opposition from flak against Flensburg.

In the face of heavy odds he has shown courage and coolness of a high order, and by his exceptional skill and devotion to duty has made possible the completion of a great number of successful attacks. His courage and determination have beyond doubt been a magnificent inspiration to his crew.

His application for Operational Wings, submitted 4 March 1944, differs in significant details, listing sorties as follows:

26 June 1942 - Bremen (7.15) - flown with No.22 OTU, Wellesbourne  
26 July 1942 - Hamburg (4.10) - not on list above  
29 July 1942 - Saarbrucken (6.30)  
31 July 1942 - Dusseldorf (4.00)  
28 August 1942 - Saarbrucken (6.40)  
4 September 1942 - Bremen (3.00) - not on list above - incomplete mission ?  
6 September 1942 - Duisburg (5.35)

8 September 1942 - Frankfurt (7.25)  
10 September 1942 - Dusseldorf (5.40)  
13 September 1942 - Bremen (5.25)  
14 September 1942 - Wilhelmshaven (5.00)  
23 September 1942 - Flensburg (6.15) - date differs from above  
26 September 1942 - Flensburg (5.35)  
13 October 1942 - Kiel (6.00)  
15 October 1942 - Cologne (5.50)  
23 October 1942 - Genoa (9.20)  
7 November 1942 - Genoa (9.20)  
15 November 1942 - Genoa (9.10) - not on list above  
18 November 1942 - Turin (9.40)  
20 November 1942 - Turin (9.25)  
28 November 1942 - Turin (8.45)  
6 December 1942 - Mannheim (8.15)  
11 December 1942 - Turin (8.40) - not on list above  
14 December 1942 - GARDENING (4.45) - identified as Frisians  
14 January 1943 - Lorient (4.45)  
17 January 1943 - Berlin (8.50)  
7 February 1943 - Lorient (5.40)  
11 February 1943 - Wilhelmshaven (5.45)  
13 February 1943 - Lorient (6.40)  
14 February 1943 - Cologne (5.05)  
16 February 1943 - Lorient (5.50)  
19 February 1943 - Wilhelmshaven (4.20)

The website "Lost Bombers" has the following on sortie of 31 July 1942. Halifax BB195, No.76 Squadron (MP-B), target Dusseldorf. Airborne at 2326 hours, 31 July 1942 from Middleton St.George. Shot about by a night-fighter (Hptm Herbert Boensch, NJG2) while over southern Holland and homebound. During the engagement, Sergeant J.A. McAuley, mid- upper gunner, was mortally wounded, though P/O S.N. Glasgow, rear gunner, succeeded in shooting down their attacker. Shortly after regaining the East Anglia coast, the Halifax was abandoned and left to crash 0325 into a field cropped with mangles, some 300 yards from Fristling Hall Farm, Stock, 5 miles SSW of Chelmsford. The crew of the Ju88, Hptm Herbert Boensch, Fw Otto Botcher and Fw August Willie, were also killed. Full Halifax crew consisted of P/O W.R.Waite , Sergeant H.S.Greenwood, Sergeant G.R.Poole RCAF (wounded), Sergeant J.F.Miller RCAF (wounded), Sergeant W.N.Geddie, Sergeant J.A.McAuley (killed), P/O S.N.Glasgow. Sergeant Geddie, newly promoted to Flight Sergeant, was destined to be killed in action, 16/17 September 1943.

The website "Lost Bombers" has the following on his final sortie. Lancaster KB821, No.431

Squadron (SE-P), target Hanau, 6/7 January 1945. KB821 was delivered to No.431 Squadron on 9 November 1944; no operations recorded and was possibly lost on its first operation with No.431 Squadron. Airborne at 1504 hours, 6 January 1945 from Croft. Crew (all killed) were F/L B.M.Adilman, RCAF; F/O L.K.James, RCAF; F/O G.R.Pool, DFC, RCAF] F/O F.J.Nickerson, RCAF; F/O T.McQuitty, RCAF; F/O A.W.Staves, RCAF; P/O W.G.Gillissie, RCAF.

**Assessments:** "As a navigation officer and later as Officer Commanding H2S ground training, Flight Lieutenant Pool consistently displayed ability and enthusiasm above the average. He is an efficient officer of good bearing, and is eminently suited to become a captain of aircraft." W/C K.J. McDonald, No.1658 Conversion Unit, 31 January 1944. Form noted that he had flown 183 hours 35 minutes.

**Notes:** Wounded in Halifax BB195, 1 August 1942 (gunshot wounds in both wrists); combat with Me.110. On same mission, R799108 Sergeant John Fletcher Millar also wounded; a Sergeant Macauley (RAF) was killed. Aircraft burned out.

Application for Operational Wing dated 27 November 1943 stated he had flown 30 sorties (203 operational hours) with No.76 Squadron, 10 July 1942 to 25 February 1943.

When repatriated in February 1944 he reported he had flown 80 hours in Wellingtons and 300 in Halifax aircraft.

**Training:** At No.2 ITS placed 37<sup>th</sup> in a class of 232. "Appears to be above average material."

At No.7 AOS flew in Ansons (28.35 as first navigator, 35.50 as second navigator, all by day). "Above average in air reconnaissance." Placed 25<sup>th</sup> in a class of 39.

Course at No.7 BGS involved Battle aircraft - 16.40 in bombing and 6.40 in gunnery. "Best bomb aimer on course", placing first in a class of 39.

At No.1 ANS flew 6.10 as first navigator (day), 9.35 as second navigator (day), 10.10 as first navigator (night) and 9.20 as second navigator (night). Rated as "below average", but placing 17<sup>th</sup> in a class of 38.

\* \* \* \* \*

POOLE, F/L Donald Frederick (J26026) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 4 June 1911 in Kelowna, British Columbia; home there (bank teller, 1931-1932, Physical Instructor, 1932-1940 while also working as a warehouseman and caretaker;

militia service with Royal Canadian Artillery and Royal Canadian Dragoons, 1932 to 1935); enlisted Vancouver 17 December 1940 and posted to No.2 Manning Depot. To Patricia Bay, 15 January 1941. To No.2 ITS, 7 February 1941; graduated and promoted LAC, 27 March 1941 when posted to No.8 EFTS; may have graduated 15 May 1941 but not posted to No.3 SFTS until 27 May 1941; graduated and promoted Sergeant, 20 August 1941. To Central Flying School, 12 September 1941. To No.17 EFTS to instruct, 22 November 1941. Commissioned 4 November 1942. To No.8 SFTS, 3 February 1943. Promoted Flying Officer, 4 May 1943. To "Y" Depot, 12 September 1943. Embarked from New York, 12 October 1943. Disembarked in Britain, 19 October 1943. To No.14 (Pilots) AFU, 22 February 1944. To No.82 OTU, 25 April 1944. To No.61 Base, 16 July 1944. To No.428 Squadron, 17 August 1944. Promoted Flight Lieutenant, 4 November 1944. Repatriated 9 February 1945. To Western Air Command, 28 February 1945. To No.5 OTU, 3 April 1945. To No.8 Release Centre, 4 July 1945; retired 10 July 1945. Award presented in Vancouver 22 October 1949. Died in Kelowna, British Columbia, 22 January 1988 as per **Airforce Magazine** of July-August-September 1988, Royal Canadian Legion "Last Post" website and **Legion Magazine** of May 1988. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 5 December 1944 when he had flown 26 sorties (168 hours 25 minutes), 29 August to 4 December 1944. NOTE: The recommendation was for an **immediate** award but it was granted as a **periodic** award. The incident described also involved F/O J.V. Vantighen (or J.V.V. Tighen).

On the night of 2nd December 1944, on the attack on Hagen, the Gee in Poole's aircraft became unserviceable shortly after leaving base. It was not permitted to use H2S at this time and on reaching the allowed time it was also found to be unserviceable. Despite this and although heavy icing was being experienced in clouds and the Air Speed Indicator [was] out of commission, the trip was completed by Directional Radio navigation and the aircraft reached the target area on time.

On reaching the target it was found that the electrical circuit of the bomb sight was unserviceable. Not daunted, Poole orbited the target and in order to bomb accurately formed on another aircraft on the run-in. He opened his bomb doors when the other aircraft was seen to do so and dropped his bombs when the others' were seen to fall.

For his exceptional display of cool courage, great determination, initiative and devotion to duty, I recommend the immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

29 August 1944 - Stettin (9.45, second pilot)  
6 September 1944 - Emden (5.10)  
10 September 1944 - Le Havre (4.55)  
14 September 1944 - Wilhelmshaven (4.10, recalled)  
15 September 1944 - Kiel (7.05)  
18 September 1944 - Domburg (5.25)  
19 September 1944 - Domburg (3.30, recalled)  
20 September 1944 - Calais (3.25)  
25 September 1944 - Calais (5.05)  
26 September 1944 - Calais (4.55)  
27 September 1944 - Bottrop (7.15)  
28 September 1944 - Cap Gris Nez (4.10)  
4 October 1944 - Bergen (6.40)  
14 October 1944 - Duisburg (5.55)  
14 October 1944 - Duisburg (6.25)  
19 October 1944 - Stuttgart (7.25)  
23 October 1944 - Essen (6.35)  
25 October 1944 - Essen (6.10)  
28 October 1944 - Cologne (6.15)  
30 October 1944 - Cologne (6.30)  
1 November 1944 - Oberhausen (7.10)  
2 November 1944 - Dusseldorf (6.45)  
4 November 1944 - Bochum (5.45)  
16 November 1944 - Julich (5.40)  
27 November 1944 - Neuss (5.25)  
30 November 1944 - Duisburg (6.15)  
2 December 1944 - Hagen (7.30)  
4 December 1944 - Karlsruhe (7.10)

**Assessments:** "A capable instructor, must modernize sequence and technique and improve general knowledge." (F/L D.A. MacFayden, CFS Visiting Flight, 28 October 1942). At the time he had been instructing 800 hours, and although described as Good or Good Average in most respects, his pattern was described as "Obsolete".

"An outstanding type of NCO, works hard and obtains good results". (F/L R. Cowans, No.17 EFTS, Stanley, Nova Scotia, 7 May 1943)

"This man has done an excellent job as an instructor. And has carried himself well as an officer. Fully deserving of further promotion. Strongly recommend appointment to Acting Flying



Officer." F/L L.G. Pond, No.17 EFTS, Stanley, Nova Scotia, 30 June 1943.)

**Notes:** Upon repatriation he described his overseas service as 32 sorties (205 hours 50 minutes on operations), the last on 30 December 1944. He had also flown 234 hours 20 minutes non-operational. Types flown overseas were Oxford (67.55), Wellington (68.55), Halifax (48.15) and Lancaster (255.05).

\* \* \* \* \*

POPE, F/L Charles Stewart (J16309) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 30 June 1921 in Stratford, Ontario; home there (carman); enlisted London, Ontario, 13 September 1940. To No.5 (BR) Squadron, 8 October 1940. To No.1 ITS, 2 January 1941; graduated and promoted LAC, 8 February 1941 when posted to No.3 EFTS; graduated 10 April 1941 when posted to No.1 Manning Depot; to No.2 SFTS, 4 May 1941; graduated and promoted Sergeant, 18 July 1941. To Embarkation Depot, 16 July 1941; to RAF overseas, 3 August 1941. Promoted Flight Sergeant, 15 January 1942. Commissioned 12 December 1942. Promoted Flying Officer, 7 June 1943. Promoted Flight Lieutenant, 7 December 1944. Repatriated 5 August 1945; released 8 November 1945. Award presented by King George 29 June 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 19 January 1945. It states that his first tour consisted of 59 sorties on fighters, as follows: No.145 Squadron (16-30 October 1941, five sorties, one hour 40 minutes); No.401 Squadron (5 December 1941 to 25 May 1942, 37 sorties, 51 hours 20 minutes); No.411 Squadron (22 December 1942 to 18 May 1943, 17 sorties, 21 hours 15 minutes). Second tour was 16 sorties (99 hours), 1 November 1944 to 13 January 1945. RCAF photo PL-42296 (ex UK-19281) dated 19 March 1945 shows him. RCAF photo PL-42299 (ex UK-19274 dated 9 March 1945) shows F/L C.S. Pope (right) with his rear gunner, FS R.R. Brown of Montreal, "who combined with the mid-upper gunner to shoot down a FW.190 which attacked their aircraft during an attack on Worms, Germany." Photo PL-44876 (ex UK-22457 dated 6 July 1945) taken after his investiture at Buckingham Palace on 29 June 1945. RCAF photo PL-44878 (ex UK-22459 dated 6 July 1945) taken following an all-Canadian investiture ceremony, 29 June 1945 at Buckingham Palace; shown with Mother-in-Law, Mrs. F. Thorp (Moston, near Manchester), and his wife (also os Moston).

Flight Lieutenant Pope has completed an operational tour on fighter aircraft. Returning for a second tour on bomber aircraft, this officer has established a splendid record of operational flying. He has completed sixteen bombing missions, most of which have been against the heavily defended industrial targets of Germany. He has at all times proven himself an outstanding captain of

aircraft, possessed with a fine offensive spirit and a determination to press on to his objective in spite of all difficulties. By his cheerfulness and skilful leadership he has at all times inspired and encouraged his crew.

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

NOTE: This pilot destroyed a FW.190 on 14 April 1943 northeast of Cherbourg.

The sortie list for No.428 Squadron was as follows:

1 November 1944 - Oberhausen (5.25, second pilot)  
2 November 1944 - Dusseldorf (5.45, second pilot)  
4 November 1944 - Bochum (5.15)  
6 November 1944 - Gelsenkirchen (5.20)  
18 November 1944 - Munster (6.00)  
21 November 1944 - Castrop Rauxel (5.50)  
27 November 1944 - Neuss (5.30)  
30 November 1944 - Duisburg (6.45)  
2 December 1944 - Hagen (6.25)  
5 December 1944 - Soest (5.40)  
6 December 1944 - Osnabruck (6.05)  
28 December 1944 - Opladen (5.45)  
30 December 1944 - Cologne (6.25)  
2 January 1945 - Ludwigshaven (7.35)  
6 January 1945 - Hanau (7.10)  
13 January 1945 - Saarbrucken (7.45)

\* \* \* \* \*

POPE, F/O Reginald Harry (C17852) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 24 October 1919. Home in Timmins (chartered accountant); enlisted North Bay 19 April 1941 as Radar Mechanic. To No.4A Manning Depot, 29 April 1941. To McGill University, date uncertain. Promoted LAC, 6 September 1941. To Embarkation Depot, 25 September 1941. To RAF overseas, 2 October 1941. Promoted Corporal, 1 July 1942. Commissioned 15 July 1943. Promoted Flying Officer, 15 January 1944. Repatriated 23 October 1945. Retired 3 December 1945. Rejoined in North Bay, Accounts Branch, 12 August 1954 (Primary Reserve, 218879) with rank of Flying Officer; serving there to 15 January 1957. Continued as a chartered accountant; obituary said that he authored the study that established the feasibility of the city of Timmins.

Died 18 October 2012 in Timmins.

\* \* \* \* \*

POPPITT, FS John Britch (R50844) - **British Empire Medal** - No.10 Repair Depot - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 21 December 1913. Home in Calgary. Enlisted in Edmonton, 17 October 1939 as Airframe Mechanic. To St. Thomas, 12 January 1940. Promoted AC1, 29 February 1940. To No.119 (BR) Squadron, 30 June 1940. To St. Thomas again, 31 August 1940. Promoted LAC, 1 October 1940 (acting Corporal, unpaid). Promoted Corporal, paid, 15 December 1940. To No.10 Repair Depot, 19 April 1942. Promoted Sergeant, 1 August 1942. Promoted Flight Sergeant, 1 April 1944. To No.7 Release Centre, 18 September 1945. Released 25 September 1945. Award presented 29 November 1947.

This non-commissioned officer had devoted a great deal of his own time after working hours assisting in trade improvement of airmen at this Depot. His efforts have undoubtedly been of great assistance to the Service. He has set a high standard of department and his ability and devotion to duty are outstanding.

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POPPLESTONE, F/O Donald Harold (J17792) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 21 September 1921 in Viking, Alberta; home there or Pilot Mound, Manitoba; enlisted Winnipeg 7 March 1941. To No.4 ITS, 1 September 1941; graduated and promoted LAC, 3 October 1941 when posted to No.15 EFTS; ceased training, 1 November 1941 and posted elsewhere; to No.5 AOS, 5 December 1941; graduated 14 March 1942 when posted to No.7 BGS; graduated 25 April 1942 when posted to No.1 ANS; graduated 25 May 1942. Commissioned 1943. Joined unit 15 June 1943; screened from operations 2 August 1944; posted 23 August 1944. On return to Canada, to No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. Retired 7 September 1945. Farmed in the Pilot Mound, Manitoba area; started working for Community Hotels Ltd., managing the Queen's Hotel at Pilot Mound. Moved to Dauphin about 1962 where he managed the Dauphin Hotel for three years. He and his wife then owned and managed the Bowsman Hotel for about seven years. He then retired from the hotel business and worked for the Manitoba Department of Highways and Transportation at Swan River until his retirement. Died in Brandon, Manitoba, 18 March 2007. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3080 (RG.24 Vol.20636) has recommendation dated 4 August 1944 when he had

flown 31 sorties (184 hours eight minutes), 29 January 1943 to 1 August 1944). Aircraft coned and hit by flak on 3 March 1943 (Hamburg). Rear gunner shot down Bf.110, 3 October 1943 (Kassel). No sorties between 8 October 1943 and 29 April 1944, and only seven sorties in this latter part of tour.

This officer has completed a tour of 31 operations and has a fine operational record. A great many of these sorties have been against targets in the Ruhr Valley, Berlin, Mannheim, Kassel and other German cities. His fine fighting spirit, dogged determination and devotion to duty have always been apparent and he has set a most commendable example.

\* \* \* \* \*

PORRITT, FS William Jeremiah (R58432) - **Distinguished Flying Medal** - No.10 Squadron - Award effective 29 May 1942 as per **London Gazette** of that date and AFRO 880-881/42 dated 12 June 1942. Born in Winnipeg, 15 February 1922; home in Vancouver. Enlisted there 10 August 1940. To No.11 Equipment Depot, 8 October 1940. To No.2 ITS, 8 November 1940. Graduated and promoted LAC, 9 December 1940 when posted to No.3 AOS; ceased training on 18 January 1941 when posted to No.2 Manning Depot. To No.2 BGS, Mossbank, 28 April 1941; graduated and promoted Sergeant, 26 May 1941. To Embarkation Depot, 9 June 1941. To RAF overseas, 18 June 1941, embarking from Canada, 19 June 1941. Arrived in Britain, 30 June 1941. To No.19 OTU, 9 July 1941. To No.10 Squadron, 21 August 1941. To Middle East Pool, 5 July 1942. To No.227 Squadron, date uncertain. Killed in action, 6 September 1942 (Halifax W7679, No.227 Squadron, buried in Greece). Photos PL-7181 and PL-7182 shows him.

As an air gunner Flight Sergeant Porritt has displayed great skill and coolness in combat. During a daylight attack on the German battle cruisers **Scharnhorst** and **Gneisenau** his aircraft was attacked by four Messerschmitt 109s. Using his guns most effectively, Flight Sergeant Porritt shot down one of the attackers in flames, probably destroyed another of them and warded off the remaining two until fighter assistance arrived. In the encounter Flight Sergeant Porritt was wounded in the face and arms. One morning in May 1942, whilst returning from an operation over Germany he engaged a Messerschmitt 109 from close range. Following a well directed burst of fire the enemy aircraft was observed to plunge vertically towards the ground where a few seconds later it apparently burst into flames. On both these occasions this airman undoubtedly saved his aircraft from destruction.

DHist file 181.009 D.1505 (RG.24 Vol.20599) has recommendation by Commanding Officer, No.10 Squadron, dated 20 January 1942 when he had flown ten sorties (73 hours) as follows:

23 August 1941 - Le Havre (5.27)  
26 August 1941 - Cologne (7.40)  
29 August 1941 - Frankfurt (8.37)  
2 September 1941 - Frankfurt (8.16)  
12 October 1941 - Nuremburg (9.46, aircraft hit by flak)  
20 October 1941 - Wilhelmshaven (6.04)  
26 October 1941 - Hamburg (8.48)  
7 November 1941 - Berlin (9.55, intense flak)  
18 December 1941 - Brest (4.41, daylight)  
30 December 1941 - Brest (4.19, daylight, attacked by enemy fighters)

Sergeant Porritt has been in No.10 Squadron since 25 July 1941 and has carried out ten operational sorties. During this period he has shown himself to be an Air Gunner possessing a high quota of courage and resource.

This Sergeant was mid-upper gunner and tail gunner respectively on the two daylight attacks on Brest on the 18<sup>th</sup> and 30<sup>th</sup> December 1941. During the course of this second operation Sergeant Porritt was tail gunner of the aircraft captained by Pilot Officer [A.E.] Hacking. On leaving the target an Me.109 attacked from astern and passed over the aircraft. Sergeant Porritt got in an effective burst at short range and the whole crew witnessed the enemy aircraft turn on its back, burst into flames and go down vertically into the clouds. A second Me.109 came in to attack but on receiving another burst of fire from Sergeant Porritt the enemy aircraft dived away. Two more Me.109s attacked but were shot down by patrolling Spifires. During these actions Sergeant Porritt was wounded in the face and hands and the port outer engine was damaged. Yet another enemy fighter came in to attack but his fire was returned at 500 yards and the enemy broke away.

Not until all chance of meeting enemy fighters had been dispelled did Sergeant Porritt make known to the captain that he had been wounded and ask permission to leave his turret.

The aircraft was holed in the fuselage and wings, both the rear and dorsal turrets were damaged and the starboard tyre punctured.

I strongly recommend that Sergeant Porritt's bravery and determination displayed in this action be recognized by the award of the Distinguished Flying Medal.

On 22 January 1942 the Officer Commanding, Station Leeming, added his remarks:

This NCO has shown outstanding bravery and devotion to duty as an Air Gunner. When attacked by enemy fighters he defended his aircraft with skill and success, and although wounded in the face and hands he has not allowed this fact to disturb him, and is still very keen to go on operations. I strongly recommend that he be awarded the DFM.

Following the encounters with Bf.109s on 30 December 1941 he spent several weeks in hospital. Submission of 20 January 1942 did not bring an award, but same file has recommendation dated 7 May 1942 when he had flown 14 sorties (103 hours). This the second recommendation gave date of his joining the squadron as 21 August 1941. The May 1942 incident was on the morning of 6 May (Saarbrücken). The recommendation says, in part, "Undeterred by his previous injuries, Flight Sergeant Porritt has once again displayed outstanding fighting qualities. By his brilliant marksmanship he has set the highest example to every gunner in the squadron."

\* \* \* \* \*

PORTEOUS, Matron Jessie Elizabeth Christian (C5637) - **Associate, Royal Red Cross** - AFHQ, Directorate of Medical Services (Air) - Award effective 18 June 1944 as per **Canada Gazette** of that date and RCAF Routine Order 1380/44 dated 30 June 1944). Born in Portage la Prairie, Manitoba; educated there, Brandon Normal School, Winnipeg Normal School, Manitoba Agriculture College, Saskatoon City Hospital School of Nursing, University of Manitoba and McGill University. Enlisted in Saskatoon, 26 May 1941 in Nursing Service. Posted to No.3 Manning Depot, date uncertain. Granted rank of Section Officer, 26 November 1941. To Technical Training School, 12 October 1942. To No.6 Manning Depot, 3 December 1942. To Technical Training School, 20 December 1942. To AFHQ, 31 March 1943. Promoted Flight Officer, 1 May 1943. Appointed Matron, 1 April 1944. To No.3 Release Centre, 24 September 1945. Retired 16 September 1945.

This nurse has shown outstanding good work in the position of Administrative Matron in the Directorate of Medical Services at Air Force Headquarters. She has organized and raised to a high professional level the work of the Matrons and Nursing Sisters in the medical branch. Prior to her present appointment, she occupied the position as Matron of the largest Royal Canadian Air Force hospital where she demonstrated her exceptional ability as an administrator, teacher, and skilled nurse. Her service in the Royal Canadian Air Force has been outstanding.

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PORTER, F/O Charles Edward (J9668) - **Mention in Despatches** - No.419 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born in Edmonton, 17 March 1920. Home in Manson Creek, British Columbia; served in First Battalion, Rocky Mountain Rangers. Enlisted in RCAF, Vancouver, 21 May 1941 and posted to No.2 Manning Depot, Brandon. To No.3 BGS, Macdonald, 21 June 1941 (guard). To No.4 ITS, Edmonton, 15 July 1941; graduated and promoted LAC, 19 August 1941 when posted to No.8 EFTS, Sea Island; graduated 7 October 1941 when posted to No.3 SFTS, Calgary; graduated and commissioned 2 January 1942. To "Y" Depot, Halifax, 4 January 1942. Arrived in Britain 19 February 1942. To No.6 (P) AFU, 28 April 1942; to No.22 OTU, 21 July 1942, with which unit he flew one operational sortie and was graded as an average pilot; to No.419 Squadron, 30 September 1942. Promoted Flying Officer, 1 October 1942. On 20 January 1943 his Commanding Officer (W/C M.M. Fleming) wrote a curious assessment: "That he is inclined to be too dashing as a pilot and should temper this attitude with more caution and judgement." Killed in action 27 March 1943 (Halifax DT634); buried in Germany. RCAF photo PL-19116 is a portrait painted by F/L L. Kenyon, RAF.

He was apparently called "Pat". The other members of the crew of this aircraft consisted of FS M. Bishop (RCAF), F/O G. E. Sweanor (RCAF), Sergeant A.T. Budinger (RAF), FS G. Lanteigne (RCAF), Sergeant A.H. Taylor (RCAF), and Sergeant D. London (RAF), all taken prisoner. On 2 April 1943, F/O Sweanor wrote to his parents; the letter read in part:

Look where they've got me now ! We were brought down March 27<sup>th</sup> on the return leg from Berlin. We were hit by flak and then a night fighter. The kite started to burn. Both escape hatches were jammed , so we had to chop our way out. Pat could have got out himself, but wrestled with the controls while we tried to hack our way out. I was the last one out. Pat was too late and burned with the machine. I am all right; the rest of the crew are slightly wounded. We are all here together and are moving today to a permanent camp.

Pat is buried on the outskirts of Hamburg. I wish you would write his mother at Manson Creek, B.C. and let her know how he saved our lives.

The Sweanor family appear to have communicated this story to an unknown party in Ottawa. On 16 May 1943, Sweanor wrote another letter to his parents, and an extract of this became part of an investigation:

I lost one of the finest pals I ever had when Pat was killed. I was bomb aimer and second pilot in the crew and the last one to see Pat alive. We were hit by a night

fighter on the return leg from Berlin. The aircraft immediately started to burn. Both escape hatches were jammed shut by cannon fire so we had to chop our way out with an axe. Meanwhile Pat was doing a superb job at the controls. Most of us had been hit by pieces of cannon shell. When we finally managed to chop an exit I went back to Pat telling him to follow me out. By this time our four engines had cut and we were losing height rapidly. My chute barely jerked open when I hit the ground. When I was captured the next night I was told Pat had crashed with the machine. It had crashed a short distance from me but I was hoping against hope that Pat had got out. His death was quick and the way he would have wanted it - to go in with his ship. His magnificent handling of the controls when we were blazing furiously saved our lives at the cost of his own.

By 18 November 1943 RCAF Headquarters Overseas was inquiring about a possible award, but as of 11 January 1944 Group Captain H.R. Stewart (AFHQ) was cautioning about needing further statements, apparently hoping that at least one crewman might have evaded capture and be available for interrogation. However, there were none. Meanwhile, another letter had been placed on Porter's file - this from the Commanding Officer of No.419 Squadron to the Air Officer Commanding-in-Chief, RCAF Overseas Headquarters.

In answer to your letter ref. No. C-65-1-1 dated 15 September I am of the opinion that F/O Porter's actions in saving the lives of his crew at the cost of his own, warrants official recognition.

During the period which he spent with this squadron he was a tremendous asset. His cheerful manner and fine offensive spirit coupled with his everlasting desire to attack the enemy held the admiration of the entire unit.

However I have discussed the subject of an award with the Station Commander and we find that we have only hearsay evidence emanating from a POW camp, and as the only two awards which can be made under the circumstances must be supported by evidence of a more definite character, vide BC/323190/P Para 4 and the Air Force List July 1943 section 2851, therefore it is felt that a recommendation from this quarter unsupported by higher authority could not be considered.

It is requested that if you have any suggestions as to how this officer's actions may be recognized within the regulations, that we may have them, and whatever support that can be given from your headquarters.

The final letter on the matter, dated 15 April 1944, went from RCAF Overseas Headquarters to RCAF Headquarters in Ottawa: It read in part:



No effort has been spared on the part of this Headquarters to collect any evidence which would enable a recommendation for a suitable award to be made posthumously. Attached hereto, copies of correspondence dealing with the investigation.

A scrutiny of the letter from the squadron will reveal that the CO does not consider the evidence sufficient to substantiate consideration of either of the two awards which could be made under the circumstance.

Recommendations must, in all cases, originate with the CO concerned and Air Ministry as well as this Headquarters are not in a position to "prod" Commanding Officers in this respect. Such cases as the one in question have always been a problem to Air Ministry. It is very unfortunate that the authorities could not see "eye to eye" with Air Ministry when proposals were made to put lesser awards than the Victoria Cross in the "posthumous awards" class.

The website "Lost Bombers" has the following on his final sortie. Halifax DT634 of No.419 Squadron (VR-E), target Berlin, 27/28 March 1943. Airborne at 2002 hours, 27 March 1943 from Middleton St.George. Outbound, hit by flak at 13,000 feet SW of Bremen, sustaining damage to an engine. Reached the target, but on the return leg it was shot down by a night-fighter. The pilot (Porter) remained in his cockpit to keep the Halifax stable to enable his crew to abandon and was unable to leave the aircraft. Crew consisted of F/O C.E.Porter, Mentioned in Despatches, RCAF, (killed), Sergeant M.V.Bishop, RCAF (POW); Sergeant A.T.Budinger (POW); F/O G.J.Sweanor RCAF (POW); Sergeant J.G.Lanteigne RCAF (POW); Sergeant D.London (POW); Flight Sergeant A.H.Taylor (POW).

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PORTER, S/L Charles Husband (J11973) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 12 September 1919 in Appleton, Ontario; home in Weston, Ontario; enlisted Hamilton 18 June 1941. To No.1 Manning Depot, 22 July 1941. To No.1 BGS (guard duty), 9 August 1941. To No.5 ITS, 25 September 1941; graduated and promoted LAC, 22 November 1941 when posted to No.7 EFTS; graduated 30 January 1942 and posted next day to No.14 SFTS; graduated and commissioned, 5 June 1942. To Trenton, 20 June 1942. To No.1 BGS, 26 July 1942. Promoted Flying Officer, 15 January 1943. To "Y" Depot, 29 September 1943. Taken on strength of No.3 PRC, 21 October 1943. Promoted Flight Lieutenant, 5 June 1945. Repatriated 5 September 1945. Retired 17 October 1945. Living in Windsor, Ontario in 1950. Award sent by registered mail 16 May 1950. RCAF photo PL-33936 (ex UK-16234 dated 2

November 1944) is captioned as follows: "Two aircrew members of RCAF Bomber Group chat while the fitters do a final check on the Hercules engines of their Halifax. Facing camera is F/L Chuck Porter, Weston, Ontario, skipper of the aircraft. With him is F/O Curt Barlow, Sherbrooke, Quebec, the mid-upper gunner." RCAF photo PL-42185 (ex UK-19045 dated 16 February 1945) shows him in front of a Lancaster. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C H.M. Smith dated 9 March 1945 when he had flown 29 sorties (184 hours 30 minutes), 21 September 1944 to 1 March 1945 (25 sorties with No.434 Squadron, 21 September 1944 to 2 February 1945, four sorties with No.431 Squadron, 13 February to 1 March 1945). The sortie sheet indicates a very adventurous tour with fighter attacks on 9 October (Bochum), 23 October (Essen), 2 November (Dusseldorf, also flak and searchlights), 4 November 1944 (Bochum, two flak holes), 2 December 1944 (Hagen), five flak holes on 5 November 1944 (Gelsenkirchen).

In air operation, Squadron Leader Porter has displayed courage and fortitude of the highest order. As captain of an aircraft on twenty-nine operational sorties against such heavily defended targets as Essen, Hanover, Hamburg and Cologne, his skill and determination have extricated his aircraft and crew from many difficult situations. His ability to inspire confidence together with his excellent leadership is reflected in the outstanding work of the flight, which he commands.

In view of Squadron Leader Porter's outstanding ability and gallantry, I strongly recommend the award of the Distinguished Flying Cross.

The complete sortie list was as follows:

21 September 1944 - Calais (3.30)  
27 September 1944 - Sterkrade (5.05)  
28 September 1944 - Cap Gris Nez (4.20)  
4 October 1944 - Bergen (6.40)  
6 October 1944 - Dortmund (6.40)  
9 October 1944 - Bochum (6.30, one fighter attack)  
23 October 1944 - Essen (5.30, one fighter attack)  
25 October 1944 - Homburg (4.40)  
28 October 1944 - Cologne (5.45)  
30 October 1944 - Cologne (6.15)  
1 November 1944 - Oberhausen (6.05)  
2 November 1944 - Dusseldorf (5.40, fighter, flak and searchlights)  
4 November 1944 - Bochum (5.10, fighter, two flak holes)  
5 November 1944 - Gelsenkirchen (4.55, five flak holes)

16 November 1944 - Julich (5.15)  
18 November 1944 - Munster (6.30)  
21 November 1944 - Castrop Rauxel (6.45)  
30 November 1944 - Duisburg (6.40)  
2 December 1944 - Hagen (7.15, light flak, plenty of fighters)  
5 December 1944 - Soest (7.30, fighters seen)  
6 December 1944 - Osnabruck (6.35, heavy flak)  
24 December 1944 - Dusseldorf (6.30, flak very heavy)  
28 December 1944 - Opladen (6.15, few fighters seen)  
2 January 1945 - Nuremburg (9.00)  
2 February 1945 - Weisbaden (6.45, flak encountered)  
13 February 1945 - Dresden (10.10)  
20 February 1945 - Dortmund (6.55, light flak, many night fighters)  
23 February 1945 - Pforshheim (8.40)  
1 March 1945 - Mannheim (7.11)

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PORTER, Sergeant Donald Fraser Callin (R89119) - **Mention in Despatches** - No.9434 Servicing Echelon (No.64 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 16 August 1920 in Truax, Saskatchewan; educated there, 1926-1931 and at Gore Bay High and Continuation Schools, Gore Bay, Ontario, 1935-1938. Shipping clerk and hotel clerk, 1933-1940. Attending Galt Aircraft School in 1940. Enlisted in Galt, Ontario, 14 February 1941 as Airframe Mechanic and posted to No.1 Manning Depot. To Technical Training School, 9 May 1941. To Embarkation Depot, 2 October 1941. To RAF overseas, 6 October 1941. Taken on strength at No.3 PRC, Bournemouth, 19 October 1941. To No.44 Squadron, 31 October 1941. Promoted Corporal, 23 September 1942. To No.411 Squadron, 12 March 1943 for Exercise Spartan. To No.433 Squadron, 26 June 1943. To No.9434 Servicing Echelon, 27 December 1943. Promoted Sergeant, 2 February 1944. Promoted Flight Sergeant, 29 June 1944. To No.64 Base, 16 September 1944. Attached to A.V. Roe Limited, 1-16 October 1944. Repatriated 12 December 1944. To No.4 Release Centre, 26 February 1945. Retired 6 March 1945. Later served in Canadian Army (SB-15490, Royal Canadian Electrical and Mechanical Engineers), in following areas - Canada (6 October 1952 to 26 March 1953), Korea (27 March 1953 to 27 March 1954, 23 Canadian Infantry Workshop), Canada again (28 March 1954 to 28 September 1955, 40 Canadian Infantry Workshop), Germany (29 September 1955 to 21 November 1957, 40 Canadian Infantry Workshop) and Canada (22 November 1957 to 3 September 1970 (Kingston, Montreal, Shilo, Petawawa, Edmonton). Retired in the rank of Warrant Officer. Died 11 December 1996 in Red Deer, Alberta as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1997. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation

dated 26 July 1944.

This Non-Commissioned Officer enlisted 14th February 1941, and has served in the United Kingdom as a rigger since 9th August 1941. He is in charge of modifications in the Repair and Inspection Squadron. He has at all times carried out his duties with exceptional tenacity of purpose, and has set an excellent example to his men by his unswerving loyalty and dogged determination and devotion to duty.

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PORTER, WO Garvin Herbert (R94737) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 10 January 1944 as per **London Gazette** dated 21 January 1944 and AFRO 410/44 dated 25 February 1944. Born 2 March 1920 in Saltcoats, Saskatchewan; home there; enlisted Regina, 13 March 1941 and posted to No.2 Manning Depot. To No.15 SFTS, 29 April 1941 (guard duty). To No.2 WS, 20 July 1941; promoted LAC, 18 August 1941; may have graduated 7 December 1941 but not posted until 28 March 1942 when posted to Trenton; to No.5 BGS, 25 April 1942; graduated and promoted Sergeant, 25 May 1942. At No.5 BGS he fired 100 rounds on 200-yard range and in Battle aircraft fired 400 rounds air-to-ground, 600 rounds in "Under Tail" tests (11 percent hits), 600 rounds in "Beam" tests (9.66 percent hits), 800 rounds in "Beam R.S." tests (11 percent hits) and 400 rounds of tracer. Total flying in course was 18 hours. To "Y" Depot, 26 May 1942. To RAF overseas, 4 July 1942. Attended No.7 Air Gunner School, Stormy Downs (Defiant and Whitley aircraft), 18 August to 8 September 1942 where he was described as "a keen and attentive pupil". Further trained at No.19 OTU, Kinloss (Whitley aircraft; logged 32 hours five minutes by day and 32 hours five minutes by night; completed training 13 November 1942). Promoted Flight Sergeant, 25 November 1942. Sent to No.10 OTU, St.Eval, which was then engaged in anti-submarine operations. With this unit he completed the following sorties: **2 December 1942** (anti-submarine sweep, Whitley BD261, 8.15); **5 December 1942**, anti-submarine sweep, Whitley T4215, 9.00; **8 December 1942**, anti-submarine sweep, Whitley Z6464, 8.00; **12 December 1942**, anti-submarine sweep, Whitley BD272, 9.00; **18 December 1942**, anti-submarine sweep, Whitley BD278, 9.45; **21 December 1942**, anti-submarine sweep, Whitley AD711, 7.55. Proceeded to No.1654 Conversion Unit, Wigsley, for conversion on Manchesters (23 January to 3 February 1943) to Lancasters (6 to 20 February 1943). Posted to No.49 Squadron, Fiskerton. Promoted WO2, 25 May 1943. His logbook records his first sortie to St.Nazaire as being on 28 February 1943 (this disagrees with list provided below; cross-checking to Martin Middlebrook, **The Bomber Command Diaries**, shows that his logbook is incorrect and the list below has the proper date). His log also shows a sortie to Stuttgart, 14 April 1943 (early return and thus not listed below) as well as a mission to Duisburg on 12 May 1943 (4.15, not on list below - but his own log show no sortie on 18 May 1943 whereas PRO document does. Cross-checking to Martin Middlebrook, **The Bomber**

**Command Diaries**, shows that his logbook is correct and the list below is not). Posted to No.83 Squadron, Wyton, where he commenced flying on 19 August 1943 (exercises) and operations on 27 August 1943. His flying on 18 November 1943 is very unusual for it commences with two hour flight that was abandoned when special "Y" equipment was unserviceable; on return he changed aircraft and pilots and flew on a seven hour five minute mission to Berlin. He also flew on the following missions **after** being recommended for the DFM: **26 November 1943**, Berlin (early return, 2.40 flown, "Y" equipment unserviceable); **16 December 1943**, Berlin (10 hours), **20 December 1943**, Frankfurt (4.50); **23 December 1943**, Berlin (6.45); **29 December 1943**, Berlin (6.50). **1 January 1944**, Berlin (6.50); **2 January 1944**, Berlin (1.40, early return, special "Y" equipment unserviceable); **14 January 1944**, Braunschweig (5.15). Had been promoted WO1, 25 November 1943. Proceeded to No.82 OTU, Ossington for non-operational tour (Wellingtons). Commissioned 26 April 1944. Left No.82 OTU on 10 August 1944. Returned to Canada 11 September 1944. Served at No.3 BGS, Macdonald, Manitoba, 23 October 1944 to 18 February 1945 and while there promoted Flying Officer, 26 October 1944. Released 21 March 1945. In plumbing business after the war. Died in Yorkton, Saskatchewan, 1 November 2007. Award sent by registered mail 11 March 1949. Medals entitlement was DFC, Canadian Volunteer Service Medal and Clasp, 1939-1945 Star, Defence Medal, War Medal, Aircrew Europe Star, Air Gunner badge, Pathfinder Force badge, Operational Wing and Bar.

This Warrant Officer has taken part in a large number of operational sorties including anti-submarine patrols and bombing attacks on some of the major German and Italian targets. On one occasion when pressing home an attack on Hanover his aircraft was attacked by an enemy fighter. Warrant Officer Porter opened fire and drove off the attacker, his accurate instructions enabling his pilot to take effective evasive action. An exceptionally skilful air gunner, Warrant Officer Porter's fine fighting spirit, courage and devotion to duty have always merited the highest praise.

NOTE: Public Records Office Air 2/9153 has recommendation for a DFM (he was the a Sergeant) dated 20 November 1943; he had flown 40 sorties (265 hours ten minutes).

22 February 1943 - St.Nazaire  
12 March 1943 - Essen  
22 March 1943 - St.Nazaire  
26 March 1943 - Duisburg  
27 March 1943 - Berlin  
29 March 1943 - Berlin  
3 April 1943 - Essen  
4 April 1943 - Kiel  
8 April 1943 - Duisburg

9 April 1943 - Duisburg  
13 May 1943 - Pilsen  
18 May 1943 - Duisburg  
23 May 1943 - Dortmund  
27 May 1943 - Essen  
29 May 1943 - Wuppertal  
21 June 1943 - Krefeld  
3 July 1943 - Cologne  
8 July 1943 - Cologne  
9 July 1943 - Gelsenkirchen  
12 July 1943 - Turin  
13 April 1943 - Spezia  
16 April 1943 - Pilsen  
18 April 1943 - Spezia  
20 April 1943 - Stettin  
26 April 1943 - Duisburg  
27 August 1943 - Nuremberg  
31 August 1943 - Berlin  
3 September 1943 - Berlin  
5 September 1943 - Mannheim  
6 September 1943 - Munich  
27 September 1943 - Hanover  
29 September 1943 - Bochum  
2 October 1943 - Munich  
3 October 1943 - Kassel  
7 October 1943 - Stuttgart  
8 October 1943 - Hanover  
18 October 1943 - Hanover  
22 October 1943 - Kassel  
10 November 1943 - Modane  
18 November 1943 - Berlin

Sergeant Porter has completed 40 operational sorties against the enemy as a Rear Gunner; 24 of these have been with the Pathfinder Force, and in addition he has also operated with Coastal Command on seven anti-submarine patrols.

Targets attacked have included five on Berlin, five on Duisburg, three Essen, Stettin, Spezia, Pilsen and other heavily defended targets in the Ruhr. Throughout all these operations Sergeant Port has maintained a high standard of courage and cheerfulness under the most trying conditions of weather and

enemy hazards.

On one occasion in September when pressing home an attack on Hanover his aircraft was attacked by an enemy fighter. Sergeant Porter opened fire and drove off the attack, giving accurate instructions for evasive action to his pilot, and displaying great coolness throughout the engagement.

Sergeant Porter's skill and ability as an Air Gunner is exceptional and his work on the ground is highly commended. He is recommended for the award of the Distinguished Flying Medal.

Public Record Office Air 50/197 has the following Combat Report for night of 27/28 September 1943, Lancaster JA913, G/83, target Hanover. Crew given as follows: Captain, P/O Tolshard; Air Bomber, Flight Sergeant G.W. Coburn (later commissioned and awarded DFC); Flight Engineer, Flight Sergeant Lawes; Navigator, F/O Hastings; WOP, Sergeant George; Mid-Upper Gunner, Sergeant Doe (who fired no rounds); Rear Gunner, Sergeant Porter (who fired 150-200 rounds):

On the night of 27/28th September 1943, at 2211 hours, position 52.14 North 09.30 East, height 20,000 feet, heading 298 Magnetic, visibility good, no cloud. An unidentified twin-engined aircraft was sighted by the Rear Gunner on the port quarter at range of 600 yards. The Rear Gunner opened fire immediately and the aircraft broke away without returning fire to port beam and was not seen again. No claims are made and there was no damage to our aircraft and no apparent ground cooperation.

\* \* \* \* \*

PORTER, LAC Kenneth Francis (R183742) - **Mention in Despatches** - Tholthorpe - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 7 April 1922. Enlisted in Sarnia (home), 21 August 1942 for General Duties. To No.2 Manning Depot, 30 August 1942. To No.1 Composite Training School, 20 October 1942. Reclassified as Nursing Orderly, 20 November 1942 when posted to No.9 EFTS; promoted AC1, 21 November 1942. Reclassified as Hospital Attendant, 1 December 1942. To "Y" Depot, 11 January 1943. To RAF overseas, 2 February 1943. Promoted LAC, 21 February 1943. Repatriated 7 July 1945. Retired 21 September 1945. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has list of MiDs this date with unit. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded by A/C J.L. Hurley 3 February 1945 when he was Hospital Assistant and confirming service as being in Canada six months, overseas 24 months.

This airman has been outstanding in his devotion to duty, working long after regular hours to complete his job and further his service knowledge. On one occasion he was of prompt and material assistance in rescuing aircrew trapped in a burning aircraft, sustaining minor wounds in the process. He has by his example and spirit encouraged his comrades and fostered harmony throughout the unit.

\* \* \* \* \*

PORTER, WO (now P/O) Kenneth Patterson (R149473/J89233) - **Mention in Despatches** - No.617 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 27 February 1921 (pay card) or 21 February 1921 (date on MI.9 evasion report). Home in East Calgary (student); enlisted Calgary 10 March 1942. To No.3 Manning Depot, 5 April 1942. To No.10 Repair Depot, 22 May 1942. To No.4 ITS, 4 July 1942; graduated and promoted LAC, 28 August 1942. To No.3 BGS, 12 September 1942; graduated and promoted Sergeant, 4 December 1942. To "Y" Depot, 27 December 1942; to RAF overseas, 4 January 1943. Further trained at No.16 OTU (Upper Heyford) and No.1660 Conversion Unit (Swinderby). Commissioned 23 August 1944. Promoted Flying Officer, 23 February 1945. Repatriated November 1944. To No.2 Air Command, 11 December 1944. To No.11 Equipment Depot, 15 January 1945. To No.10 Repair Depot, 8 June 1945. To No.7 Release Centre, 16 October 1945. Retired 19 October 1945. Drove a Calgary streetcar and then was a Calgary Health Inspector. Died in Calgary, 23 December 2008. Mid-upper gunner in crew. Shot down 5 August 1944 and evaded capture; left Bayeux 18 August 1944 and arrived back in United Kingdom the same day. MI.9 Report S/P.G.-2242 (based on interview on 29 August 1944) describes his adventures. Other members of crew were F/O D.H. Cheney (RCAF, pilot, evaded capture and awarded DFC), P/O Welch (navigator, believed killed), FS Pool (WOP, died of wounds), FS Curtis (bomb aimer, fate unknown), P/O Waite (rear gunner, baled out, fate unknown) and FS Rosher (flight engineer, evaded, report S/P.G. -2243). Report was as follows:

We took off from Woodhall Spa at 1100 hours on 5 August 1944 in a Lancaster aircraft on a bombing mission to Brest. Over the target the aircraft was hit by flak. The aircraft caught fire and F/O Cheney gave the order to abandon aircraft.

I baled out at 1215 hours and landed in a field about three kilometres west of Plonevez-Porsay (France, !:250,000, Sheet 7a and 13s, W 1269). A farmer was waiting for me to land. He took me to his home and hid my parachute, harness and Mae West. He gave me civilian clothes and a meal. About two hours later a member of the FFI came to the house and took me to an address at Quemeneven (W 1667) where I was joined by Flight Sergeant Rosher (S/P.G. - 2243). We remained until 16 August. On the way to Quemeneven I stopped at a



doctor's house in Plonevez-Porsay and he attended to a small wound for me.

On 16 August we were taken to Chateaulin (Sheet 13, W 2275) where we met a Colonel in the SAS. He sent us thence via Mur de Bretagne (X 0369) to Rennes.

\* \* \* \* \*

PORTER, F/L Paul Wilson (J6862) - **Distinguished Flying Cross** - No.11 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born in Dallas, Texas, 2 January 1917. Home in Drexel Hill, Pennsylvania but see below. Enlisted in Montreal, 18 November 1940. To No.7 SFTS (guard duty), 16 December 1940. To No.2 ITS, 20 February 1941; graduated and promoted LAC, 8 April 1941 when posted to No.13 EFTS; graduated 28 May 1941 when posted to No.8 SFTS; graduated and commissioned 20 August 1941. To Eastern Air Command, 21 August 1941 and assigned to No.11 (BR) Squadron. Promoted Flying Officer, 20 August 1942. To Trenton, 14 January 1943. To No.11 (BR) Squadron again, 14 April 1943. Promoted Flight Lieutenant, 1 June 1944. To No.1 GRS, 6 July 1944. To No.11 (BR) Squadron again, 30 September 1944. To No.4 Release Centre, 29 May 1945; retired 1 June 1945. As of recommendation he had flown 1,601 hours, 1,012 operational (184 sorties). A clipping, **Hamilton Spectator**, 29 March 1946 says he was from Hamilton. In October 1941 was severely burned when an RCAF reconnaissance bomber was destroyed in an explosion at Halifax. Born in Dallas, Texas, he migrated as a youth with his parents to Hamilton. Was attending University of Pennsylvania when he enlisted. Clipping said he had just won an art prize (Milliken Arts Prize) in design. Photo PL-5689 shows the following personnel (all LACs at the time): Front Row, C.W. Palmer (Dundalk, Ontario), C.J.W. Taylor, A. Horn (Hamilton), H.W. Rowlands (Fergus, Ontario), C.B. Smith (West Pembroke); Second Row: P.S. Calvesbert (Brantford), W.D. Smith (Embros, Ontario), P.W. Porter (Hamilton), F.G. Stratham (Hamilton), C.M. Park (London). Award sent by registered mail 5 January 1950. No citation in AFRO other than "in recognition of valuable services in the air." Following from DHist files:

Flight Lieutenant Porter has completed two tours of operations over the North Atlantic during which he has established an excellent record amongst those with whom he has served. Under the most trying circumstances he has repeatedly shown himself a diligent and most capable leader. His perseverance, ability and devotion to duty have at all times been in evidence throughout the most difficult sorties and have set a splendid example to those serving with him.

\* \* \* \* \*

PORTER, S/L Robert Edward (J4117) - **Air Force Cross** - No.9 SFTS - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Bairdsville,

New Brunswick, 13 June 1920 as per RCAF Press Release reporting award; educated at Andover, New Brunswick. Clerk with A.G. Irvine, Perth, New Brunswick. Enlisted at Moncton, 27 June 1940; to No.1 ITS, 22 July 1940; graduated and promoted LAC, 14 October 1940 when posted to No.11 EFTS; graduated 11 December 1940 when posted to No.2 SFTS; graduated and commissioned, 21 February 1941. To No.9 SFTS, date uncertain. Promoted Flying Officer, 1 March 1942. Promoted Flight Lieutenant, 1 August 1942. Promoted Squadron Leader, 1 August 1944. To No.1 ACU, 30 June 1945. To AFHQ, 5 August 1945. Posted overseas soon after. Reported to have instructed in both Canada and UK. Retained rank of Squadron Leader as of 1 October 1946 (19555). After the war attended Empire Central Flying School, RCAF Staff College and United States Command Staff School. Closely associated with training and in 1964, with rank of Group Captain, became Director of the Staff School at the RCAF Air Force College. Retired in 1967 and was employed by the Construction Industry of New Brunswick for 15 years, retiring in 1985. Died in Fredericton, 24 July 2002. Photo PL-128280 is a portrait taken at Trenton, 1959. Award sent by registered mail 3 February 1948. Governor General's Records (RG.7 Group 26 Volume 59, file 190-I, dossier 7) has citation; when recommended he had flown 1,774 hours, 1,572 as instructor, 97 in previous six months.

This officer has been instructing at his present unit since 1941. He has amassed over fifteen hundred instructional hours and his ability in this field is outstanding. His qualities of leadership and organization are most commendable and the long meritorious service he has rendered has been in keeping with the best traditions of the service. By his zeal, efficiency and loyalty he has contributed greatly to the production of trained aircrew.

\* \* \* \* \*

PORTER, FS Spencer Maxwell (R105189) - **British Empire Medal** - War Staff College (now AFCS, Washington) - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 9 December 1920. Enlisted in Toronto, 22 May 1941 as Clerk/Stenographer and posted to No.1 Manning Depot. Promoted AC1, 22 August 1941. Promoted LAC, 22 November 1941. Appointed Corporal (unpaid), 29 December 1941. Promoted Corporal (paid), 1 August 1942. Promoted Sergeant, 1 January 1943. To No.1 Training Command, 30 April 1943. To No.1 ITS, 16 August 1943. To War Staff College, 2 September 1943. To Canadian Joint Staff, Washington, 1 August 1945. Promoted Flight Sergeant, 1 September 1945. Reverted to Corporal in postwar RCAF, 1 October 1946 (22700). To Station London, 25 September 1950. Still in RCAF as of August 1951. Award presented 9 January 1948.

This non-commissioned officer has been employed as Administration Clerk at the Royal Canadian Air Force War Staff College since its inception over two years

ago. To him fell the responsibility of organising the Orderly Room and solving many problems for which there was no precedent in the Service. Flight Sergeant Porter, with initiative, forethought and a cheerful willingness, created an administrative organization which has greatly contributed to the successful operation of the College. He has discharged his duties in a superior manner. His example and leadership are an inspiration.

\* \* \* \* \*

PORTER, Sergeant Wallace Saxby (R88024) - **Mention in Despatches** - Station Yarmouth - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Blomidon, Nova Scotia, 25 January 1916. Home in Grafton, Kings County, Nova Scotia (farmer, canning warehouse foreman). Enlisted in Halifax, 27 January 1941 as Equipment Assistant and posted to No.1 Manning Depot. To Technical Training School, 28 February 1941. Promoted AC1, 16 April 1941; to No.119 (BR) Squadron, 24 April 1941; promoted LAC, 1 October 1941. To Summerside, 15 April 1942. To "Y" Depot, 16 September 1942. To RAF overseas, 10 December 1942; disembarked in Britain, 18 December 1942. To No.431 Squadron, 1 January 1943. Promoted Corporal, 1 January 1943. To Middleton St. George, 1 March 1943. Promoted Sergeant, 2 August 1944. Repatriated 13 June 1945 and posted to Yarmouth. To Dartmouth, 12 September 1945. Released 17 September 1945. Postwar he farmed in Aylesford, Kings County, Nova Scotia (14 years), managed Annapolis County Cannery (Berwick) and worked in unemployment office, Kentville. Died at Port Williams, Kings County, Nova Scotia, 6 September 1994. He may have been recommended for a BEM but the Mention in Despatches was substituted (CVA assessment dated 15 September 1945).

This non-commissioned officer has just returned to Canada after nearly three years of service in England with No.6 Bomber Group. Sergeant Porter has proved himself a very valuable asset to the Equipment Section. His work has always been of the highest standard, being applied with great presence of mind, initiative and efficiency. His work, both in a physical and advisory capacity, was exemplary and resulted in the serviceable condition of almost 100 percent of stocks received at this station from the British Isles.

\* \* \* \* \*

PORTZ, F/L John Maxwell (J15613) - **Distinguished Flying Cross** - No.411 Squadron - Award effective 13 January 1945 as per **London Gazette** dated 23 January 1945 and AFRO 471/45 dated 16 March 1945. Born 22 April 1917 in Vantage, Saskatchewan; hotel worker, 1935-1936; Mental Hospital Attendant, Department of Public Health, 1936-1940 (Regina and Weyburn); home in Weyburn (civil servant); enlisted in Regina, 5 November 1940 and posted to No.2

Manning Depot. To No.7 SFTS, Macleod, (guard duty), 17 December 1940. Posted to No.2 ITS, 20 February 1941; promoted LAC, 8 April 1941 and posted next day to No.18 EFTS, Boundary Bay; to No.12 SFTS, Brandon, 19 June 1941 (graduated 1 September 1941 and promoted Sergeant). Warned for embarkation, 2 September 1941; to RAF overseas, 20 September 1941. Taken on strength of No.3 PRC, Bournemouth, 4 October 1941. To No.54 OTU, date uncertain; to No.52 OTU, 10 February 1942; promoted Flight Sergeant, 1 March 1942; to No.242 Squadron, 14 April 1942 and went with it to Takoradi, 28 October 1942; to North Africa in November 1942. Arrived in Malta, 3 June 1943. Commissioned 27 June 1942. Promoted Flying Officer, 29 December 1942. Arrived in United Kingdom via Gibraltar, 27 June 1943. To No.57 OTU, 4 September 1943. Attached to Sutton Bridge, 15 September to 13 October 1943. Attached to Ballachy, 8-21 February 1944. Special leave in Canada, 18 April to 24 June 1944, the latter date being his taken on strength of No.83 GSU. Promoted Flight Lieutenant, 27 June 1944. To No.83 Group, 8 July 1944. To No.411 Squadron, 28 July 1944. Returned to United Kingdom from the Continent, 15 February 1945. To RCAF Overseas Headquarters, 13 March 1945. To No.6 Group Headquarters, 21 March 1945, apparently for Intelligence duties. To No.8 Aircrew Holding Unit, 4 August 1945. To RCAF Overseas Headquarters, 1 October 1945. Repatriated 23 November 1945. Released 15 March 1946. Rejoined RCAF in Medicine Hat, 11 October 1951 as pilot (43556). To Primary Training School, Calgary, 15 November 1951. To Canadian Joint Air Training Centre, Rivers, Manitoba, 19 January 1951. To No.402 (Auxiliary) Squadron, Winnipeg, 16 March 1952. To Canadian Joint Air Training Centre, 13 January 1955. To No.442 (Auxiliary) Squadron, 30 July 1955. Retired 24 July 1956. Died in Rossland, British Columbia, May 1988 as per **Airforce Magazine** of January-February-March 1989, Royal Canadian Legion "Last Post" website and **Legion Magazine** of September 1988. Award presented by King George 30 October 1945. Photos PMR-78-7 (with Spitfire), PMR-78-185 (Sergeant Herb Cunn and Sergeant J.M. Portz). See also RCAF photo PL-46222 (ex UK-23573 dated 5 November 1945) for which the caption reads "Sitting on the steps of Queen Victoria Memorial in front of Buckingham Palace are left to right, Sergeant Doug Dorsey, Winnipeg, LAW Thelma Mellor, Westbridge, B.C., and F/L J.P. Tartz [sic !], DFC, Washburn, Saskatchewan. F/L Tartz [!] was decorated with the DFC by His Majesty the King recently at Buckingham Palace." Chris Shores, **Those Other Eagles** (Grub Street, London, 2004) provides a victory list as follows: **3 June 1942**, one Ju.88 probably destroyed east of Fifeness (No.242 Squadron, Spitfire BL922); **9 November 1942**, one Ju.88 damaged off Algiers (No.242 Squadron, Spitfire "H"); **14 November 1942**, one Ju.88 destroyed, shared with two others, 20 miles north-northeast of Djijejell (No.242 Squadron, Spitfire "H"); **23 November 1942**, one Ju.88 probably destroyed, one Bf.109 damaged, Bone (No.242 Squadron, Spitfire "Q"); **29 November 1942**, one Ju.88 destroyed, shared with four pilots of No.81 Squadron, Bone (Spitfire "Q"); **26 December 1942**, one Bf.109 damaged 15 miles east of Bone airfield (No.242 Squadron, Spitfire ER615); **28 February 1943**, one Bf.109 damaged while escorting Hurricane fighter-bombers, Tunisia (No.242 Squadron, Spitfire "D"); **27 September 1944**, one FW.190 damaged plus one FW.190 destroyed, Nijmegen (No.411 Squadron, Spitfire ML300); **28 September 1944**, one FW.190 destroyed, Nijmegen area (Spitfire ML300).

This officer has completed a very large number of operational sorties during the North African campaign and the invasion of the continent. He has taken part in numerous attacks against ground targets and in fighter bombing sorties. In addition to many enemy vehicles, Flight Lieutenant Portz has destroyed at least three enemy aircraft and damaged others. He has always displayed commendable courage and enthusiasm.

NOTE: Public Records Office Air 2/9043 has recommendation dated 4 November 1944 when he had flown 244 sorties (335 operational hours).

Flight Lieutenant John Maxwell Portz has carried out a great number of operational sorties throughout the North African campaign and on the Continent during which he has shown continued keenness and outstanding enthusiasm. Since starting his second tour of operations he has led a section with competence against ground targets and in dive-bombing sorties. He has numerous ground targets to his credit, has destroyed three enemy aircraft and shared in the destruction of another, has probably destroyed an additional one and has damaged four more.

**Training:** Interviewed in Regina, 20 July 1940 when described as "Good type; quiet, confident, neat and clean, intelligent."

At No.2 ITS course was 21 February to 28 March 1941. Courses and marks as follows: Mathematics (81/100), Armament, practical and oral (62/100), Signals (49/50), Hygiene and sanitation (37/40), Drill (85/100), Law and Discipline (49/60), Link (85/100). Placed 62<sup>nd</sup> in class of 163. "Former attendant, mental hospital, Saskatchewan; four years also relieving supervisor. Appears to have natural ability and to be alert. Responds quickly to inspection. Baseball and softball best games, championship teams both."

Course at No.18 EFTS was 10 April to 8 June 1941, Tiger Moth aircraft (27 hours dual, 34.05 solo, of which five hours was instrument flying. Also logged ten hours in Link. Rated "above average". CFI wrote, "above average student, very industrious and reliable. Attitude towards work is entirely satisfactory. Shows considerable ability as a pilot, should be sufficiently responsible to be put in charge of heavy aircraft." Courses and marks as follows: Airmanship (112/200), Airframes (81/100), Aero Engines (75/100), Signals, practical (88/100), Theory of Flight (69/100), Air Navigation (156/200), Armament, oral (144/200). Placed 37<sup>th</sup> in a class of 63. "This student appears to be a little irresponsible at times, although his flying duties have proved to be a high average; he should be made a twin-engined pilot. His conduct average." (H. Shelly, Chief Ground Instructor and S/L J. Bervan, Chief Supervisory Officer).

Course at No.12 SFTS was 23 June to 1 September 1941. Aircraft was Cessna Crane (37 hours 30 minutes day dual, 35 hours 25 minutes day solo, four hours ten minutes night dual, five hours 50 minutes night solo. Of this, fifteen hours on instruments. Logged 20 hours in Link. Had one accident, 22 July 1941, 2030 hours, Crane 7741 with P/O W.D. McKay (J4246) and R56810 LAC A.W. Kennedy (Aero Engine Mechanic) - landed with wheels retracted - battery had failed and undercarriage jammed so crank not used. "Good progress throughout course; has no outstanding faults." Ground courses and marks as follows: Airmanship and Maintenance (176/200), Armament, written (50 ½ / 100), Armament, practical (59/100), Navigation and Meteorology (109/200), Signals, written (96/100), Signals, practical (40/50). "Average student but inclined to be hasty and careless. Conduct good - application good".

Course at No.52 OTU was 10 February to 14 April 1942. Flew Spitfires - 89 hours 25 minutes of which 1.25 was on instruments and 29.50 in formation (also 12.35 in Link). Considered average in almost all areas except Persistence and Initiative where he was "above average". Fired 3,200 rounds air-to-air, 1,600 rounds air-to-ground. W/C H. Rhys wrote, "This man was completely discouraged, when he came here from a night OTU. A little encouragement and appreciation made a great difference, and he promises to be a very useful member of a squadron."

**Notes:** Damaged Spitfire VB, BL922, Category B, 1820 hours, 27 August 1942 with No.242 Squadron. At the time he had 159 hours 55 minutes on type, 363 hours 25 minutes over all. "While returning from a an operational sweep, the aircraft I was flying, Spitfire BL922 started to vibrate slightly and the engine began to run roughly. While trying to keep in formation with the remainder of the squadron the engine developed an internal glycol leak and caused engine failure. I immediately cut switches and went into course pitch; the propeller continued to turn during glide and when I attempted to use engine to assist landing the propeller stopped. I was obliged to crash land at Bungay, Suffolk. Temperature and pressure gauges were giving correct reading prior to glycol leak which was first noticed when glycol and smoke began to pour from exhaust." He was absolved of blame; S/L T.C. Parker wrote, "P/O Portz made a very good attempt to land without damaging the aircraft but was unlucky."

A report dated 6 January 1954 gave his flying times on various types as follows: Tiger Moth (31.05 solo), Crane (82.55), Blenheim (23.55), Oxford (14.20), Master (7.30), Spitfire (651.15), Harvard (133.40), Mustang (74.55).

**Assessments:** Report dated 26 June 1942 by S/L T.C. Parker, No.242 Squadron, recommending Portz for a commission. "I recommend this NCO because ha has shown exceptional determination and keenness. He is a good pilot and has already destroyed one enemy aircraft."

Report dated 11 July 1943 by S/L M.C.B. Boddington, No.242 Squadron, on posting elsewhere.

Graded "above average" in all categories. Reported to have flown approximately 600 hours, about 125 in previous six months. "An experienced pilot of good judgement." To this, G.C P.H. Hugo added, "A very sound, experienced pilot who, but for his recent illness, would have been given a flight." Ports had injured an ankle when slipping and falling off the wing of a Spitfire. Another form stated that from 22 April 1942 to 25 June 1943 he had flown 167 sorties (230 hours).

Report dated 1 April 1944 by W/C A.H. Rook, No.57 OTU, noting that Portz had flown 683 hours five minutes, 59.25 in previous six months. "This officer has at all times shown the utmost keenness and cooperation in his work as a G.G.S. Instructor. He has also greatly benefited from his course at the Junior Commander's school. Strongly recommended for a flight commander's post in a squadron."

Report dated 12 December 1952 by S/L F.C. Kruger, No.402 Squadron. "Flying Officer Portz is a pleasant extrovert who gets along very well with the Auxiliary personnel. No.402 Squadron armament training has improved considerably under the guidance of this officer. Flying Officer Portz was a fighter pilot with dive bombing experience. This experience has made him a valuable member of the Support Element."

Report of 25 October 1955 by S/L G.J. Moir, Sea Island - "This officer, since his transfer to 442 Auxiliary as adjutant, has displayed much initiative and drive in reorganising adjutant's duties and the Orderly Room generally. He is keen and takes a definite interest in all tasks he performs and at the same time is anxious to learn and to keep up-to-date on all phases of RCAF administration. In the short time that Flying Officer Portz has been on this unit his social conduct has been above reproach. Apparently his family affairs are well organized. Prior to reporting to 442 this officer flew Mustangs and Harvards and was current on both types."

**Logbook Notes:** His logbook differs in some degree from Shores' lists as the following entries indicate:

**3 June 1942** - Scramble (Spitfire H) - "one Ju.88 destroyed." (one hour 15 minute sortie)

**9 November 1942** - Patrol (Spitfire H, two hour ten minute sortie) - "Damaged one Ju.88."

**14 November 1942** - Maison Blanch-Djijell (Spitfire H, 90 minute sortie) - "Goulding and myself destroyed one Ju.88."

**25 November 1942** - Patrol enemy lines (Spitfire Q - apparently his "H" had been bombed on the ground, 22 December - 90 minute sortie) - "One Ju.88 probably destroyed., one Me.109F damaged."

**29 November 1942** - Patrol, Bone Harbour (Spitfire H, 80 minute sortie) - "1/5 Ju.88 destroyed."

**26 December 1942** - Sweep, Medjexz-El Bab (Spitfire D, one hour 45 minutes) - "Damged FW.190."

**27 February 1943** - Patrol Souk-el-Arbra (Spitfire H, one hour 15 minutes) - "One 109G destroyed."

**28 February 1943** - Escort, Hurri-bombers (Spitfire D, one hour 15 minutes) - "Attacked by 109s - damaged one."

**10 March 1943** - Patrol, Beja-Mejez el Bab-Serret (Spitfire B, one hour 15 minutes) - "One SM.79 destroyed."

**27 September 1944** - Low Front Line Patrol (Spitfire R, 90 minute sortie) - "One FW.190 destroyed, one FW.190 damaged."

**28 September 1944** - Low Front Line Patrol (Spitfire T, one hour 45 minute sortie) - "One FW.190 destroyed."

\* \* \* \* \*

POSNER, P/O Sam Wilfred (J86477) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 2 May 1919 in Winnipeg; home there. Served in Royal Canadian Army Service Corps. Enlisted in Winnipeg, 23 July 1941 and posted to No.3 Manning Depot. To To2 Manning Depot, 9 September 1941. To No.5 Personnel Holding Unit, 24 October 1941. To No.2 Training Command, 18 December 1941. To No.2 ITS, 17 January 1942; graduated and promoted LAC, 28 March 1942 when posted to No.35 EFTS. To No.3 AOS, 9 May 1942; graduated and promoted Sergeant, 11 September 1942. To "Y" Depot, 25 September 1942. To RAF overseas, 27 October 1942. Promoted Flight Sergeant, 11 March 1943. Promoted WO2, 11 September 1943. Commissioned 15 April 1944. Promoted Flying Officer, 15 October 1944. Repatriated July 1945. To Yarmouth, 23 July 1945. To No.5 Release Centre, 5 September 1945. Released 15 September 1945. Award presented in Detroit, 21 April 1950. RCAF photo PL-36832 has the following caption: "All from Winnipeg district, these seven Manitoba fliers, decorated for gallantry overseas, returned to Canada recently on the same troopship, HMT **Stratheden**. Front row, left to right, F/O C.N. Matheson, DFC (123 Garfield Street), F/L C.E. Dingle, DFC (182 Furby Street) and F/L D.W. Rathwell, DFC (48 Cunningham Avenue, St. Vital). Back row left to right, F/O S.W. Posner, DFC (455 Alfred Street), S/L N. Thorp, DFC (18 Linwood Court, Deer Lodge), F/L H.N. Scott, DFC (998 Dorchester Avenue) and F/L D.M. Peden (140



Arnold Avenue.) F/L Peden brought a Flying Fortress back from Gelsenkirchen after being shot up by fighters." No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9026 has recommendation dated 5 July 1944 when he had flown 31 sorties (169 hours eight minutes), 22 June 1943 to 23 June 1944. The reference to Hamburg being the target, 30 March 1944, is odd; should it not read Nuremburg ?

22 June 1943 - Mulheim (4.45)  
24 June 1943 - Wuppertal (5.35)  
28 June 1943 - Cologne (5.40)  
3 July 1943 - Cologne (6.00)  
27 July 1943 - Hamburg (5.55)  
29 July 1943 - Hamburg (6.25)  
22 September 1943 - Hanover (6.40)  
23 September 1943 - Mannheim (8.05)  
27 September 1943 - Hanover (6.30)  
3 October 1943 - Kassell (6.50)  
3 December 1943 - Leipzig (7.55)  
29 December 1943 - Berlin (7.50)  
24 December 1943 - GARDENING (4.00)  
25 March 1944 - Aulnoye (5.20)  
26 March 1944 - Essen (5.32)  
30 March 1944 - Hamburg (7.24)  
10 April 1944 - Laon (4.40)  
20 April 1944 - Cologne (5.00)  
22 April 1944 - Dusseldorf (5.03)  
24 April 1944 - Karlsruhe (6.23)  
27 April 1944 - Friedrichshafen (8.13)  
8 May 1944 - Haine St.Pierre (4.11)  
10 May 1944 - Ghent (3.40)  
11 May 1944 - Boulogne (3.09)  
22 May 1944 - Dortmund (4.25)  
12 June 1944 - Cambrai (4.28)  
14 June 1944 - St.Pol (3.55)  
15 June 1944 - Cologne (3.25)  
16 June 1944 - Sterkrade (4.30)  
21 June 1944 - St.Martin (3.50)  
23 June 1944 - Bientques (3.50)

Pilot Officer Posner, navigator, has completed an operational tour against the

enemy from this country. He has navigated successfully to many very heavily defended targets deep in Germany, including Berlin, Nuremburg and Friedrichshaven. His standard of navigation throughout has been exemplary on all occasions and the fact that his crew reported very few enemy aircraft sightings and were seldom holed by flak is a clear indication of the excellence of his track keeping.

Pilot Officer Posner's keenness and skill as a navigator have been a very large contribution to the high degree of success and bombing accuracy obtained by his crew during their tour. He has set a splendid example of keenness and navigational skill to all navigators on this squadron. Therefore, considering his fine operational record I recommend that he be awarded a non-immediate Distinguished Flying Cross.

RCAF Press Release No. 5588 dated 3 July 1944 from F/O W.B. Spears, rewrite by F/O A.F. Tinsley, transcribed by Huguette Oates, reads:

WITH RCAF BOMBER GROUP IN BRITAIN: -- A navigator who never saw enemy territory until his 32nd operational trip, is one of three crew-mates who have just finished tours of operations with the RCAF Goose squadron. He is P/O Sam Posner of Winnipeg (455 Alfred Avenue), and it was sheer superstition which kept him from looking outside the aircraft on 31 consecutive trips to France and Germany. "On my first trip," he explained, "I was too scared to look, and after that, I figured it was luckier not to. On the 32nd trip, a daylight mission against a French target, one of the crew pushed me to the window and made me take a look."

The two crew-mates screened with Posner have both completed two tours, and expect to be posted back to Canada for non-operational duties. They are F/L Stewart Pullar, pilot of Delia, Alberta, whose parents now live in Calgary and P/O Sam Morrison, rear-gunner of Toronto, Ontario (1849 Eglinton Avenue West). Pullar, veteran of 58 operational trips, did his first tour in the desert as the British forces were being pushed back to El Alamein. He finished it just before the start of General Montgomery's desert drive. "In those days we thought the Germans were coming right through to Cairo," he said. "We were operating from a base back near the Suez Canal, and we were always ready to move the whole airdrome on two hours' notice. We carried our pistols all the time."

Morrison's two tours have both been with Canadian squadrons against French and German targets. His aim now is to train as a pilot and come back for another

tour. "I've had enough of freezing in the tail turret," he said; "I'm going to move up where the heat is."

The trio agreed that their toughest trip together was an attack on Friedrichshafen last March. "It took over eight hours," said Pullar, "and somehow on take-off the escape door in the nose fell out. We had to fly with a 60-mile gale blowing in through the open hatch, and it was way below zero. Before we got back, I had lost all feeling in my hands and feet."

"With that hatch gone, the bomb-aimer couldn't get into position to bomb," added Posner. "We had to chop away a steel compartment door from behind the wireless operator's position and lay it over the hole. It took us an hour. Then I tied a line to the bomb-aimer's parachute harness, to haul him back if the door should fall through. It was a grim trip."

They were never in serious trouble from enemy action, a fact which the other two attributed chiefly to Morrison. "He's the best rear gunner in the business," said Pullar. "When he was on the job back there, we never had a worry; he could always get us away from a fighter. We were attacked only three times. Morrison scored a probable on one of them at Nuremberg, and twice over Essen we got away through his skill in directing evasive action."

A number of heavy bombers were lost in that attack on Nuremberg, and also in a raid on Leipzig in which the trio participated. They have also bombed Hamburg, Cologne, and many targets in the rear and in France.

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POSTE, F/O John Richard (J35236) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 17 September 1923 in Woodstock, Ontario; home there (machinist); enlisted London, Ontario, 3 July 1942. Granted leave without pay until 30 September 1942 when posted to No.1 Manning Depot. To No.5 ITS, 23 January 1943; graduated and promoted LAC, 3 April 1943 but not posted to No.4 AOS until 17 April 1943; graduated and commissioned 3 September 1943. To "Y" Depot, Halifax, 17 September 1943; to No.3 Personnel Reception Centre, Bournemouth, 8 October 1943. Promoted Flying Officer, 3 March 1944. Repatriated 26 September 1945. Released 4 November 1945. Award presented 29 May 1947. Photo PL-35880 is a portrait. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has

recommendation dated 9 November 1944 when he had flown 32 sorties (194 hours five minutes), 14 June to 2 November 1944.

This officer, a Navigator, has completed a successful tour of thirty-two trips against the enemy. Flying Officer Poste has accurately navigated his aircraft to such distant and well defended targets as Stuttgart, Hamburg, Kiel and Dortmund. Throughout his tour, whether hampered by enemy fighters or intense flak, Flying Officer Poste has resolutely carried out his duties in a high order. In recognition of this officer's coolness under fire, tenacity of purpose and devotion to duty, I strongly recommend that he be awarded the Distinguished Flying Cross.

The sortie list was as follows:

14 June 1944 - Cambrai (4.25)  
21 June 1944 - Neuville-au-Bois (4.50)  
24 June 1944 - Bonnetot (3.55)  
25 June 1944 - Gorenflos (3.50)  
27 June 1944 - Wizernes (3.35)  
1 July 1944 - Biennais (3.45)  
12 July 1944 - Bromont (4.20)  
18 July 1944 - Caen (4.30)  
20 July 1944 - Anderbelck (4.05)  
23 July 1944 - Donges (5.45)  
25 July 1944 - Stuttgart (8.35)  
28 July 1944 - Hamburg (5.35)  
1 August 1944 - Acquet (3.50)  
3 August 1944 - Foret de Nieppe (3.35)  
4 August 1944 - Bois de Casson (4.30)  
5 August 1944 - St. Leu d'Esserent (5.10)  
7 August 1944 - Caen (4.20)  
8 August 1944 - Foret de Chantilly (4.55)  
10 August 1944 - La Pallice (6.50)  
12 August 1944 - Neuville (4.10)  
25 August 1944 - Brest (4.35)  
31 August 1944 - Ile de Cezembre (4.40)  
9 September 1944 - Le Havre (3.50)  
10 September 1944 - Le Havre (4.00)  
12 September 1944 - Wanne Eickel (5.00)  
15 September 1944 - Kiel (6.35)

18 September 1944 - Domburg (4.00)  
19 September 1944 - Domburg (2.30)  
6 October 1944 - Dortmund (5.40)  
14 October 1944 - Duinsburg (5.40)  
15 October 1944 - Wilhelmshaven (5.35)  
1 November 1944 - Oberhausen (6.25)  
2 November 1944 - Dusseldorf (6.25)

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POTHIER, WO Bourneuf Freeman (R104431; later commissioned with number J91133)) - **Distinguished Flying Cross** - No.405 Squadron (deceased) - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born in Pinkney's Point, Nova Scotia, 19 March 1923; home in Yarmouth (fisherman). Enlisted in Halifax, 28 July 1941 as General Duties and posted to Station Sydney. Promoted AC1, 28 October 1941. Promoted LAC, 28 January 1942. Remustered to aircrew, 30 July 1942 when posted to No.9 BGS; graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, 24 October 1942. To RAF overseas, 22 November 1942. Promoted Flight Sergeant, 23 April 1943; promoted Warrant Officer, 23 October 1943. Killed in action 6/7 May 1944 (Lancaster ND617); buried in France. Subsequently commissioned with effect from 5 May 1944. Award sent by registered mail to next-of-kin from Government House, 2 December 1946. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9015 has recommendation dated 22 April 1944 when he had flown 41 1/3 sorties (267 hours 54 minutes), 16 May 1943 to 18 April 1944.

\* counted as 1/3 sortie

16 May 1943 - GARDENING (4.20)  
21 May 1943 - GARDENING (4.10)  
23 May 1943 - Dortmund (5.15)  
3 July 1943 - Cologne (6.40)  
9 July 1943 - Gelsenkirchen (6.30)  
13 July 1943 - Aachen (6.00)  
25 July 1943 - Essen (5.20)  
27 July 1943 - Hamburg (5.10)  
29 July 1943 - Hamburg (7.20)  
30 July 1943 - Remscheid (6.00)  
12 August 1943 - Milan (9.45)  
17 August 1943 - Peenemunde (8.00)  
22 August 1943 - Leverkusen (6.45)

23 August 1943 - Berlin (8.00)  
27 August 1943 - Nuremburg (8.40)  
16 September 1943 - Modane (5.20)  
4 October 1943 - Frankfurt (6.17)  
7 October 1943 - Stuttgart (6.22)  
8 October 1943 - Hanover (5.06)  
18 October 1943 - Hanover (5.20)  
3 November 1943 - Cologne (4.15)  
10 November 1943 - Modane (7.29)  
22 November 1943 - Berlin (6.40)  
23 November 1943 - Berlin (6.37)  
26 November 1943 - Berlin (6.40)  
3 December 1943 - Leipzig (6.32)  
23 December 1943 - Berlin (6.58)  
29 December 1943 - Berlin (6.13)  
1 January 1944 - Berlin (6.24)  
2 January 1944 - Berlin (2.35, early return)  
14 January 1944 - Brunswick (5.04)  
30 January 1944 - Berlin (6.23)  
15 February 1944 - Berlin (7.01)  
19 February 1944 - Leipzig (6.40)  
20 February 1944 - Stuttgart (5.53)  
24 February 1944 - Schewinfurt (7.07)  
25 February 1944 - Augsburg (2.32, early return)  
1 March 1944 - Stuttgart (6.52)  
15 March 1944 - Stuttgart (6.38)  
18 March 1944 - Frankfurt (4.42)  
22 March 1944 - Frankfurt-on-Maine (5.14)  
24 March 1944 - Berlin (6.42)  
30 March 1944 - Nuremburg (6.45)  
18 April 1944 - Paris/Noisy-le-Sec (3.35)\*

This Warrant Officer is a keen, efficient Air Gunner who has completed 41 1/3 sorties, some of which have been against such heavily defended enemy targets as Berlin, Hamburg and Stuttgart. By his zeal in performance of duties and determination of effort in the face of danger, he has set a fine example to his crew. Strongly recommended for the award of the Distinguished Flying Cross.

The website "Lost Bombers" has the following on his final sortie. Lancaster ND617 of No.405 Squadron (LQ-B), target Mantes-la-Jolie, 6/7 May 1944. This aircraft was delivered to No.97

Squadron from No.32 Maintenance Unit in February 1944, joining No.405 Squadron in April 1944. No operational history traced. Airborne at 0056 hours, 7 May 1944 from Gransden Lodge to bomb rail installations. Blew up, with great force, over the target area. Crew were P/O R.D. Borrowes, DFC, RCAF (veteran of 44 sorties), P/O R.L.Squires, F/L J.M.Mitchell, DFC, RCAF, WO1 R.J.Hinscliffe, DFC, RCAF, WO1 R.J.Montgomery DFC, RCAF, WO2 B.F.Pothier DFC, RCAF, and WO2 G.D.Spearman, RCAF - all killed.

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POTTER, F/O Aurele Louis (J87033) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 7 January 1924 in Saint John, New Brunswick; home there (bank clerk, formerly in Royal Canadian Artillery); enlisted Moncton, 29 May 1942. Posted to No.6 ITS, 9 January 1943; promoted LAC, 19 March 1943; to No.12 EFTS, 26 March 1943; to No.5 SFTS, 12 June 1943; promoted Sergeant, 1 October 1943. To "Y" Depot, Halifax, 15 October 1943; to No.3 Personnel Reception Centre, Bournemouth, 21 October 1943. Commissioned 4 June 1944. Promoted Flying Officer, 4 December 1944. Repatriated 14 April 1945; released 29 June 1945. Award presented in Toronto, 30 November 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) had recommendation dated 16 February 1945 when he had flown 33 sorties (189 hours 20 minutes), 7 August 1944 to 14 February 1945.

At 1155 hours on the 24th December 1944, the above mentioned took off on a daylight sortie. Shortly after leaving Base, trouble was experienced with the port inner engine. The engine cut out altogether over the Channel, but was successfully feathered. The pilot pressed on, but due to adverse winds, it was impossible to keep up with the stream. Height could not be maintained, and the aircraft dropped to 11,000 feet. The pilot approached to within fifteen miles of the target (Dusseldorf) but the whole stream had by now passed over. Believing it was suicide to attack Dusseldorf, Flying Officer Potter veered to port, identified a town as Krefeld and bombed the marshalling yards and railway lines.

For his display of sustained courage and unusual initiative, his coolness and devotion to duty resulting in the success of this operational flight, Flying Officer Potter is most strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

7 August 1944 - La Hogue (4.30, day, second pilot)  
8 August 1944 - La Pallice (6.20, second pilot)  
3 September 1944 - Volkel (4.00)  
6 September 1944 - Emden (4.05, day)  
9 September 1944 - Le Havre (4.20, day)  
10 September 1944 - Le Havre (4.15, day)  
11 September 1944 - Castrop Rauxel (5.10, day)  
12 September 1944 - Bochum (4.45, day)  
13 September 1944 - Osnabruck (4.25, day)  
6 October 1944 - Dortmund (7.10)  
9 October 1944 - Bochum (6.10)  
12 October 1944 - Wanne Eickel (5.00, day)  
14 October 1944 - Duisburg (5.05, day)  
15 October 1944 - Wilhelmshaven (4.45)  
23 October 1944 - Essen (5.20)  
25 October 1944 - Homburg (5.25, day)  
28 October 1944 - Cologne (5.00, day)  
1 November 1944 - Oberhausen (5.45)  
2 November 1944 - Dusseldorf (5.50)  
4 November 1944 - Bochum (5.30, day)  
6 November 1944 - Gelsenkirchen (4.50, day)  
21 November 1944 - Castrop Rauxel (6.05)  
30 November 1944 - Duisburg (1.25, duty not carried out)  
18 December 1944 - Duisburg (6.00)  
24 December 1944 - Dusseldorf (4.25, day)  
29 December 1944 - Trois Dorf (6.55, day)  
13 January 1945 - Saarbrucken (7.00)  
16 January 1945 - Magdeburg (6.45)  
28 January 1945 - Stuttgart (6.55)  
1 February 1945 - Mainz (6.30)  
2 February 1945 - Wanne Eickel (6.00)  
4 February 1945 - Bonn (6.35)  
13 February 1945 - Bohlen (8.50)  
14 February 1945 - Chemnitz (8.10)

The following is from the website dealing with losses in Yorkshire, <http://www.yorkshire-aircraft.co.uk/aircraft/planes/ryedale/np721a.html>:

**Halifax NP721 at East Moor airfield.**



On 6th August 1944 this Halifax was being used so that two members of aircrew who had just arrived at 432 Squadron could undertake a basic circuits and landings flying exercise combined with a local flying exercise. The "instructor" for the purpose of this exercise was the Flight Commander and he made the initial take off from East Moor and demonstrated the circuit, an approach to land and then an overshoot. The aircraft did not have dual controls so the pilots swapped seats and the new pilot then took over control, after a short time local flying he was instructed to join the circuit and made an approach to land at East Moor. His instructor asked him to make an overshoot as they got lower and this was done satisfactorily. The aircraft made another circuit with the new pilot at the controls and approach to land was made, the aircraft touched down half-way down the runway at 16.31hrs and the brakes were applied, this slowed the aircraft but on the last 200 yards of runway the brakes did not seem to have effect. Either side of the runway they were heading down was having construction work done so the pilots could not attempt to swing off the runway or ground loop the aircraft and had to keep going straight ahead. The aircraft ran off the end of the runway, through the boundary fence and into the ditch at the Strensall Lane end of the airfield. The aircraft suffered extensive damage though in time it was repaired and flew again. It was later recommended that one dual control Halifax MkIII or MkVII be kept on site at East Moor "for the purpose of checking out pilots of both squadrons (432 and 415) and that the ditch, roadway and fence at far end of runway 17 be levelled". The ditch wiped out a number of Halifax undercarriages two days later possibly before this recommendation was made and the work was carried out. Today at East Moor there is still no ditch at the end of where the runway once was.

Pilot - P/O Aurele Louis Potter RCAF (J/87033), of St. John, New Brunswick, Canada.

(Instructor) Pilot - F/O Robert Alastair Jack RCAF (J/12339).

Flight Engineer - P/O Clifford George Haining RAFVR (176771).

Second Flight Engineer - Sgt Rex Ormond John Searle RAF (615463), of Tolworth, London.

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POTTER, FS (now P/O) Marwood Armstrong (R188018/J96645) - **Distinguished Flying Medal** - No.419 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October

1945 and AFRO 1822/45 dated 7 December 1945. Born July 1921 in Warkworth, Ontario; home there (wire insulator); enlisted Toronto, 17 August 1942 and posted to No.1 Manning Depot. To No.9 BGS, 24 October 1942; promoted LAC, 20 December 1942; graduated and promoted Sergeant, 5 February 1943. To "Y" Depot, 19 February 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 5 August 1943. Promoted WO2, date uncertain. Missing, POW, 20 January 1944 (Halifax HX162). Reported safe in United Kingdom, 28 May 1945. Commissioned 28 May 1945. Repatriated 8 July 1945. To No.1 Composite Training School, 20 July 1945. To Release Centre, 1 October 1945. Retired 9 October 1945. Award sent by registered mail. Died in Windsor, Ontario, 15 August 1989 as per **Airforce Magazine** of January-February-March 1990. Events described occurred 20/21 January 1944 during raid on Berlin when he became a POW.

This officer has taken part in many operational sorties, throughout which he has displayed outstanding determination and courage. In August 1943 he destroyed one Focke Wulf 190. In January 1944, Flight Sergeant Potter was rear gunner in an aircraft detailed for an attack against Berlin. When over sixty miles from the target his aircraft was attacked by an enemy night fighter and the rear turret was damaged. Despite this, Flight Sergeant Potter returned fire. A cannon shell then burst inside the turret, putting some of the guns out of action and wounding Flight Sergeant Potter. Although dazed and bleeding, he continued to engage the enemy, manipulating the turret by hand and putting up such accurate fire that the hostile fighter went down in flames. On the return flight, Flight Sergeant Potter took over the duties of the flight engineer, who had been killed, giving his captain every assistance but, while still over enemy territory, the crippled aircraft was again hit by anti-aircraft fire and the crew were forced to abandon it.

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POTTS, F/O Ralph Maxwell (J26299) - **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 4 April 1919 in Toronto; home there (assistant purchasing agent); enlisted Toronto, 15 December 1941. To No.1 Manning Depot, 28 December 1941. To No.6 SFTS (guard), 31 January 1942. To No.1 ITS, 11 April 1942; graduated and promoted LAC, 5 June 1942 but not posted to No.9 EFTS until 18 July 1942. Ceased training and posted to Trenton, 2 September 1942; to No.4 AOS, 12 September 1942; to No.1 Composite Training School, 11 November 1942; to No.7 BGS, 8 January 1943; graduated 3 April 1943 when posted again to No.4 AOS; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 28 May 1943. To RAF overseas, 22 June 1943. Possibly commissioned with effect from 14 May 1943 as his promotion to Flying Officer was dated 14 November 1943. Repatriated 18 June 1945. To

Debert, 19 June 1945. To Halifax, 10 September 1945. Retired 16 September 1945. Award presented in Toronto 22 June 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 17 September 1944 when he had flown 35 ½ sorties; the half-trip is a sea search on 25 November 1943; all others are from 1 March to 15 September 1944.

As Air Bomber, this officer has completed thirty-five and a half successful operational sorties over enemy territory. Throughout, he has displayed the greatest keenness and his example of courage and determination has been of a high order. For his outstanding record of achievement and devotion to duty, this officer is recommended for the award of the Distinguished Flying Cross.

The sortie list was as follows (\*denotes daylight mission):

25 November 1943 - sea search (4.15\*)  
1 March 1944 - Stuttgart (8.30)  
6 March 1944 - Trappes (4.25)  
7 March 1944 - Le Mans (5.10)  
22 March 1944 - Frankfurt (6.00)  
26 March 1944 - Essen (4.55)  
30 March 1944 - Nuremburg (7.50)  
9 April 1944 - Paris (5.15)  
10 April 1944 - Ghent (3.30)  
20 April 1944 - Lens (4.05)  
26 April 1944 - Essen (4.45)  
27 April 1944 - Montzen (4.20)  
19 May 1944 - Le Cripou (3.20)  
22 May 1944 - Le Mans (4.50)  
31 May 1944 - Mont Couple (3.00)  
6 June 1944 - Coutances (4.10)  
7 June 1944 - Ancheres (2.05, duty not carried out)  
8 June 1944 - Mayenne (5.55)  
10 June 1944 - Versailles Matelot (5.05)  
15 June 1944 - Boulogne (3.35\*)  
17 June 1944 - Oisemont (3.45)  
1 July 1944 - Biennais (3.40\*)  
5 July 1944 - Biennais (4.10)  
7 July 1944 - Caen "B" (4.05)  
12 July 1944 - Thiverny (4.10)

17 July 1944 - Caen (4.05)  
18 July 1944 - Wesseling (4.00)  
20 July 1944 - Sernes (3.30)  
25 July 1944 - Stuttgart (7.55)  
3 August 1944 - Foret de Nieppe (3.30)  
7 August 1944 - La Hogue (4.30)  
16 August 1944 - Kiel (5.20)  
3 September 1944 - Volkel (3.25\*)  
9 September 1944 - Le Havre (4.20\*)  
10 September 1944 - Le Havre (4.15\*)  
11 September 1944 - Castrop Rauxel (4.55\*)  
15 September 1944 - Kiel (5.45)

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POUNDER, W/C Elton Roy (C1514) - **Air Force Cross** - RCAF Station Trenton - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945 - Born in Montreal, 10 January 1916 as per RCAF Press Release reporting award; educated there, Stanstead College and McGill University. Bell Telephone employee. Enlisted in Montreal, 15 December 1939 and appointed Navigation Officer. Squadron Leader as of 1 September 1941. To No.1 ANS, 7 February 1942. To No.1 Training Command, 13 February 1943. To No.4 AOS, 10 January 1944. To Station Trenton, 16 July 1944. Promoted Acting Wing Commander, 1 October 1944. To No.3 Training Command, 5 January 1945. To No.1 Air Command, 15 January 1945. To "Y" Depot, 26 April 1945. Relinquished Acting Wing Commander rank, 27 April 1945. To United Kingdom, 8 May 1945. Repatriated via Greenwood, 23 July 1945. To No.2 Release Centre, 1 September 1945. Retired 8 September 1945. Died in Montreal, 30 May 2006; buried in Mont Royal Cemetery. Completed 738 flying hours to date of recommendation. Award presented 5 October 1946.

This officer has been one of the key men in the navigation branch for the last five years and has held almost all senior positions open to navigators in Canada. As training navigation staff officer at No.1 Training Command and as chief instructor and chief supervisory officer at No.4 Air Observer School, his work was of a high calibre. He was officer commanding the Navigation Visiting Flight in 1944 and as a member of the same organization in 1942, was chiefly responsible for issuing Air Force Pamphlet No.25 and Air Force Pamphlet No.31 and the standardization of all navigation flying at Elementary Flying Training Schools and Service Flying Training Schools. By his great ability and devotion to duty he has made an exceptional contribution to navigation training.

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POUPORE, S/L Michael Joseph (C2950) - **Commended for Valuable Services in the Air** - No.4 Bombing and Gunnery School - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 23 September 1908 at North Bay, Ontario (RCAF Press Release of 27 December 1943 announcing award). Educated there to 1927. Attended McGill University, 1927-1929 (Commerce and Finance). Became a commercial pilot with Commercial Pilot Certificate 785 (Ratcham Airways, 1930-31, National Air Transport, 1931-33). He then went into lumber business with his father. Enlisted 17 October 1940 in Toronto in General List with rank of Pilot Officer and Temporary Flying Officer. To No.1 Manning Depot, 4 November 1940. To Central Flying School, Trenton, 18 November 1940 for refresher course (14 hours day solo and 13 hours day dual, all on single engine aircraft). To No.2 BGS, Mossbank, 13 December 1940. To No.4 BGS, Fingal, 15 March 1941. Promoted Flight Lieutenant, 15 December 1941. Attended Pilot Armament Officers Course, Mountain View, 24 August to 18 October 1942 (18 hours on Ansons and 8.30 on Bolingbrokes), and ended up eleventh in a class of eleven ("He failed to take the work seriously though his experience enabled him to gain some knowledge of armament.") Promoted Squadron Leader, 1 May 1943. Assumed temporary command of No.4 BGS on several occasions in the absence of the Commanding Officer. To No.4 Release Centre, 14 February 1945. Retired 16 February 1945. Died in Toronto, 16 October 1960 as per **Legionary** of February 1961.

This officer, although assigned to the onerous and sometimes uninteresting duties of Staff Pilot, has displayed great interest and enthusiasm in his work and carried out the duties of Flight Commander and Squadron Commander with marked success. He is a very capable pilot and a good administrator and, although a stern disciplinarian, maintains the respect and confidence of all who serve with him. His diligence and devotion to duty have been particularly directed towards improving air training.

Recommendation for an AFC was raised 29 August 1943 by G/C J.G. Kerr when he held the post of Officer Commanding Flying Squadron:

This officer, a commercial pilot in civilian life, joined the RCAF in November 1940. Since that time he has been assigned to the onerous and sometimes uninteresting duties of Staff Pilot at a Bombing and Gunnery School. Despite this fact, he has maintained his interest and enthusiasm and has carried out the duties of Flight Commander, and now Squadron Commander, with marked success. He is a very capable pilot and a good administrator. Although a stern disciplinarian, he holds the respect of all who serve with him. His efforts to improve the air training of aircrew are unceasing, and many worthwhile

innovations can be traced directly to him. Through his diligence and devotion to duty, he has made a considerable contribution to the success of the training being carried out by the Combined Training Organization.

**Notes:** Upon application to the RCAF, 19 July 1940, he described his flying to date as follows: Waco OX-5 and Kinnear Fleet (about 160 hours, student pilot), Gypsy Moth (about 50 hours, commercial pilot), Fairchild FC-2 (about 50 hours, commercial pilot) and Buhl 300-h.p. Wright (about 300 hours as commercial pilot).

Interviewed 3 August 1940 by F/L A.M. Duggan who wrote, "Excellent type of applicant - keen, intelligent, well educated. While most of his flying was done over seven years ago, it is felt that he has done enough flying recently to warrant an appointment on the General List."

On 29 July 1941, S/L F.M. Gobeil (Officer Commanding, Armament Training Squadron, No.4 BGS) wrote to the Commanding Officer, No.4 BGS, stating that Poupore had been Officer Commanding, Gunnery Flight, since 9 June 1941. "During this period, the work of the Gunnery Flight as a whole has shown marked improvement. This officer is keen, conscientious and hard working. He takes an interest in life on the station. His personal appearance and habits are good. His standard of professional knowledge is good. It is considered that he is worthy of promotion to Acting Flight Lieutenant."

On 2 January 1943, S/L J.L. Gower wrote, "Capable and dependable Flight Commander. Handles men well. Experienced pilot. Has been OC Gunnery Flight for more than a year." On 3 January 1943, W/C D.D. Findlay added his comments: "Has more ability than is required to command a Flight. He is idling along on an easy job. Should do well on operations, and would develop into a more valuable officer."

On 10 July 1944, W/C W.H. Swetman wrote, "An exceptionally capable officer who has done an outstanding job with this unit. He not only knows the training set up extremely well but has sound administrative ability, two attributes which help to make him a splendid Chief Instructor." He had been Chief Instructor for one month and was recommended for Wing Commander.

Partial records of his flying show that at No.2 BGS he flew 111 hours 55 minutes up to 31 March 1941. From 31 March to 31 December 1941 he flew 143.45 (all single-engine day); in 1942 he flew 31.55 single engine day as pilot plus 148.35 as first pilot, twin-engine, 6.05 as second pilot, twin-engine and 4.25 dual twin-engine. In 1943 he flew 3.40 as pilot (single engine) and 153.25 as pilot (twin-engine); in 1944 the figures were 14.35 pilot single engine and 30.45 as pilot twin-engine (plus 30 minutes as second pilot at night).

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POUSHINSKY, F/O Valentine Walter (J23728) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born Nickolski, Russia, 21 January 1912; home in Calgary (farmer); enlisted Calgary, 21 July 1941 as Master Mechanic Motor Transport and posted to No.1 Manning Depot. To No.4 WS, date uncertain. To No.1 BGS, 27 September 1941. To Rockcliffe, 17 December 1941. Promoted AC1, 5 May 1942. Promoted LAC, 8 May 1942. Remustered to aircrew and posted to No.5 ITS, 29 August 1942; may have graduated 24 October 1942; date of posting to No.1 BGS uncertain; may have graduated 23 December 1942 but not posted to No.1 AOS until 28 December 1942; graduated and commissioned 5 February 1943. To "Y" Depot, 19 February 1943. To RAF overseas, 8 March 1943. Promoted Flying Officer, 5 August 1943. Repatriated 15 November 1944. To No.2 Air Command, 9 January 1945. To No.19 SFTS, 13 January 1945. To "Y" Depot, 5 March 1945. To United Kingdom, 10 March 1945. Repatriated 13 June 1945. Retired 6 September 1945. Living in Dunstable, Alberta in 1950. Later in Ontario as a landscape architect. Died in Ottawa, 1998. Buried in Capital Cemetery, Garden of the Apostles SW. Award presented 9 July 1949. Bomb aimer; Public Records Office file Air 2/8826 notes he had flown 29 sorties, 148 operational hours.

This officer has flown on operational sorties against many heavily defended and distant enemy targets, including Brunswick, Magdeburg, Cologne and Friedrichshafen. His operational career has been distinguished by his fine fighting spirit and eagerness to press home his attacks in the face of the most intense enemy opposition. On one occasion he made an accurate and successful bombing run despite persistent attacks by an enemy fighter which severely damaged his aircraft, killed one member of his crew and wounded four others including his captain.

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POW, F/L Jack McIntosh (J6232) - **Mention in Despatches** - No.113 Squadron (Canada) - Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 31 October 1918. Home in Tillsonburg, Ontario, enlisted London, 17 October 1940. To No.2 SFTS (guard), 9 November 1940. To No.1 ITS, 3 January 1941; promoted LAC, 8 February 1941 and posted to No.7 EFTS; to No.1 Manning Depot, 10 April 1941; to No.2 STS, 4 May 1941; commissioned 15 July 1941; warned for embarkation on 16 July 1941; to RAF overseas, 4 August 1941; promoted Flying Officer, 16 July 1942; repatriated to Canada, 17 May 1943; to Eastern Air Command, 20 April 1943; to No.113 Squadron, 22 June 1943; promoted Flight Lieutenant, 1 December 1943. To No.164 (Transport) Squadron, 17 April 1944; to Release Centre, 7 July 1945; released 10 July 1945.

This pilot has contributed greatly to the successful operations of the squadron. His devotion to duty and exceptional zeal have been an example to all.

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POWDRILL, F/L Ross (J19169) - **Distinguished Flying Cross** - No.166 Squadron (deceased) - Award effective 6 June 1944 as per **London Gazette** dated 21 December 1945 and AFRO 155/45 dated 15 February 1946. Born 8 February 1921 in Moose Jaw; home there; enlisted Regina 11 October 1939 as Clerk. Promoted AC1, 1 March 1940. Promoted LAC, 1 January 1941. Reclassified as Clerk/Stenographer, 1 March 1941; promoted Corporal that date. Promoted Sergeant, 1 July 1941. Remustered to aircrew and posted to No.2 ITS, 14 March 1942; graduated 6 June 1942 when posted to No.15 EFTS; graduated 1 August 1942 when posted to No.10 SFTS; graduated and classified pilot, 20 November 1942. To "Y" Depot, 4 December 1942. To RAF overseas, 10 December 1942. Commissioned 12 August 1943. Promoted Flying Officer, 12 February 1944. Promoted Flight Lieutenant, 1 May 1944. Killed in action 7/8 June 1944 (Lancaster DV367); buried in France. Award sent by registered mail to his father 7 November 1949.

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

NOTE: Public Records Office Air 2/9632 has recommendation dated 13 May 1944 when he had flown 22 sorties (150 hours), 18 November 1943 to 9 May 1944.

18 November 1943 - Berlin  
20 January 1944 - Berlin  
21 January 1944 - Magdeburg  
27 January 1944 - Berlin  
28 January 1944 - Berlin  
30 January 1944 - Berlin  
19 February 1944 - Leipzig  
20 February 1944 - Stuttgart  
1 March 1944 - Stuttgart  
15 March 1944 - Stuttgart  
18 March 1944 - Frankfurt  
22 March 1944 - Frankfurt  
30 March 1944 - Nuremburg  
20 April 1944 - Cologne



22 April 1944 - Dusseldorf  
24 April 1944 - Karlsruhe  
26 April 1944 - Essen  
27 April 1944 - Friedrichshaven  
1 May 1944 - Lyons  
3 May 1944 - Maily  
6 May 1944 - Aubigne  
9 May 1944 - Mardyck

This Canadian officer has completed 22 sorties against the enemy on some of the most heavily defended targets in Germany including five attacks on Berlin. During all his sorties this officer, as captain of aircraft, has shown complete disregard of enemy opposition and has always pressed home his attack. He has maintained a very high level of discipline in his crew and his own cheerfulness has inspired the whole squadron.

On a number of occasions, when faced with heavy enemy opposition, this officer has shown complete contempt for the defences and sought out the target to deliver a successful attack.

He sets his mind on the task in hand fearlessly and with a magnificent offensive spirit and for his courage and devotion to duty he is recommended for the award of the Distinguished Flying Cross.

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

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POWELL, G/C Griffith James (C1227) - **Commander, Order of the British Empire** - RCAF Unit Air Transport Command - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Enlisted 23 October 1939. At AFHQ as of 31 December 1940 when on Leave Without Pay. Wing Commander as of 1 March 1941. Promoted Group Captain, 15 October 1941. Retired 24 March 1943 at which time he seems to have been on strength of No.45 Group, Dorval. DHist has no complete file and no citation can be found. However, he is identified in W.A.B. Douglas, **The Creation of a National Air Force** (pp.643-644) as being a veteran of Imperial Airways and, in 1940, Chief Navigation Officer for Eastern Air Command with the rank of squadron leader. Public Records Office Air 2/9336 has citation and put him in Ferry Command Headquarters.

This officer was in charge at Bermuda for over six months during which period he showed outstanding ability. Since January 1942 he has been senior air staff officer at Command Headquarters and has successfully organized the flights for the North Atlantic, South Atlantic, Labrador, Greenland and South Pacific to Australia. His organizing and administrative abilities are outstanding and he has had to handle service and civilian personnel as well as to deal with the Canadian and United States of America governments. He has proved himself to be a pilot of exceptional ability and has flown the Atlantic many times.

NOTE: Public Records Office Air 2/8925 has a near-identical submission made at the time of 1943 New Years Honours Lists being prepared; clearly the submission failed then but was submitted again. On 4 January 1943 Air Marshal F.W. Bowhill wrote to Air Marshal Sir Bertine E. Sutton (RAF Air Member for Personnel) which dealt with Powell but also bore on the broader picture of awards:

I am getting a little bit worried about my Senior Air Staff Officer, namely Group Captain G.J. Powell, in respect of the Honours List.

I put his name forward as the first priority in respect to my Group Captain for a CMG in the New Year's Honours and he did not get anything. I am, of course, not criticising in any way the Selection Board as regards these honours and awards, far from it, I know the difficulties only too well having been AMP for four years, but what I am wondering about is whether this officer is falling between two stools as his position is somewhat peculiar. I have asked whether he should be treated as a civilian or as a serving officer and I am not quite clear yet as to the Air Ministry's ruling.

This officer is on the general list of the RCAF but is on leave without pay with permission to wear uniform. He was loaned to ATFFERO and came over to me when RAF Ferry Command took charge. The RCAF do not pay him and refuse to be responsible for a pension or any liability in case of injury or death, we do all this, namely, we pay him (not RAF rates but a special rate) and we insure him against injuries etc.

This officer has done outstanding work. He has to handle the whole of the flying personnel, both Service and Civilian, and because of the peculiarity of this Command he has to have the Engineer staff, the Signals staff and all training under him as well. I have put forward civilian pilots, both Canadian and American, for OBEs etc., and three of them have received their decorations at various times which has done a tremendous amount of good. I would be very much obliged therefore, if it could be made clear to me whether this officer should come under the civilian or service side. I was informed at one time that this was being checked up with the RCAF authorities at home but really I do not think they know anything about it and as he is working entirely for the RAF Ferry Command and being paid out of British public funds, I think it is for the Air Ministry to make its own ruling on this subject, and I know the CAS out here would agree to any ruling made but I do not think he would agree that Powell should be considered in the Canadian quota as I think he would argue that he is not doing work for the RCAF but for the RAF Ferry Command.

RCAF file 821-4-47 (National Archives of Canada RG.24 Volume 17745) has a letter dated 7 October 1942 from Air Chief Marshal Sir Frederick Bowhill, Royal Air Force Ferry Command, to Chief of the Air Staff, RCAF Headquarters, Ottawa, recommending Powell and Doctor P.H. McTaggart-Cowan for the McKee Trophy. The section relating to Powell reads:

This officer has been lent by the RCAF since the start of the war. He has been connected with the ferrying of aircraft to the United Kingdom ever since it commenced and was in charge, at one time, in Bermuda which is a base for sending the Flying Boats over to the United Kingdom. In June 1941 he came to Montreal and was the officer in charge of all flying and was personally responsible for the safe delivery of all aircraft. He had to ensure that the crews were properly trained before leaving, also while they were training he was in charge of the Operations Room. In January 1942 he became my Senior Air Staff Officer which means that he is entirely responsible for all matters of flying and training in the air. He had to organize not only the flights for the North Atlantic but for the South Atlantic and South Pacific as well, not to speak of Labrador and

Greenland.

Group Captain Powell is a magnificent pilot and tests every new type of aircraft himself personally. He is an Officer who has great tact and has to handle not only Service but Civilian personnel. He also has very close liaison with the Canadian and United States governments. He has the Service at heart and at the same time he does everything possible to ensure that civil aviation, when it comes into its own again, will have the full advantage of the great experience gained by Ferry Command. It is due to his outstanding ability, his sound judgement and common sense that the casualties of this Command have been kept to such a very low percentage. He has great vision and is always ready to seize on any opportunity for further developing the air. I most strongly recommend him.

\* \* \* \* \*

POWELL, F/O Harvey James (J17055) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 September 1944 as per **London Gazette** of that date and AFRO 2373/44 dated 3 November 1944. Born 8 September 1921. Home in Frankford, Ontario; enlisted Ottawa, 23 January 1941 and posted to No.2 Manning Depot. To No.2 BGS (guard), 21 February 1941. To No.2 WS, 29 March 1941; promoted LAC, 1 May 1941; to Composite Training School, 12 September 1941; to No.3 BGS, 11 October 1941; graduated and promoted Sergeant, 8 November 1941. To "Y" Depot, 9 November 1941. To RAF overseas, 8 December 1941. Commissioned 30 November 1942. Promoted Flying Officer, 30 November 1943. Repatriated 16 October 1944. To No.1 Composite Training School, 16 November 1944. Promoted Flight Lieutenant, 30 November 1944. To Western Air Command, 15 December 1944. To No.5 OTU, 27 April 1945. To release centre, 13 September 1945. Retired 15 September 1945. Living in Hamilton, Ontario, July 1950. Died in Hamilton, 26 March 2007. Award presented by King George 11 August 1944. RCAF photo PL-32373 shows him.

As air gunner, this officer has participated in a very large number of sorties involving attacks on such well defended targets as Berlin, Hamburg and centres in the Ruhr area. He is a valiant and resourceful member of aircraft crew and his gunnery skill has, on more than one occasion, contributed materially to the safe return of the aircraft. His devotion to duty has been unflinching.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600) has original recommendation by W/C L. Lecomte, drafted 12 July 1944 when he had flown 52 sorties (290 hours ten minutes); text as follows:

An Air Gunner of exceptional merit, Flying Officer Powell is a veteran of 52 offensive sorties over enemy territory. These operations included sorties to Nuremburg, Hamburg, Mannheim, Frankfurt, and Berlin, as well as attacks on Essen, when intense fighter and flak opposition was encountered. In all these attacks he has been outstanding for his courage, cool judgement and determination, frequently in the face of heavy odds.

On one occasion, the 28<sup>th</sup> July 1942, his aircraft was coned by searchlights while flying over Hamburg at 18,000 feet. Evasive action proved ineffective and the aircraft was forced to descend to 300 feet. During the half-hour they remained at this level, Flying Officer Powell, regardless of the imminent danger, coolly shot up several searchlight and anti-aircraft batteries, putting a number of them out of action. Having climbed to 10,000 feet, the aircraft was later attacked by an enemy fighter. With an admirable display of cool judgement and courage, this officer so directed the pilot in evasive action that the aircraft was brought safely back to base.

Flying Officer Powell's fine offensive spirit and outstanding devotion to duty have been an inspiration to all who have known him. His magnificent example in all these operations fully merits the immediate award of a Distinguished Flying Cross.

The sortie list was as follows:

30 May 1942 - Cologne (4.15)  
1 June 1942 - Essen (3.20)  
2 June 1942 - Essen (3.25)  
4 June 1942 - Dieppe (4.45)  
5 June 1942 - Gardening (4.45)  
8 June 1942 - Dieppe (4.45)  
17 June 1942 - St. Nazaire (6.35)  
19 June 1942 - Emden (4.15)  
21 June 1942 - Gardening (4.00)  
22 June 1942 - Emden (3.57)  
25 June 1942 - Bremen (5.13)  
27 June 1942 - Bremen (4.05)  
29 June 1942 - Bremen (4.05)  
2 July 1942 - Bremen (5.13)  
6 July 1942 - Gardening, Lorient (5.31)  
8 July 1942 - Wilhelmshaven (3.58)

21 July 1942 - Duisburg (3.47)  
23 July 1942 - Duisburg (3.25)  
25 July 1942 - Duisburg (4.00)  
26 July 1942 - Hamburg (5.00)  
28 July 1942 - Saarbrucken (6.30)  
1 September 1942 - Saarbrucken (5.30)  
4 September 1942 - Bremen (6.28)  
6 September 1942 - Duisburg (5.30)  
14 September 1942 - Wilhelmshaven (5.30)  
19 September 1942 - Saarbrucken (6.45)  
3 October 1942 - Krefeld (5.40)  
15 October 1942 - Cologne (6.30)  
23 October 1942 - Krefeld (3.25, duty not carried out)  
\* \* \* \* \*  
13 February 1944 - Le Mans (4.00, duty not carried out)  
18 March 1944 - Frankfurt (5.40)  
22 March 1944 - Frankfurt (6.30)  
24 March 1944 - Berlin (7.30)  
26 March 1944 - Essen (5.10)  
30 March 1944 - Nuremburg (7.50)  
10 April 1944 - Ghent marshalling yards (4.00)  
18 April 1944 - Noisy le Sec (5.45)  
20 April 1944 - Lens (4.30)  
22 April 1944 - Dusseldorf (6.00)  
25 April 1944 - Karlsruhe (7.15)  
7 May 1944 - St. Valery (3.15)  
8 May 1944 - Haine St. Pierre (4.25)  
10 May 1944 - Ghent (4.15)  
22 May 1944 - Le Mans (5.00)  
5 June 1944 - Houlgate (5.10)  
6 June 1944 - Coutances (5.40)  
8 June 1944 - Mayenne (5.55)  
10 June 1944 - Versailles (5.15)  
12 June 1944 - Cambrai (4.55)  
14 June 1944 - St. Pol (3.55)  
16 June 1944 - Sautrecourt (3.55)

This was the second time he had been recommended by W/C Lecompte; the first was on 20 June 1944 with the following citation:

This officer has completed a great number of operational sorties against the enemy, including such well defended targets as Berlin, Essen, Nuremberg and Frankfurt. He has displayed a fine fighting spirit and as an Air Gunner has set a stirring example to all members of the squadron. His keenness and outstanding courage is worthy of high praise. In recognition of his good services, I recommend him for the award of the Distinguished Flying Cross.

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POWELL, F/L Kenneth Orvil (J36200) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 18 May 1945 as per **London Gazette** of that date and AFRO 1085/45 dated 29 June 1945. Born 19 September 1913. Home in London, Ontario; enlisted Montreal, 9 July 1942. To No.5 Manning Depot, 3 November 1942. To Mountain View, 21 January 1943. To No.6 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943; posted next day to No.9 EFTS; graduated 11 June 1943 and posted next day to No.14 SFTS; graduated and commissioned 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flying Officer, 1 April 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.1 Air Command Headquarters, 8 September 1945. To No.1 SFTS, 15 September 1945. To No.4 Release Centre, 27 September 1945. To No.1 Repatriated Depot, 29 November 1945. To No.1 PTU (whatever that is), 15 September 1946. To Eastern Air Command, 1 January 1947. To "K", 26 March 1947. Retired 28 March 1947. Photo PL-43385 shows him (right) with his bomb aimer, F/O Eddie Schreiber (Montreal) on completion of their first tour on Lancasters and Halifaxes. Award presented 14 June 1949.

Flight Lieutenant Powell is a skilful and resourceful pilot who has completed many sorties against the enemy, including numerous difficult minelaying missions, requiring a high degree of accuracy. In March 1945 this officer was detailed for a night attack on Cologne. Early on the outward flight one of his engines became unserviceable. Nevertheless, he continued to the target which he successfully attacked. On the return journey a second engine failed. Despite this, Flight Lieutenant Powell succeeded in flying the aircraft back to base, where he executed a masterly landing. The keenness, efficiency and devotion to duty shown by this officer have been exceptional.

DHH file 181.009 D.1502 (Library and Archives Canada RG.24 Volume 20599) has the original recommendation by W/C R.L. Bolduc dated 15 March 1945 when he had flown 29 sorties (183 hours 20 minutes):

On 2<sup>nd</sup> March 1945, Flight Lieutenant Powell was detailed for a night attack on Cologne. Shortly after take off the starboard outer engine failed and the

propellor was feathered. It was impossible to reach bombing height on three engines but nevertheless this pilot pressed on the target and successfully completed his mission. On the return route the port outer engine failed and feathering procedure was again carried out. In spite of these extreme difficulties, Flight Lieutenant Powell managed to bring his aircraft safely back to base on only two engines and made an exemplary landing.

This officer is captain of one of the few crews especially selected to carry out extremely difficult mining sorties which requires the highest degree of skill and accuracy in flying. This pilot, by his keenness, efficiency and devotion to duty, has been an outstanding example to the other members of his unit.

It is felt that the determination and skill displayed by this pilot in bringing his aircraft safely back to base on only two engines, coupled with his magnificent offensive spirit, fully merits the immediate award of the Distinguished Flying Cross.

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POWELL, P/O Lloyd Woodrow (J15339) - **Distinguished Flying Cross** - No.412 Squadron - Award effective 31 December 1942 as per **London Gazette** dated 15 January 1943 and AFRO 232/43 dated 12 February 1943. Born in Pickardville, Alberta, 15 November 1918. Butcher before the war and member of the Edmonton Fusiliers. Enlisted in Edmonton, 3 June 1940 and posted on 7 June 1940 to No.1 Manning Depot, Toronto. Posted to No.1 ITS, Toronto, 24 June 1940; graduated and promoted LAC, 19 July 1940. To No.5 EFTS, Lethbridge, 19 July 1940; graduated 4 October 1940 when posted to No.1 SFTS, Camp Borden; graduated and promoted Sergeant, 17 January 1941. Struck off Canadian strength to Overseas Pool, 4 February 1941. Arrived in Britain, 2 March 1941. To No.57 OTU, 10 March 1941; to No.59 OTU, 30 June 1941; to No.412 Squadron, 13 July 1941. To Station Edgehill, , 29 September 1941. Commissioned 20 April 1942 and posted back to No.412 Squadron the same day. Posted "Non-Effective - Sick", 11 May 1942 (apparently to Martlesham Heath). To Biggin Hill, 29 August 1942; reposted to No.412 Squadron, 7 September 1942. Promoted Flying Officer, 20 October 1942. Killed in action, (Spitfire AR522), 17 June 1943. No known grave; name on Runnymede Memorial. Award presented by King George to next-of-kin, 25 May 1943. Credited with the following aerial victories: **17 September 1942**, one FW.190 destroyed; **16 May 1943**, one FW.190 destroyed. Photo PL-15544 shows him with LAC W. Coutts of Melfort, Saskatchewan. Photo PL-4836 (ex UK-613) shows the following beside a Spitfire - Sergeant H.C. Charlesworth (Chemainus, British Columbia), Sergeant L.W. Powell (Edmonton), Sergeant E.N. Macdonelle (Calgary), Sergeant O.F. Pickell (Fort St. John, British Columbia), Sergeant A.F.L. Smith Cupar, Saskatchewan). PL-14681 is a portrait, February 1942; PL-15089 standing beside aircraft.



Pilot Officer Powell has taken part in many operational sorties. Recently he has been engaged in a number of low level attacks against the enemy during the course of which he has severely damaged 19 locomotives. This officer has always shown exceptional keenness to get at grips with the enemy coupled with a total disregard for his own safety. His enthusiasm and cool courage have set a splendid example to all.

When killed he had flown 533 hours 35 minutes on Spitfires (115 hours 20 minutes in previous six months) and his total flying time was 641 hours 25 minutes all types (67 hours 25 minutes dual). The circumstances of his death are summarized in a report dated 19 June 1943 (S/L F.W. Kelly).

I have the honour to report that on June 17<sup>th</sup> at 1925 hours Flying Officer Powell took off with Pilot Officer F. Monette to carry out a convoy patrol of great importance south of the Scilly Islands. Their instructions were to carry out the patrol at zero feet and to keep all suspicious aircraft at a distance.

At approximately 2010 hours a formation of four Mustangs of No.414 Squadron returning from patrol in the Bay of Biscay encountered our Spitfires unexpectedly and Flying Officer Powell was shot down in circumstances which are the subject of a Court of Inquiry being held at RAF Station Portreath on 20<sup>th</sup> June as per 10G/P.914 dated 18<sup>th</sup> June.

Flying Officer Powell was heard to say that he was baling out but his attempt was unsuccessful and a thorough Air-Sea Rescue search of the area failed to reveal any trace of him.

The Court of Inquiry itself heard several witnesses. The Summary and Findings were as follows:

#### SUMMARY

At 1900 hours on 17<sup>th</sup> June 1943 four Mustangs of No.414 Squadron took off from Predannack to escort four Mosquitos on an operation known as Instep 75. After about 20 minutes flying the Mosquitos saw an aircraft and went in pursuit followed by the Mustangs. This aircraft was eventually recognised as a Halifax. The Mustangs and Mosquitos then resumed their patrol. Having escorted the Mosquitos for 55 minutes or thereabout which was the period of the patrol the Mustangs returned for home. The time would then be approximately 2000 hours. In the meantime at 1925 hours two Spitfires of No.412 Squadron took off

from Perranporth on a very secret patrol to escort a small ship. They were on patrol at 1925 hours. At approximately 2025 hours the Mustangs returning from their patrol approached the area being patrolled by the Spitfires. The Spitfire section approached the Mustangs head on in hazy weather and failing light and the leader opened fire. The Mustang leader returned the fire. All the aircraft then did a turn to port and No.2 of the Spitfire section got an aircraft in his sights and opened fire and the aircraft dived into the sea. Immediately after the first burst the Mustangs recognised the Spitfires, reformed and climbed up and after a few minutes No.1 reported that he had been hit was baling out. The aircraft turned on its back and dived into the sea; at the same time two other objects were seen to hit the water by No.2. It would seem that No.1 tried to bale out and did so, but was either too low or his parachute failed to open, as no parachute was seen by No.2. The result of the combat was the loss of one Mustang piloted by Flying Officer [F.L.] Vaupel and the loss of one Spitfire piloted by Flying Officer Powell, the pilots of both aircraft being killed.

#### FINDINGS

1. That the Spitfire leader started the attack on the Mustangs from a head-on position at long range without apparently taking any steps to recognise the aircraft he was attacking.
2. That the Mustang leader [F/O David Arthur Bernhardt, RCAF] returned the fire without recognising the aircraft he was attacking on the ground that it had committed a hostile act.
3. That it cannot be ascertained whether No.2 of the Mustang section [Flying Officer F.L. Vaupel] opened fire. The Court is of opinion that the Mustang leader shot down the Spitfire leader.
4. That No.2 of the Spitfire section [Pilot Officer Francis Eugene Monette, RCAF] opened fire on No.2 of the Mustang section without recognising the aircraft he was attacking on the ground that it had committed a hostile act and shot it down.
5. That the blame for the combat must rest with the Spitfire leader [Powell] and that no blame be attached to the Mustang leader or No.2 of the Spitfire section who both opened fire on aircraft which had committed a hostile act.

**Training:** Interviewed in Edmonton, 21 May 1940: "This chap very keen to be pilot as well as

serve. Recommended. Quite polite decent type.

Course at No.1 ITS was 24 June to 20 July 1940. Courses in Mathematics (77/100), Armament, practical and oral (74/100), Drill (65/100), Law and Discipline (86/100). "Eight months with Edmonton Fusiliers. Has had to work very hard to support family; very serious minded. Considered right type for pilot employment." Placed 207<sup>th</sup> in a class of 244.

Course at No.5 EFTS was 22 July to 14 September 1940. Tiger Moth aircraft (43.10 dual, 20.55 solo plus 4.30 in Link). "Inclined to be careless in general flying. This pupil has been sick quite a lot but the M.O. reports he will be O.K. now. If so he should make a good pilot." (F/O R.F. Gladden). Ground courses in Airmanship (165/200), Airframes (162/200), Aero Engines (55/200 - failed); Signals, practical (42/50), Theory of Flight (65/100), Air Navigation (145/200), Armament, oral (115/200). Graded 1148/200 in "Qualities as an NCO." Placed 18<sup>th</sup> in a class of 23. "Average ability; wrote his exams just after coming out of hospital. Conduct very good."

Course at No.1 SFTS was 7 October to 29 November 1940. Yale aircraft (28.45 day dual, 25.20 day solo, 1.40 night dual, 1.20 night solo; also logged 6.05 in Link). "A fairly capable pupil but has a tendency to become slipshod in his execution." (S/L W.E. Kennedy). Ground courses in Airmanship (129/200), Armament, written (77/100), Armament, practical (81/100), Air Navigation (134/200), Signals (38/50). "Very satisfactory - worked steadily." Placed 28<sup>th</sup> in a class of 42. "Discipline good but not always punctual." (S/L W.E. Kennedy). Advanced flying at No.1 SFTS was 29 November 1940 to 16 January 1941. Harvard aircraft - 4.50 day dual, 15.25 day solo, 1.15 night dual, 15 minutes night solo. Courses in Navigation (107/200), Recognition and Photography (64/100), Graded an NCO, 186/300; graded as a Pilot, 195/300. Placed 31<sup>st</sup> in a class of 43. Average in all categories; recommended for fighters. "Rather young - will improve with more service experience."

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POWELL, F/L Patrick Albert (J11222) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 25 July 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born 16 November 1916 in Vancouver; home at Copper Mountain, British Columbia. Prewar employed as a clerk, underground miner, blacksmith helper, assayer, and two years as a futter with Nooduyn. Enlisted Montreal, 28 April 1941. To No.4A Manning Depot, 6 May 1941. To No.1 WS, 9 June 1941. To No.3 ITS, 27 July 1941; graduated 1 September 1941 and promoted LAC; posted that date to No.4 EFTS; ceased training on 14 September 1941 ("I could not judge distance and always had difficulty in landing") and posted to Composite Training School; to No.10 AOS, 11 October 1941; to No.9 BGS, 18 January 1942; graduated and promoted Sergeant on 14 March 1942; posted that date to No.2 ANS; graduated and commissioned 13 April 1942. To "Y" Depot, 14 April 1942. To RAF overseas, 8 May 1942.

Disembarked in Britain, 22 May 1942. To No.1 Signal School, 27 July 1942 (ten hours in Proctor aircraft). Promoted Flying Officer, 13 October 1942. To No.3 School of General Reconnaissance, 21 November 1942 (four hours in Botha and 27 in Anson aircraft). To No.2 (Coastal) OTU, 23 February 1943. To No.404 Squadron, 15 April 1943. Promoted Flight Lieutenant, 13 April 1944. To RCAF Overseas Headquarters, 22 October 1944. Repatriated 28 October 1944.. To No.8 Released Centre, 18 February 1945. Released 22 February 1945. Award presented 29 January 1949. Cited with F/L Albert H. Hodson (RCAF pilot, DFC), which see for citation.

Powell's original recommendation was drafted 8 June 1944 by W/C A.K. Gatward, Commanding Officer, No.404 Squadron, noting that he was a Navigator and has flown 29 sorties and 201 hours 40 minutes overseas (116 hours 40 minutes operational). The text read:

On the 6<sup>th</sup> of June 1944, Flying Officer Patrick Albert Powell was the navigator of an aircraft leading a sub-formation leader of R.P. Beaufighters which attacked and seriously damaged three enemy destroyers in the Bay of Biscay.

This is this officer's eighth successful shipping strike. He has always shown great keenness to engage the enemy and his skilful navigation and evasive action directions have played a large part in this crew's successful work. On one occasion, although wounded in both legs, he insisted on carrying on his patrol.

For his courage and determination, I recommend he receive the Immediate award of the Distinguished Flying Cross.

The Officer Commanding, Davidstow Moor, concurred on 9 June 1944. On 10 June 1944 the Air Officer Commanding, No.19 Group (A/V/M B.E. Baker) wrote:

As Navigator in F/L Hodson's aircraft, F/O Powell has displayed great courage and determination at all times. Recommended for the immediate award of the DFC.

This was approved by the Air Officer Commanding-in-Chief, Coastal Command (Air Chief Marshal W.S. Douglas) on 1 July 1944.

**Notes:** Course at No.10 AOS was 13 October 1941 to 18 January 1942; Anson aircraft (23.45 as first navigator by day, 28.15 as second navigator by day, 6.10 as first navigator by night, 5.50 as second navigator by night, 3.20 on bombing, 2.20 as passenger. Placed fifth in a class of 18. Very good at navigation, poor in bombing. Passenger in an Anson involved in low speed ground collision, 31 December 1941.

Course at No.9 BGS was 19 January to 14 March 1942. Battle aircraft (10.55 on bombing, 8.20 on gunnery. Dropped 24 bombs high level and eleven bombs low level. Placed 22<sup>nd</sup> in a class of 29. In Battle 1670 on 3 March 1942 when aircraft went up on its nose owing to runway snow conditions

Course at No.2 ANS was 16 March to 13 April 1942. Anson aircraft (3.00 as first navigator by day, 8.55 as second navigator by day, 6.45 as first navigator by night, 13.15 as second navigator by night, Not consistent in ground school, but air work described as follows: "Steady and consistent air worker who used astro for what it is worth and always got home."

Course at No.2 (Coastal) OTU was 24 February to 6 April 1943. Flew in Beaufighters (28.15 by day, 3.00 by night). Courses in Reconnaissance (74 %), Ship Recognition (71 %), Aircraft Recognition (63 %), Airmanship (66 %), Signals (75 %) and Armament (67 %). "Average but could have shown better." (W/C H.J. Garlick)/

Application for Operational Wing dated 30 October 1944 stated he had flown 138 hours 15 minutes on operations, April 1943 to September 1944.

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POWELL, F/L Peter Geoffrey (J8817) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 14 May 1943 and AFRO 1035/43 dated 4 June 1943. Born Rosedale Abbey, Yorkshire, 19 April 1917; home at Sherrperton Green, Middlesex; enlisted Halifax, 12 September 1940. To No.5 (BR) Squadron, non-flying duties, 5 October 1940. To No.1 ITS, 2 January 1941; promoted LAC, 8 February 1941; but not posted to No.10 EFTS until 21 February 1941; ceased training and posted to No.1 Manning Depot, 8 April 1941. To No.2 AOS, 6 June 1941; to No.5 BGS, 30 August 1941. Posted to No.1 ANS, 11 October 1941; promoted Sergeant, 13 October 1941. Commissioned 7 November 1941. To "Y" Depot, date unclear; to RAF overseas, 12 December 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 October 1942. Promoted Squadron Leader, 23 May 1943. DFC and DSO presented by King George VI, 7 December 1943. Promoted Wing Commander, 16 March 1944. Repatriated 12 June 1945. To No.8 OTU, 19 June 1945. To Station Greenwood, 31 July 1945. To Eastern Air Command, 4 August 1945. To Release Centre, 1 September 1945. Retired 8 September 1945. With Trans-Canada Airlines after January 1946 (Chief Navigation Officer). Inducted into Canadian Aviation Hall of Fame, 1990. Died at Delta, British Columbia, 8 September 2005. See website <http://www.cahf.ca/CUSTOMPAGES/907/MemberList.cfm?firstLetter=P#170> for Hall of Fame profile. Photo PL-33580 refers.

During his many sorties against enemy targets, Flight Lieutenant Powell has displayed exceptional ability as a navigator. With unfailing accuracy he has

consistently brought his aircraft to the target and thus been largely responsible for the successes achieved by his crew.

NOTE: The original recommendation is in Public Records Office Air 2/8950. Dated 20 March 1943, it credits him with 36 sorties (220 hours) as follows:

30 May 1942 - Cologne  
1 June 1942 - Essen  
17 June 1942 - GARDENING, St. Nazaire  
20 June 1942 - Emden  
2 July 1942 - Bremen  
8 July 1942 - Wilhelmshaven  
14 July 1942 - GARDENING, Lorient  
26 July 1942 - Hamburg  
29 July 1942 - Saarbrücken  
31 July 1942 - Düsseldorf  
6 August 1942 - Duisburg  
11 August 1942 - GARDENING, Scharhorn  
12 August 1942 - Mainz  
17 August 1942 - Osnabrück  
18 August 1942 - Flensburg  
27 August 1942 - Kassel  
28 August 1942 - Saarbrücken  
6 September 1942 - Duisburg  
8 September 1942 - Frankfurt  
6 November 1942 - GARDENING, Nectarine  
8 November 1942 - GARDENING, Broccoli  
22 November 1942 - Stuttgart  
28 November 1942 - Turin  
6 December 1942 - Mannheim  
8 December 1942 - Turin  
9 December 1942 - Turin  
11 December 1942 - Turin  
23 January 1943 - Lorient  
26 January 1943 - Lorient  
3 February 1943 - Hamburg  
4 February 1943 - Turin  
11 February 1943 - Wilhelmshaven  
13 February 1943 - Lorient  
16 February 1943 - Lorient

18 February 1943 - Wilhelmshaven

25 February 1943 - Nuremburg

During his many sorties against enemy targets, a number of them in a most important role, Flight Lieutenant Powell has displayed exceptional ability as a navigator in guiding his aircraft to enable the allotted task to be carried out. With unfailing accuracy and success he has thus proved very largely responsible for the excellent results he and his crew continue to achieve. In recognition of his fine service Flight Lieutenant Powell is recommended for the non-immediate award of the Distinguished Flying Cross.

POWELL, S/L Peter Geoffrey, DFC (J8817) - **Distinguished Service Order** - No.405 Squadron - Award effective 19 October 1943 as per **London Gazette** dated 2 November 1943 and AFRO 2507/43 dated 3 December 1943.

Squadron Leader Powell is a navigator whose unerring skill has contributed in a large way to the success achieved on many sorties, including the recent heavy attacks on Peenemunde and Berlin. In addition to his operational tasks, Squadron Leader Powell has rendered yeoman service in the training of other navigators and his excellent work has been reflected in their numerous successes. This gallant officer has set an inspiring example.

POWELL, W/C Peter Geoffrey, DSO, DFC (J8817) - **Mention in Despatches** - No.63 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945.

RCAF Press Release 2739 dated 27 January 1944 provides a narrative of his career:

With the RCAF Bomber Group Overseas - First Canadian navigator trained under the BCATP to attain the rank of Wing Commander overseas is W/C P.G. "Pete" Powell, DSO, DFC. He is now operations and tactics supervisor for the RCAF "Beaver" heavy bomber base commanded by Air Commodore C.M. McEwen, MC, DFC of Montreal, Quebec.

Screened from operations, the 26-year old observer, who hails from Sorrento, near Salmon Arm, British Columbia, will pass on his knowledge and experience to the Canadian squadrons in the base, including three well-known Lancaster squadrons, Goose, Thunderbird and Leaside, and the hard-hitting Halifax outfits, Bluenose and Iroquois squadrons.

Wing Commander Powell has completed many operational flights over enemy territory and during his two tours he flew with seven different skippers.

"I've been very lucky," said the fair-haired boyish looking Wingco. "We've never baled out, ditched or crash-landed although we've been shot up, coned and attacked by fighters many times." His operational log book tells a thrilling story of attacks on some of the heaviest targets in Germany, a flight to Turin, Italy and four raids over Berlin.

He joined the Goose squadron in June 1942, flying Hampdens and his first trip was over Cologne. On their bombing run, the "sprog" crew were coned and shot up badly by flak and the aircraft got out of control. The skipper ordered the crew to bale out but recovered control a few seconds later, and the four-man crew somehow managed to get the battered and riddled twin-engined aircraft back to Britain with no one injured.

In his career of "shaky do's", the Wingco refers most frequently to his last trip over Berlin when his crew was chosen to do a special reconnaissance flight over the German capital, remaining in the target area before, during and after the attack to report on its success.

"It was a magnificent but frightening sight to see the defences start up at the beginning of the attack and watch Berlin burning," said the Wingco, whose Lancaster flew around the target area for 45 minutes and then dropped their bomb-load last of all.

"The moonlight, searchlights and fires made the scene almost a daylight raid, and fighters were as thick as flies. But it's a thrilling sight to fly above a blazing city and see our bombers come streaming in at all heights and from many angles to drop their bombs," Powell added. "It's a sight you never forget - the bright bomb bursts, freshly-laid incendiaries breaking into flames, colourful target sky markers, the city burning, smoke rising, illuminating chandelier flares dropped by enemy fighters, crimson tracer exchanges between aircraft and all round the flak, searchlights and fighters."

Navigation officer for his squadron before being screened, Wing Commander Powell is no newcomer to the subject. Born at Rosedale Abbey, Pickering, Yorkshire, in 1917, he went to Canada at the age of two and spent many years at sea. In peacetime he became second mate apprentice to a deck officer and sailed on everything, from 28-ton tramp steamers to luxury liners. After trips



across the Atlantic and between New York, British West Indies and South America he received his first mate papers in Vancouver. He sailed with troop carriers between Canada and Britain early in the war before enlisting in the RCAF at Halifax in September 1940. He trained at Toronto, Sydney, Nova Scotia, Mount Hope, Ontario, Edmonton, Alberta, Dafoe, Saskatchewan, Rivers, Manitoba and was commissioned on graduation. He even assisted the navigation officer on the steamer which brought him across the Atlantic.

Wing Commander Powell comes from an air-conscious family. His father, a member of the RFC and RAF in the last war, is now Flight Lieutenant A.G. Powell, adjutant of a Mosquito night fighter squadron operating over Italy. At the outbreak of war the father brought his family overseas and enlisted in the RAF. Pete's two sisters are both married to airmen, one to a Canadian aero engine mechanic in the RAF and the other to an RAF pilot serving in the Middle East.

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POWER, F/L Jack Leonard (J12254) - **Distinguished Flying Cross** - No.144 Squadron - Award effective 28 November 1944 as per **London Gazette** of that date and AFRO 239/45 dated 9 February 1945. Born in Birmingham, England, 19 January 1921; home in Vancouver where he was educated. Farm hand at Kingcome Inlet, June to September 1939; signalman in logging camps, September 1939 to May 1940; cook with CPR, June to September 1940. Enlisted in Vancouver, 4 July 1941 and posted to No.2 Manning Depot. To No.7 SFTS, Macleod (guard), 14 August 1941. To No.4 ITS, Edmonton, 13 September 1941; graduated and promoted LAC, 8 November 1941 when posted to No.18 EFTS, Boundary Bay; graduated 2 January 1942 and posted next day to No.3 SFTS, Calgary; graduated and commissioned 19 June 1942. To No.1 GRS, Summerside, 3 July 1942. To "Y" Depot, 19 September 1942. To RAF Trainee Pool, 2 October 1942. Disembarked in Britain, 18 October 1942. To No.5 OTU, 2 November 1942. Promoted Flying Officer, 18 December 1942. To No.1 Torpedo Training Unit, 17 March 1943. To No.306 FTU, 15 April 1943. Departed United Kingdom for Middle East, 5 May 1943. To No.5 Middle East Training School, 25 May 1943. To Air Headquarters, Malta, 3 August 1943. Posted to India, 16 August 1943. This seems to have been cancelled owing to tropical diseases, for he deplanes in Britain (from Algiers), 26 September 1943. To No.7 OTU, 9 November 1943. To No.152 OTU, 16 November 1943. To No.1 Torpedo Training Unit, 1 March 1944. To No.144 Squadron, 18 April 1944. Promoted Flight Lieutenant, 19 June 1944. To No.132 OTU, 5 April 1945. Repatriated via Debert, 13 July 1945. To No.8 Release Centre, 12 September 1945. Retired 1 October 1945. Award presented, 29 January 1947. Postwar Reserve (206037), 1 December 1950 to 15 October 1951. Took refresher pilot training (Chipmunks), 19 January to 30 April 1951 with Aero Club of British Columbia (Vancouver) as member of Supplementary Reserve. Died in Vancouver, 1989 as per Royal Canadian Legion "Last Post" website and **Legion**

**Magazine** of February 1990.

This officer has participated in many sorties and has displayed a high degree of skill, courage and tenacity. In October 1944 he took part in an attack on an enemy convoy. In the face of intense anti-aircraft fire, Flight Lieutenant Power pressed home his attack with great determination and obtained a hit on a merchant vessel. His fine work in this spirited action won high praise.

**Assessment:** "An above average pilot who has completed an excellent tour of operations. He is very keen on flying but has not much aptitude for office work." (S/L D. Rogers, 10 April 1945, at which time he had flown 755 hours (150 hours 20 minutes in previous six months); he had flown 49 sorties.

**Notes:** Application for Operational Wing dated 17 July 1945 stated he had flown 48 sorties and 199 hours 50 minutes on operations, April 1944 to April 1945.

Form on repatriation dated 9 July 1945 stated he had flown 199.50 operational hours, 401.55 non-operational hours, and 48 sorties, the last one being on 3 April 1945. Listed types flown as Beauforts (197.25) and Beaufighter (404.20).

**Training:** Interviewed 22 February 1941; "Very good type. Exceptionally well recommended for capabilities. Alert and observant. Possesses intelligence and personality, Good family background. Well spoken, Should make good pilot."

Course at No.4 ITS was 13 September to 19 October 1941, Courses in Mathematics (81/100), Armament (practical and oral), 91/100, Signals (100/100), Sanitation and Hygiene (34/40), Drill (75/100) and Law and Discipline (55/60). Scored 69 percent in Visual Link. "Good worker, alert, good ability, individual type."

Course at No.18 EFTS was 10 November 1941 to 2 January 1942 on Tiger Moth aircraft 35.35 dual, 30.00 solo of which 10.40 on instruments (also logged ten hours in Link). Ground training course in Airmanship (116/200), Airframes (63/100), Aero Engines (58/100), Signals, practical (95/100), Theory of Flight (56/100), Air Navigation (164/200), Armament (122/125), Aircraft Recognition (70/75). Placed 17<sup>th</sup> in a class of 33. "Average type of student, not outstanding in any respects. Works fairly hard and achieves satisfactory results. Conduct and attitude very good.."

Course at No.3 SFTS was 2 March to 19 June 1942. Flew Cessna Cranes (50.40 day dual, 49.25 day solo, 4.45 night dual, 11.20 night solo - of this, 28.10 on instruments). Also logged 22 hours in Link. "Average pilot, keen, capable, confident, showing steady progress throughout the

course." Ground school in Aircraft and Maintenance (143/200), Armament, written (77/100), Armament, oral (79/100), Navigation and Meteorology (170/200), Signals, written (46/50), Signals, practical (90/100). Placed 6<sup>th</sup> in a class of 41.

Course at No.5 OTU was 3 November 1942 to 17 March 1943. Flew Beaufort aircraft (6.45 day dual to first day solo, total 10.45 day dual, 50.15 day solo, 2.00 night dual to first night solo (total night dual) and 9.40 night solo. On these times, 1.20 in formation and 7.15 on instruments. Also logged 39.30 in Link."An excellent pilot."

Course at No.132 OTU was 7 November 1943 to 22 February 1944. Flew Beaufort (3.05 day dual, 3.00 day solo, 50 minutes night dual, 25 minutes night solo) and Beaufighters (55.25 day as captain, 11.30 night as captain). Formation flying was 4.15, instrument flying one hour and Link time was 25 hours. "A good average type of officer and pilot. Is keen and should do well in squadron." (W/C M.L. Gaine, 22 February 1944).

RCAF Press Release 4966 dated 5 January 1945 reads as follows:

With RCAF in Coastal Command - The most impressive sight he has seen since he has been on "ship busting" is the way F/L J.L. Power of Vancouver (4<sup>th</sup> Avenue) defined a recent action in which his aircraft took part against a large tanker in the Skagerrak.

F/L Power wears the DFC for his part in numerous operational sorties with torpedoes and cannon against Nazi shipping over enemy occupied coasts.

Describing the action, F/L Power said, "First a Canadian squadron - I was flying with an RAF squadron - went in with the first salvo and we saw a sheet of flame come up from the tanker. This turned to a column of thick black smoke which reached up to the cloud, 2,000 feet above. Blazing oil was creeping from the tanker out on to the sea, forming a circle of fire. "The tanker's escorting ship was also on fire at the end of the foray.

Previously F/L Power's squadron had attacked a convoy, leaving two merchant vessels sinking after at least two torpedo hits. Five other vessels were also left on fire.

"Four torpedoes were dropped at two large merchantmen and we saw two of them hit and send columns of smoke, spray and steam more than 400 feet in the air", said F/L Power. "The flak busters were also hard at work and before we broke off the action, five other vessels in the convoy were on fire."

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POWERS, P/O John Edward (J19064) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 23 May and AFRO 1380/44 dated 30 June 1944. Born in Toronto, 15 January 1919; home there; enlisted there 12 February 1941. To No.1 Manning Depot, 16 February 1941. To No.1 Coastal Artillery Cooperation Detachment, 25 March 1941. To No.1 WS, 28 May 1941; promoted LAC, 28 June 1941; to No.6 BGS, 8 November 1941; graduated and promoted Sergeant, 8 December 1941. To "Y" Depot, 9 December 1941. To RAF overseas, 7 January 1942. Attained rank of WO2, 8 June 1943. Commissioned 25 October 1943. Wireless Operator for P/O A.L. Olsson. Posted from No.426 Squadron to No.1659 CU, March 1944 for instructional duties. Promoted Flying Officer, 25 April 1944. Award presented by King George 11 August 1944. Repatriated 7 February 1945. To No.16 SFTS, 18 April 1945. To Release Centre, 20 May 1945. Released 7 June 1945. RCAF photo PL-32673 (ex UK-13882 dated 26 August 1944) shows him. NOTE: CHECK THE FOLLOWING: Died in Toronto, 1 March 1946. No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.2624 (RG.24 Vol.20628) has recommendation dated 19 February 1944 when he had flown 27 sorties (178 hours 55 minutes) with No.102 Squadron (15 September 1942 to 14 April 1943) and No.426 Squadron (23 September 1943 to 15 February 1944).

This officer has flown on operations against some of the enemy's most heavily defended targets, five of which were against the German capital. He is a courageous and skilful Wireless Operator, and his fine fighting spirit has inspired his crew. His co-operation, coolness and devotion to duty have contributed greatly to the success attained.

The sortie list was as follows:

15 September 1942 - Air-Sea Rescue (3.45, counted as one-half sortie)  
2 October 1942 - Krefeld (5.00)  
7 October 1942 - Genoa (9.00)  
13 October 1942 - Cologne (6.30)  
10 November 1942 - Air-Sea Rescue (5.10, counted as one-half sortie)  
28 November 1942 - Turin (9.25)  
6 December 1942 - Mannheim (7.20)  
8 December 1942 - Gardening (5.00)  
11 December 1942 - Turin (6.05)  
20 December 1942 - Duisburg (4.40)

14 January 1943 - Lorient (4.45)  
25 January 1943 - Lorient (6.00)  
27 January 1943 - Dusseldorf (4.35)  
14 April 1943 - Kiel (5.40)

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23 September 1943 - Mannheim (6.25)  
8 October 1943 - Hanover (4.20)  
18 October 1943 - Hanover (5.45)  
20 October 1943 - Leipzig (7.40)  
26 November 1943 - Berlin (7.20)  
2 December 1943 - Berlin (7.35)  
20 December 1943 - Frankfurt (5.55)  
5 January 1944 - Stettin (8.15)  
14 January 1944 - Brunswick (5.40)  
21 January 1944 - Magdeburg (6.55)  
27 January 1944 - Berlin (8.25)  
28 January 1944 - Berlin (7.20)  
30 January 1944 - Berlin (6.50)  
15 February 1944 - Berlin (7.40)

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POWERS, F/O Ulric Benjamin (C12581) - **Commended for Valuable Services in the Air** - No.14 SFTS - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 27 October 1907. Home in Vancouver; enlisted Toronto 4 June 1940. Promoted Sergeant, 6 July 1940 and posted that date to No.3 EFTS. To No.1 Manning Depot, 23 March 1942. Commissioned 12 June 1942. To No.1 Flying Instructor School, 7 August 1942. Promoted Flying Officer, 15 December 1942. To No.14 SFTS, 23 March 1943. To Release Centre, 24 January 1945. Retained for interim force, but finally released about February 1946.

This officer, with over 2,400 hours as an instructor, has been employed in many capacities since the outbreak of hostilities. He has strived in many ways to increase his knowledge and experience. The high example he has set has inspired those under him to put forth more and greater effort.

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POYNTZ, F/L Hardy Alford Peter (J6233) - **Distinguished Flying Cross** - No.571 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 23 September 1916 in Regina; home in Montreal; enlisted Vancouver 10

October 1940. To No.1 Training Command, 9 November 1940. To No.1 ITS, 4 January 1941; graduated and promoted LAC, 8 February 1941; posted that date to No.7 EFTS; graduated 10 April 1941 and posted to No.1 Manning Depot; to No.2 SFTS, 4 May 1941; graduated and commissioned 15 July 1941. To Trenton, 16 July 1941. To No.13 SFTS, date uncertain. Promoted Flying Officer, 1 May 1942. To No.3 SFTS, 23 October 1942. To No.34 OTU, 1 March 1943. To "Y" Depot, 12 June 1943. To RAF overseas, 22 June 1943. Promoted Flight Lieutenant, 16 July 1943. Subsequent postings uncertain. Confirmed as Flight Lieutenant in postwar RCAF, 1 October 1946 (18875). Served postwar at Rivers (No.444 AOP Squadron, being posted there as Adjutant, 9 February 1948 on completion of a CFS course). Still in RCAF as of 1954. Photo PL-36296 is a portrait. Award presented 11 June 1949. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9051 has recommendation dated 22 December 1944 when he had flown 41 sorties (156 hours 15 minutes), 18 August to 11 December 1944.

18 August 1944 - Bremen (3.35)  
23 August 1944 - Cologne (3.10)  
26 August 1944 - Berlin (4.45)  
28 August 1944 - Essen (3.05)  
29 August 1944 - Hamburg (3.45)  
31 August 1944 - Dusseldorf (3.15)  
1 September 1944 - Bremen (3.25)  
4 September 1944 - Karlsruhe (3.50)  
6 September 1944 - Hamburg (3.35)  
8 September 1944 - Nuremburg (4.35)  
9 September 1944 - Brunswick (3.25)  
11 September 1944 - Berlin (4.50)  
12 September 1944 - Berlin (4.30)  
15 September 1944 - Berlin (4.40)  
17 September 1944 - Bremen (3.15)  
30 September 1944 - Hamburg (3.45)  
1 October 1944 - Brunswick (3.35)  
5 October 1944 - Berlin (4.50)  
9 October 1944 - Wilhelmshaven (3.10)  
11 October 1944 - Berlin (4.45)  
13 October 1944 - Cologne (3.00)  
15 October 1944 - Wilhelmshaven (3.10)  
22 October 1944 - Hamburg (3.25)  
24 October 1944 - Hannover (3.05)  
27 October 1944 - Berlin (3.55)

28 October 1944 - Cologne (2.40)  
30 October 1944 - Berlin (4.30)  
31 October 1944 - Hamburg (3.40)  
3 November 1944 - Berlin (4.30)  
5 November 1944 - Stuttgart (4.20)  
8 November 1944 - Hannover (3.40)  
23 November 1944 - Hanover (3.25)  
25 November 1944 - Nuremburg (4.30)  
28 November 1944 - Nuremburg (4.30)  
29 November 1944 - Duisburg (3.21)  
30 November 1944 - Duisburg (3.30)  
1 December 1944 - Karlsruhe (4.10)  
5 December 1944 - Ludwigshaven (3.45)  
8 December 1944 - Duisburg (3.40)  
9 December 1944 - Berlin (3.55)  
11 December 1944 - Hanover (3.50)

Flight Lieutenant Poyntz has completed 41 sorties against German targets including ten to Berlin. All his operations have been carried out with great efficiency and determination and he has shown a fine offensive spirit combined with a highly commendable keenness to go on operations. On several occasions he has continued to the target in the face of difficulties when a less stout-hearted pilot would have turned back.

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POYNTZ, W/C Henry Herchmer (C5940) - **Mention in Despatches** - Station Leeming (AFRO gives unit only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Enlisted in Winnipeg, 21 June 1941 as Equipment Officer. Initially on strength of No.3 Training Command. Promoted Flying Officer, 6 August 1941. Promoted Flight Lieutenant, 1 June 1942. To "Y" Depot, 30 November 1942. To RAF overseas, 29 December 1942. Promoted Squadron Leader, 10 March 1944. Promoted Wing Commander, 1 May 1944. Repatriated in summer of 1945; taken on strength of Eastern Air Command Headquarters, 17 July 1945. Reverted to Squadron Leader, 1 October 1946. Served in Vancouver and Halifax until May 1948 when named senior supply officer at Training Command Headquarters, Trenton. Remained there to February 1950 when transferred to Air Materiel Command Headquarters, Rockcliffe. Awarded Queen's Coronation Medal, 23 October 1953 while a Squadron Leader at that headquarters. Promoted Wing Commander with effect from 1 July 1953. To RCAF Staff College, September 1954. Returned to Air Material Command Headquarters, 1955 as senior aircraft officer, control and coordination. To AFHQ, April 1957 for

duty in Deputy Minister's Officer. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 31 July 1944 to No.6 Group Headquarters. Had served in UK since 14 January 1943.

Squadron Leader Poyntz is in charge of the Equipment Section. Taking over his section at the beginning of this year, he has worked in a zealous manner, without consideration of office hours and in so doing has brought the equipment section to an extremely high state of efficiency. He has inspired the confidence of those working under him and as a result has maintained a high degree of efficiency. Besides his duties in the Equipment Section, Squadron Leader Poyntz has acted as PMC, taking over this position when shortage of staff and overcrowded conditions had created a serious problem. He has handled this situation admirably, and has not only overcome these difficulties but also made many innovations, thereby creating a greatly improved atmosphere in the Officers Mess.

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PRANGE, F/O Bruce Willard (J25783) - **Distinguished Flying Cross** - No.614 Squadron - Award effective 20 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 18 November 1922 in Kitchener, Ontario; home there. Served in Scots Fusiliers. Enlisted in Hamilton, 16 January 1942. To No.1 Manning Depot, 16 March 1942. To No.1 ITS, 18 July 1942; graduated and promoted LAC, 11 September 1942 when posted to No.9 EFTS; may have graduated 18 December 1942 but not posted to No.6 SFTS until 9 January 1943; graduated and commissioned 30 April 1943. To "Y" Depot, 14 May 1943; to RAF overseas, 22 June 1943; promoted Flying Officer, 30 October 1943. Repatriated 23 April 1945. Promoted Flight Lieutenant, 30 April 1945. Retired 9 June 1945. Rejoined in Hamilton as pilot (207028), 15 August 1952; released 15 September 1955. Award sent by registered mail, 13 January 1949. Employed by Arrow Shirt Company, retiring in 1983 as Controller. Died in Kitchener, Ontario, 22 January 2013. His DFC was won in conjunction with that of P/O Bernard A.M. Fox; mission in question was on 9 August 1944; four of the crew baled out.

One night in August 1944, Flying Officer Prange captained an aircraft detailed to attack a vital target at Ploesti. In spite of strong enemy air and ground defences he successfully executed his task. On the return flight the aircraft was hit by anti-aircraft fire and sustained severe damage. The nose of the bomber was smashed. The bomb bays were damaged and several large holes were torn in the fuselage. In spite of this, Flying Officer Prange held to his course while a member of the crew successfully fought a fire which had commenced. Displaying iron determination and great skill, Flying Officer Prange flew his severely damaged aircraft to base and effected a safe landing. He displayed great courage and devotion to duty in most trying circumstances.

Public Record Office Air 2/9160 has recommendation drafted by W/C J.S. Laird, 17 August 1944



when he had flown eleven sorties (70 hours 45 minutes).

On the night of 9/10th August 1944, this pilot was the captain of a Halifax aircraft briefed to carry out the task of target marking by Pathfinder Technique on a target of high priority at Ploesti (Roumania). He made a very determined effort to press home the attack in the face of particularly strong enemy ground and air defences and nine minutes were spent searching for the target which had been effectively obscured by a smokescreen. The search was carried out from 6,000 feet, although the aircraft was the target of all the searchlights and light flak in the area.

On the return journey, the aircraft was hit by an accurate burst of H.A.A. [heavy anti-aircraft fire] whilst crossing the river Danube. The explosion and blast destroyed the nose of the aircraft, causing damage to bomb bays, releasing one T.M.B. [target marker bomb ?] and igniting a bundle of flares. Also, several large holes were made in the fuselage and the flares started a fire in the aircraft. The order was given to put on parachutes, but in the ensuing confusion of smoke and fire and the failure of the inter-communication, four members of the crew baled out, leaving the captain and bomb aimer in the aircraft. Having assured the bomb aimer that the aircraft was under control the latter, although suffering from injuries caused by the explosion, proceeded to extinguish a fire in the fuselage, whilst the captain continued to fly the aircraft towards base, some 300 miles distance.

The fine airmanship shown by this pilot was again displayed by accurate map reading; he observed his position on crossing the Yugoslav coast, and made the necessary alternation in course to avoid mountains known to be north of base, and eventually landed his aircraft safely at his home aerodrome.

It is therefore recommended that an immediate award be given to this pilot for a fine display of courage, cool determination under extremely hazardous circumstances. He showed outstanding airmanship in the face of danger which resulted in the saving of an aircraft and a member of his crew, thus setting a fine example in leadership to his squadron.

The Group Captain in charge of No.240 Wing wrote:

Strongly recommended. Flying Officer Prange showed an outstanding example of courage and determination and airmanship in bringing his badly damaged aircraft safely back to base without the aid of either the Navigator or the Wireless Operator after having pressed home his attack.

A draft RCAF Press Release, circa September 1944, read as follows:

A Halifax Bomber Station in Italy - Hit by anti-aircraft fire as they crossed the Danube, a Canadian pilot and his wounded Canadian bomb-aimer flew their shattered bomber back to base with the nose completely shot away, the hydraulic system damaged so that the bomb doors would not close, and gaping holes in the forward half of the fuselage. The rest of the crew had bailed out, mistaking the skipper's orders after the inter-communication system was knocked out.

The aircraft was so badly damaged that it was written off as a complete loss after being brought home by F/O Bruce Prang [sic] of Kitchener, Ontario. "It was a miraculous piece of flying," said the bomb aimer, Warrant Officer Allan Fox of Cupar, Saskatchewan (near Regina). Fox himself, though painfully wounded, extinguished a fire in the bomb bay and acted as flight engineer for the two-and-a-half hour flight to base.

He crew, of which a third Canadian member was Flight Sergeant David Jamieson of Calgary, were returning from an attack on the Ploesti oil fields. As they went in to the target they were attacked by a German night fighter, but shook it off and came through without further incident. The heavy flak - Fox calculated that four separate shells hit the aircraft - crashed into the bomber without warning on the return journey.

"There was wild confusion for a few moments," Fox related. "We didn't know at first what had happened, but there was a crashing shock and I figured our number was up. The skipper ordered everyone to put their chutes on and prepare to jump, and then the intercom went dead."

The crew donned parachutes and, except for Jamieson the tail gunner, made for the escape hatch in the nose. They found it jammed shut and impossible to open, so they turned back to the rear hatch.

Fox, meanwhile, had failed to get his parachute on. "I was hit in the right arm and my hand was clumsy," he said. "Fumbling with the chute, I pulled the rip cord. I knew there was a spare chute in the kite, so I started back for it."

Working his way back from the nose position, Fox found Prang still at the controls.

"How are we doing?" he shouted.

"We're doing fine," shouted the pilot; "We're holding our height and she's under control. We don't need to jump yet."

By this time, however, the rest of the crew had gone, including Jamieson who left his turret when he saw the others jumping. Fox got the spare parachute and

brought Prang's chute to him. They decided to stay with the aircraft as long as possible.

Fox hastily bandaged his arm, put out the fire in the bomb bay, and jettisoned what he could. Then he returned to aid the pilot.

"It was a grim trip," he said. "With the nose shot away and the bomb doors hanging open, there was a gale blowing through the aircraft and it was cold. The airspeed indicator was gone, but we had a rough idea of the course and we just held to it till we crossed the coast and got our bearings. We maintained height and even climbed at one point. Bruce is a wizard pilot; I still don't know how he did it."

It was Fox's 13<sup>th</sup> operational trip. "I can go through anything now," he grinned.

\* \* \* \* \*

PRATLETT, WO2 Oliver John Lancaster (R167080) - **Mention in Despatches** - No.103 Squadron (deceased) - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Born 20 March 1917 in Toronto. Home there (insurance clerk, 1936-1940). Enlisted there 20 May 1942. At No.1 Manning Depot, 20 May to 20 July 1942; at No.6 BGS, Mountain View, 21 July to 29 August 1942. Trained at No.1 ITS (graduated 23 October 1942) and No.1 AOS, Malton (graduated 19 February 1943 and promoted Sergeant). To "Y" Depot, Halifax, 6 March 1943. To RAF Trainees Pool, 8 March 1943. Disembarked in Britain, 17 March 1943 and posted to No.3 Personnel Reception Centre. Attached Station Whitley Bay, 6 April to 5 May 1943. Posted to No.6 (O) AFU, 20 July 1943. To No.18 OTU, 17 August 1943. Promoted Flight Sergeant, 19 August 1943. To No.1662 Conversion Unit, 12 November 1943. To No.1656 Conversion Unit, 27 December 1943. To No.103 Squadron, 18 February 1944. Promoted WO2, 19 February 1944. Killed in action 14/15 July 1944 (Lancaster NE136, "L"). Certificate sent to his mother, 20 January 1949. No citation but a form on file stated it was "Operational - Not in conflict - Flying - Meritorious."

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PRATT, LAC Alan Aldridge (R160168) - **Mention in Despatches** - Croft (AFRO gives unit only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. First name also spelled "Allan". Born 31 August 1913. Enlisted in Toronto as Guard, 2 April 1942; posted to No.1 Manning Depot that date. Reclassified as Electrician, 7 April 1942. To Technical Training School, 15 May 1942. To Mountain View, 18 September 1942. Promoted AC1, 26 October 1942. To "Y" Depot, 29 March

1943; promoted LAC, 1 April 1943; to RAF overseas, 15 May 1943. Repatriated 26 September 1945; retired 2 November 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation submitted 2 February 1945, stating he had served 13 months in Canada, 20 months overseas.

This airman has been employed as an electrician in Daily Servicing Squadron for the past twelve months. This airman's devotion to duty and untiring co-operation has contributed to the smooth and efficient operation of his section. His outstanding ability and strong sense of duty under long hours of work and trying circumstances are highly commendable.

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PRATT, F/O Dalton Edward (C21691) - **Mention in Despatches** - No.161 Squadron (Canada) - Awarded 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945.. Born 26 May 1915. Enlisted at Ottawa, 1 June 1937 as Instrument Maker. As of 1 September 1939 he was an LAC. To No.110 (Army Cooperation) Squadron, 14 January 1940. Promoted Corporal, 1 February 1940. Promoted Sergeant, 1 July 1940. Promoted Flight Sergeant, 16 July 1941. To No.116 (BR) Squadron, 29 July 1941. To "B.W.", 16 May 1942. To "A.E.S.", 19 September 1942. Commissioned 19 December 1942. To No.5 Manning Depot, 23 December 1942. To No.12 EFTS, 7 January 1943. Returned to Eastern Air Command, 19 February 1943. Returned to No.161 (BR) Squadron, 7 May 1943. Promoted Flying Officer, 1 June 1943. Promoted Flight Lieutenant, 1 December 1944. Reverted to WO1 in postwar RCAF, 1 October 1946. Commissioned 1 January 1951.

This officer has been in charge of maintenance for his squadron since its formation in the spring of 1943. In the early days numerous difficulties inherent in the building up of a squadron were encountered and in the face of these Flying Officer Pratt persevered. After being in operation for several months, the squadron was changed over from Digby aircraft to Canso "A" aircraft, a job entailing the greatest amount of ability, enthusiasm and diligence. Throughout his whole period of service with this squadron, Flying Officer Pratt has always shown himself willing, keen and able to assist in all squadron activities. His cheerfulness and sense of humour and his active interest in the welfare of his men have been no small factors in the high morale throughout the squadron, both ground and aircrew personnel.

\* \* \* \* \*

PRATT, F/L Donald Owen (J25756) - **Distinguished Flying Cross** - No.150 Squadron - Award

effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 29 July 1915 in Winnipeg; home in Regina (inspector); enlisted in Saskatoon, 12 May 1942. To No.3 Manning Depot, 1 July 1942. To No.4 SFTS (guard duty), 14 August 1942. To No.7 ITS, 26 September 1942; graduated and promoted LAC, 18 December 1942; to No.5 AOS, 9 January 1943; graduated and commissioned 30 April 1943. To "Y" Depot, date uncertain; to RAF overseas, 22 June 1943. Promoted Flying Officer, 30 October 1943; promoted Flight Lieutenant, 30 July 1944. Repatriated 14 May 1945; retired 18 July 1945. In Edmonton he operated the Pratt-Lambert Insurance Agency. Moved to Victoria in 1980. Died in Victoria, 16 July 2005. Award sent by registered mail, 7 June 1950. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8750 has recommendation dated 3 April 1945 when he had flown 33 sorties (220 hours), 11 June 1944 to 10 April 1945.

\* denotes daylight sortie

11 June 1944 - Evreux  
22 June 1944 - Rheims  
24 June 1944 - Les Hayons\*  
25 June 1944 - Ligescourt\*  
29 June 1944 - Strecourt\*  
6 November 1944 - Gelsenkirchen\*  
11 November 1944 - Dortmund  
18 November 1944 - Wanne Eickel  
21 November 1944 - Aschaffenburg  
27 November 1944 - Freiburg  
29 November 1944 - Dortmund\*  
4 December 1944 - Karlsruhe  
6 December 1944 - Merseburg  
22 December 1944 - Coblenz  
7 January 1945 - Munchen  
14 January 1945 - Merseburg  
16 January 1945 - Zeitz  
1 February 1945 - Ludwigshaven  
2 February 1945 - Weisbaden  
8 February 1945 - Politz  
13 February 1945 - Dresden  
14 February 1945 - Chemnitz  
21 February 1945 - Duisburg  
5 March 1945 - Chemnitz

7 March 1945 - Dessau  
11 March 1945 - Essen  
12 March 1945 - Dortmund  
15 March 1945 - Misburg  
18 March 1945 - Hanau  
21 March 1945 - Bremen  
25 March 1945 - Hanover  
9 April 1945 - Kiel  
10 April 1945 - Plauen

Flying Officer Pratt, a Canadian navigator, is now on his first tour of operations, having completed 33 successful sorties, comprising 220 operational hours. These operations include sorties to distant and difficult targets such as Merseberg, Leuna, Munchen, Politz, Dresden, Chemnitz (twice), Bremen, Hanover and Dessau.

This officer has at all times shown extreme keenness on operations whilst his coolness and determination under trying conditions have contributed largely to the many missions undertaken by his crew with unfailing success.

His quiet and efficient manner has inspired in his captain implicit confidence and his record of technical efficiency in the air is splendidly backed up by his industry and whole-hearted devotion to duty in his capacity on the ground as deputy navigation leader.

I recommend this outstanding navigator for the award of the Distinguished Flying Cross.

\* \* \* \* \*

PRATT, F/O John Henry (J16236) - **Distinguished Flying Cross** - No.630 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 23 May and AFRO 1380/44 dated 30 June 1944. Born 17 August 1920 in Winnipeg; home there; enlisted there 10 March 1941 and posted to No.2 Manning Depot. To No.1 ANS, 14 April 1941 (guard duty). To No.2 ITS, 8 June 1941; graduated and promoted LAC, 27 July 1941; posted that date to No.14 EFTS; graduated 13 September 1941 when posted to No.11 SFTS; graduated and promoted Sergeant, 5 December 1941. To "Y" Depot, 6 December 1941; to RAF overseas, 7 January 1942. Commissioned 5 December 1942. Promoted Flying Officer, 5 June 1943. Promoted Flight Lieutenant, 5 December 1944. Repatriated 26 September 1945. Retired 6 November 1945. Award presented 2 May 1948. See also entry for G. Quinn (incident at No.82 OTU, 28 July 1944). No citation

other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9149 has recommendation dated 24 February 1944 when he had completed 27 sorties (184 hours), 11 June 1943 to 21 January 1944 as follows:

11 June 1943 - Dusseldorf (5.20)  
21 June 1943 - Krefeld (5.20)  
22 June 1943 - Mulheim (5.35)  
24 June 1943 - Wuppertal (5.55)  
9 July 1943 - Gelsenkirchen (6.45)  
12 July 1943 - Turin (10.00)  
24 July 1943 - Hamburg (5.15)  
29 July 1943 - Hamburg (4.50)  
22 August 1943 - Leverkusen (5.00)  
23 August 1943 - Berlin (7.15)  
27 August 1943 - Nuremburg (7.45)  
30 August 1943 - Munchen-Gladbach (4.30)  
31 August 1943 - Berlin (7.10)  
3 September 1943 - Berlin (8.45)  
6 September 1943 - Munich (8.45)  
20 October 1943 - Leipzig (7.15)  
3 November 1943 - Dusseldorf (4.45)  
10 November 1943 - Modane (7.45)  
22 November 1943 - Berlin (6.52)  
23 November 1943 - Berlin (6.21)  
16 December 1943 - Berlin (6.44)  
24 December 1943 - Berlin (7.38)  
29 December 1943 - Berlin (7.00)  
1 January 1944 - Berlin (8.00)  
2 January 1944 - Berlin (7.10)  
20 January 1944 - Berlin (7.10)  
21 January 1944 - Magdeburg (6.50)

Flying Officer Pratt has taken part in attacks against many strongly defended targets in Germany, including eleven attacks on Berlin. Flying Officer Pratt's successful tour of operations has been uneventful. This is due in no small measure to Flying Officer Pratt's skill as a pilot. He has shown as a pilot great keenness and determination. He has set a fine example as captain of aircraft and this has been reflected in the excellent spirit among the other members of his crew. He is strongly recommended for the non-immediate award of the

## Distinguished Flying Cross.

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PRATT, F/O Robert Alexander (J19004) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 27 July 1921 in Vancouver; home in Toronto; enlisted there 10 April 1941 as Radio Mechanic. To No.1 Manning Depot, 27 April 1941; to University of Toronto, 23 May 1941; to No.1 Manning Depot, 13 September 1941. Remustered to aircrew and posted to No.1 ITS, 15 February 1942; graduated and promoted LAC, 10 April 1942; posted next day to No.9 EFTS; graduated 19 June 1942 and posted next day to No.6 SFTS; graduated and promoted Sergeant, 9 October 1942. To "Y" Depot, 23 October 1942; to RAF overseas, 27 October 1942. Promoted Flight Sergeant, 9 April 1943. Commissioned 13 September 1943. Promoted Flying Officer, 13 March 1944. Repatriated 2 August 1945. Retired 20 September 1945. Award sent by registered airmail, 19 November 1948. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 22 June 1944 when he had flown 32 sorties (177 hours 45 minutes), 27 May 1943 to 14 June 1944.

This officer has been with the squadron since its formation and has flown a total of thirty-two operations, including ten heavily defended German targets. Flying Officer Pratt is an outstanding operational pilot, sets his mind on the task in hand, fearlessly and with a fine offensive spirit. His courage, exceptional qualities of leadership and coolness, in addition to his outstanding efficiency, zealous devotion to duty and dogged determination, are an inspiration to all crews on the squadron.

The sortie list was as follows:

27 May 1943 - Essen (4.50)  
22 August 1943 - Leverkusen (5.10)  
27 August 1943 - Nuremberg (7.00)  
15 September 1943 - Mont Lucon (6.35)  
3 October 1943 - Kassel (6.40)  
22 October 1943 - Kassel (7.05)  
18 November 1943 - Ludwigshaven (6.50)  
25 November 1943 - Frankfurt (7.30)  
29 December 1943 - Berlin (7.20)  
19 February 1944 - Leipzig (8.00)



25 February 1944 - Gardening (6.15)  
2 March 1944 - Meulan les Hureaux (5.50)  
6 March 1944 - Trappes (5.15)  
7 March 1944 - Le Mans (5.55)  
16 March 1944 - Amiens (4.50)  
22 March 1944 - Gardening, Kiel (5.10)  
23 March 1944 - Laon (6.15)  
25 March 1944 - Aulnoye (6.05)  
26 March 1944 - Courtrai (5.00)  
29 March 1944 - Vaires (6.10)  
9 April 1944 - Lille (5.10)  
10 April 1944 - Ghent (4.40)  
12 April 1944 - Gardening, Heligoland (4.35)  
26 April 1944 - Gardening, Texel (3.05)  
27 April 1944 - Montzen (5.20)  
29 April 1944 - Gardening (3.30)  
30 April 1944 - Gardening (4.30)  
9 May 1944 - Calais (3.30)  
27 May 1944 - Le Clipon (3.30)  
9 June 1944 - Le Mans (6.00)  
10 June 1944 - Versailles (5.30)  
14 June 1944 - Cambrai (4.10)

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PREBBLE, P/O Frank Noel (J19480) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June and AFRO 1861/44 dated 25 August 1944. First name also recorded as "Francis". Born at Bridgeford, Saskatchewan, 25 December 1917; home in Vancouver (commercial fisherman, machinist). Served 30 days with Duke of Cornwall's Own Rifles; enlisted in Vancouver, 2 September 1941 and posted to No.1 Manning Depot. To No.4 BGS, 10 October 1941. To No.1 SFTS, Camp Borden 23 November 1941. To No.1 ITS, Toronto, 21 December 1941. Graduated and promoted LAC, 13 February 1942; to No.10 EFTS, Hamilton, 14 February 1942. Ceased training and posted to Trenton, 21 March 1942; to No.4 BGS, 9 May 1942; graduated and promoted Sergeant, 8 June 1942. To "Y" Depot, 9 June 1942; to RAF overseas, 6 August 1942, Disembarked in Britain, 18 August 1942.. To No.23 OTU, 22 September 1942. Promoted Flight Sergeant, 8 December 1942. To No.1658 Conversion Unit, 23 December 1942. To No.10 Squadron, 3 February 1943. Injured (scalp wound and concussion), 17 April 1943 when Halifax DT791 crashed on return from operations (hit by flak, crossed Channel on two engines, crashed and all crew injured). Returned to duty 20 September 1943. Promoted WO2, 8 June 1943. Commissioned 17 November 1943. Promoted

Flying Officer, 17 May 1944. To No.22 OTU, 18 May 1944. Repatriated 9 March 1945. To Western Air Command, 20 March 1945. To No.8 Release Centre, 18 May 1945. Retired 26 May 1945. Award presented in Toronto, 30 November 1949. Died in Peterborough, Ontario, 1993; buried at Omenee (Kawartha Lakes).

Pilot Officer Prebble has taken part in numerous operations since joining this squadron. His aircraft has been damaged both by anti-aircraft fire and enemy fighters. During an attack on Pilsen and Nuremburg his aircraft was twice illuminated by searchlights and damaged by anti-aircraft fire. Later, during the attack by an enemy fighter, Pilot Officer Prebble gave cool and efficient instructions to his captain. The damage sustained was of such a nature that the flight back to the United Kingdom was extremely hazardous and a crash landing became necessary during which Pilot Officer Prebble was injured. Despite this hazardous experience this officer has continued to operate with undiminished ardour.

NOTE: Public Records Office Air 2/8780 has recommendation dated 11 March 1944 with more extended narrative and sortie list as follows:

16 February 1943 - Lorient (5.13)  
25 February 1943 - Nuremburg (8.08)  
26 February 1943 - Cologne (5.32)  
8 March 1943 - Nuremburg (8.08)  
9 March 1943 - Munich (8.26)  
11 March 1943 - Stuttgart (7.05)  
12 March 1943 - Essen (4.14)  
4 April 1943 - Kiel (5.01)  
8 April 1943 - Duisburg (5.05)  
10 April 1943 - Frankfurt (6.35)  
14 April 1943 - Stuttgart (6.48)  
16 April 1943 - Pilsen (8.36)  
22 September 1943 - Hanover (5.35)  
27 September 1943 - Mannheim (7.10)  
7 October 1943 - GARDENING (5.55)  
18 November 1943 - Ludwigshaven (7.55)  
19 November 1943 - Leverkusen (6.40)  
22 November 1943 - Berlin (7.30)  
25 November 1943 - Frankfurt (7.30)  
26 November 1943 - Stuttgart (6.53)  
2 February 1944 - GARDENING (6.31)

4 February 1944 - GARDENING (7.32)  
19 February 1944 - Leipzig (7.39)  
22 February 1944 - GARDENING (3.05, DNCO, recall)  
24 February 1944 - GARDENING (7.01)  
25 February 1944 - GARDENING (6.08)  
2 March 1944 - Meulan (5.05)  
6 March 1944 - Trappes (4.46)

Pilot Officer Prebble was posted to No.10 Squadron as a Sergeant in February 1943, and has now completed 28 sorties comprising 183 operational hours.

This officer quickly acquired a reputation for his extraordinary enthusiasm for operations and has proved himself to be a superior Air Gunner. The aircraft in which he has flown have been badly damaged by enemy flak and fighters.

During an attack on Pilsen his aircraft was coned by searchlights and shrapnel could be heard hitting the aircraft. On the same night he was also coned over Nuremburg by about 30 searchlights and again hit by flak. The captain dived to 5,000 feet and the aircraft was then attacked by a night fighter and Pilot Officer Prebble coolly gave successful evasive instructions to his captain. Between 150-200 gallons of petrol had been lost during these attacks and it was estimated that sufficient petrol was left to reach the English coast with 20 minutes flying time to spare. Just prior to reaching the French coast the aircraft was again hit by heavy and light flak barrage, and five minutes later by flak ships. The aircraft was forced to come down to a height of 1,000 feet and was gradually losing height. The crew was ordered to their crash positions and after crossing the English coast the aircraft crashed on sloping ground and broke in two.

Pilot Officer Prebble was injured, but despite this he continued to operate with undiminished ardour and it is strongly recommended that his commendable courage and devotion to duty be now recognized by the award of the Distinguished Flying Cross.

To the above, the Station Commander, RAF Station Melbourne, added (15 March 1944):

This officer possesses a high degree of courage and determination and is an excellent air gunner. He was involved in a serious accident due to enemy action mid-way through his operational career; however he resumed flying after a rest and completed his tour. His example has done much to maintain a high standard

in the squadron.

**Training:** Interviewed in Vancouver, 25 August 1941. "Good type of young man. Smart appearance. Pleasing personality. Sincere, keen to fly. Should do well as pilot or observer."

Course at No.1 ITS was 22 December 1941 to 14 February 1942. Courses in Mathematics (125/150), Navigation (64/200), Armament, practical and oral (80/100), Airmanship, engines, theory of flight (98/100), Signals (148/150), Aircraft Recognition (45/100), Drill (82/100), Law and Discipline (88/100). Placed 54th in a class of 84. "Quiet average type with power of application and fair ability. Obtained 100 percent in Navigation Supplement and 61 percent in Aircraft Recognition Supplement."

Course at No.10 EFTS was 16 February to 10 April 1942. Held up by weather. Flew 15 hours in Tiger Moth and did not solo. "This student possesses absolutely no aptitude for flying."

Course at No.4 BGS was 11 May to 8 June 1942. Battle aircraft (nine hours ten minutes gunnery). Scored 3.5 percent hits in Beam Test, 2.33 percent hits in Beam Relative Speed Test and 6.16 percent hits in Under Tail Test. Fired 500 rounds on ground, 200 rounds air-to-ground and 1,300 rounds air-to-air. Scored 77 percent in written test, 67 percent on practical and oral examination. Placed sixth in a class of 28. "Has done well and will make a good air gunner."

Course at No.23 OTU was 22 September to 8 December 1942. Carried out seven air-to-air exercises (2,800 rounds) and one air-to-sea exercise (400 rounds). "A keen and reliable gunner." Also "A good, conscientious gunner, most reliable and satisfactory" (S/L F.W.S Turner).

**Notes:** On Repatriation Form dated 23 February 1945 he stated he had flown 200 hours 35 minutes on operations (31 sorties, the last on 22 April 1944) and 285 non-operational hours. Types experienced were Wellington (196 hours, Defiant (3.15) and Halifax (286.20). Stated he has scored "two probables - Ju.88 - Me.109."

Assessed 16 May 1944 on posting -had flown 401 hours ten minutes (140 in previous six months). "A keen and efficient air gunner who has carried out a satisfactory tour of operational flying. With experience he should be suitable for employment as a gunnery leader." (S/L D.S. Radford).

Assessed 20 February 1945 at No.22 OTU - "A good instructor who has worked hard and done well. Neat and well disciplined officer." (W/C J.K. Cooke).

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PRENDERGAST, F/L James Bernard (J8139) - **Distinguished Flying Cross** - No.430 Squadron - Award effective 23 March as per **London Gazette** dated 3 April 1945 and AFRO 765/45 dated 4 May 1945. Born 23 February 1920 in Victoria (birth date in obituary notice); home there (assistant postmaster); enlisted in Vancouver, 8 February 1941 and posted to No.2 Manning Depot. To No.8 Repair Depot, 4 March 1941. To No.2 ITS, 9 April 1941; graduated and promoted LAC, 27 May 1941 when posted to No.2 EFTS; may have graduated 15 July 1941 but not posted to No.11 SFTS until 26 July 1941; graduated and commissioned 7 October 1941. Posted to School of Army Cooperation (later No.123 Squadron), 16 October 1941. Promoted Flying Officer, 1 November 1942. Promoted Flight Lieutenant, 1 February 1943. To "Y" Depot, 17 July 1943; to United Kingdom that date. Repatriated 23 February 1945; promoted Squadron Leader, 8 April 1945; overseas again, 10 April 1945. Commanded No.414 Squadron, 18 April to 7 August 1945. Destroyed two FW.190s, 2 May 1945. Repatriated 16 November 1945; released 13 December 1945. Award presented by Governor General, 24 May 1946. RCAF photo PL-31109 (ex UK-13452 dated 11 August 1944) shows members of No.39 Wing in France on the occasion of visit by entertainer George Formby - F/L Jim Prendergast, P/O Ken Duffin, F/L Wally Walters, F/L Lloyd Wigle, F/L Larry Seath, George Formby, F/O Smith Johnson, F/L Norm Jones, Mrs. Formby, F/O Albert Smith, F/L Art Goldby, F/L Lyle Goring, F/O Harry Savage, Captain Jack Warriner and G/C Ernie Moncrieff, AFC. Photos PL-37853 and PL-46183 show him. Caption for PL-46183 (ex UK-23677 dated 13 November 1945) reads as follows: "This man shot down the only two enemy planes he ever saw during nearly two tours with reconnaissance squadrons. He is S/L Jim Prendergast, DFC of Victoria and is now at the RCAF Repatriation Depot at Torquay. He and his flying mate were given official credit for being the last two to do an operational flight in North-Western Germany." Died in Mississauga, Ontario, 11 August 2005.

Since the invasion of France in June 1944, this officer has flown daily as a section leader on tactical and photographic reconnaissance, at all times showing great enthusiasm for his work and producing excellent results by his skill as a pilot. As a fighter reconnaissance pilot Flight Lieutenant Prendergast has proved himself to be both competent and outstanding. He has at all times shown exceptional keenness and devotion to duty.

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PRENDERGAST, F/L Louis Emile Jacques Hamilton (C1644) - **Commended for Valuable Services in the Air** - No.2 Bombing and Gunnery School - award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Winnipeg; enlisted there 29 January 1940. Flying Officer as of 5 November 1940. To No.2 BGS, 14 September 1941. Promoted Flight Lieutenant, 1 August 1942. To No.8 BGS, 16 June 1943. To "Y" Depot, 23 August 1943. Taken on strength of No.3 PRC, 29 August 1943. Repatriated 9 July 1945 Retired

12 September 1945. General List officer.

This officer has served at a Bombing and Gunnery School for a period of twenty-two months. He has worked hard and with great success as a Flight Commander for ten months. His efficiency and devotion to duty have done much to maintain a high standard of flying in his flight.

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PRENTICE, P/O Francis William (J86208) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 1 November 1919 in Abbey, Saskatchewan; home there. Served in Army; enlisted Regina 19 July 1941. To No.3 Manning Depot, 24 September 1941. To No.37 SFTS (guard duty), 13 October 1941. To No.4 ITS, 14 March 1942; graduated and promoted LAC, 8 May 1942 but not posted to No.2 AOS until 23 May 1942; posted to Trenton, 9 September 1942; to No.8 BGS, 24 October 1942; to No.2 AOS again, 9 November 1942; graduated and promoted Sergeant, 19 February 1943. To "Y" Depot, 5 March 1943; to RAF overseas, 8 March 1943. Commissioned 5 April 1944. Promoted Flying Officer, 5 October 1944. Repatriated 14 May 1945; retired 29 June 1945. Died in Abbey, Saskatchewan, 29 September 2013. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation by W/C W.P. Pleasance dated 26 June 1944 when he had flown 29 sorties (175 hours 50 minutes), 26 November 1943 to 16 June 1944.

Pilot Officer Prentice has successfully completed 27 night operations against the enemy, including seven against the main German targets. He has shown exceptional qualities of leadership and has proved to be a cool, efficient Air Bomber and has always done all in his power to press home his attack irrespective of enemy opposition. He has an exceptional knowledge of his trade and is always ready to give any assistance possible to anyone who requires it.

On several occasions, when his aircraft has been badly damaged by flak, he remained calmly at his post and assisted very greatly in bringing his aircraft back to this country. Up to the present he has secured nine photographs plotted within the target area. I consider that this officer's continuous gallantry, coolness and high courage, with the fine example he has shown, fully merits the non-immediate award of the Distinguished Flying Cross.

The sortie list was follows; those to 23 April 1944 on Halifax aircraft; Lancasters thereafter:

26 November 1943 - Stuttgart (8.55)  
3 December 1943 - Leipzig (2.35, turned back)  
20 December 1943 - Frankfurt (7.35)  
29 December 1943 - Berlin (7.45)  
21 January 1944 - Magdeburg (6.40)  
28 January 1944 - Berlin (8.35)  
12 February 1944 - Gardening, Frisians (4.05)  
15 February 1944 - Berlin (7.15)  
19 February 1944 - Leipzig (8.15)  
3 March 1944 - Gardening, Gironde (7.25)  
7 March 1944 - Le Mans (5.45)  
13 March 1944 - Le Mans (6.20)  
18 March 1944 - Gardening, Heligoland (5.45)  
22 March 1944 - Gardening, Kiel Bight (7.00)  
23 March 1944 - Laon (5.55)  
25 March 1944 - Aulnoye (6.05)  
29 March 1944 - Paris (6.15)  
30 March 1944 - Gardening, Heligoland Bight (5.10)  
1 April 1944 - Gardening, Terschilling (3.35)  
18 April 1944 - Gardening, Baltic Sea (7.40)  
23 April 1944 - Gardening, Baltic Sea (7.00)  
27 April 1944 - Montzen (4.15)  
1 May 1944 - St. Ghislain (4.25)  
11 May 1944 - Boulogne (4.00)  
12 May 1944 - Louvain (4.40)  
24 May 1944 - Aachen (3.55)  
7 June 1944 - Achere (4.45)  
9 June 1944 - Le Mans (5.35)  
14 June 1944 - St. Pol (3.45)  
16 June 1944 - Sterkrade (4.55)

\* \* \* \* \*

PRENTICE, F/L Vernon David (J27360) - **Distinguished Flying Cross** - No.160 (Bomber Reconnaissance) Squadron - Award effective 3 March 1945 as per **Canada Gazette** of that date and AFRO 563/45 dated 29 March 1945. Born 20 April 1921. Home in Abbey, Saskatchewan; enlisted in Regina, 12 February 1941 and posted to No.2 Manning Depot; to No.35 SFTS (guard duty), 15 March 1941; to No.2 ITS, 22 April 1941; graduated and promoted LAC, 27 May 1941 when posted to No.5 EFTS; may have graduated 15 July 1941 but not posted to No.3 SFTS until

27 July 1941; graduated and promoted Sergeant, 17 October 1941. To Western Air Command, 11 January 1942; to Boundary Bay, 12 January 1942. Promoted Flight Sergeant, 17 April 1942. Promoted WO2, 17 October 1942. Promoted WO1, 17 February 1943. Commissioned 7 May 1943; to Sea Island, 15 May 1943; to No.160 (BR) Squadron, 16 May 1943. Promoted Flying Officer, 7 November 1943. Promoted Flight Lieutenant, 1 October 1944. Served in No.160 (BR) Squadron to 29 May 1945 when posted to No.1 Group Headquarters. To AFHQ, 29 June 1945. To Release Centre, 12 September 1946; retired 13 September 1946. No citation in AFRO other than "in recognition of valuable services in the air." As of recommendation he had flown 1,702 hours of which 1,031 were operational (155 sorties). Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation.

This officer has completed hundred of hours of operational flying in the North Atlantic area. As captain of aircraft on many anti-submarine operations, he has at all times displayed outstanding qualities of skill and leadership. The enthusiasm and thoroughness with which he has carried out each assigned task have been an inspiration to all aircrew. His devotion to duty has been exemplary.

PRENTICE, F/L Vernon David, DFC (J27360) - **Mention in Despatches** - No.160 (BR) Squadron - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945.

As captain of aircraft on anti-submarine operations in the North Atlantic area, Flight Lieutenant Prentice has proved himself to be a pilot of outstanding ability. The enthusiasm and thoroughness with which he has carried out his tasks are worthy of the highest praise. His leadership has been an inspiration to all members of his crew.

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PRESCOTT, F/L Thomas Hammill (J17866) - **Croix de Guerre (France)** - No.433 Squadron (AFRO says only "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 4 April 1921. Home in Toronto; enlisted Moncton 25 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 15 November 1940 when posted to No.1 EFTS; graduated 27 January 1941 and posted next day to No.1 Manning Depot; to No.1 SFTS, 7 February 1941; to No.1 Manning Depot, 7 May 1941; to Trenton, 12 May 1941; to No.2 SFTS, 11 September 1941; graduated and promoted Sergeant, 24 October 1941. To "Y" Depot, 25 October 1941. To RAF overseas, 11 November 1941. Promoted Flight Sergeant, 20 April 1942. Commissioned 29 May 1943. Promoted Flying Officer, 29 November 1943. Promoted Flight Lieutenant, 25 August 1944. Repatriated 29 May 1945. Retired 15 May 1945. Living in Moncton as of 1950. DHist file



181.009 D.2611 (RG.24 Vol.20627) has recommendation dated 9 January 1945 when he had flown 34 sorties (157 hours), 19 May to 21 November 1944.

This officer who has now completed an outstanding tour of operations contributed much to the liberation of France by his splendid efforts on a wide variety of well defended targets, during the months of May to August 1944. In that period alone Flight Lieutenant Prescott completed 27 sorties against German occupied positions in France, a great many of which were on or about D Day. His exceptional tenacity of purpose, despite any odds, plus his cool judgement and fine captaincy contributed in a large measure not only to the success of his many operational flights but ultimate victory in France and the Low Countries.

The sortie list was as follows:

19 May 1944 - Le Clipon (2.50)  
21 May 1944 - Frisians (4.35)  
24 May 1944 - Aachen (5.25)  
27 May 1944 - Le Clipon (3.20)  
2 June 1944 - Dunkirk (3.15)  
3 June 1944 - Dunkirk (2.40)  
5 June 1944 - Houlgate (5.10)  
7 June 1944 - Acheres (5.25)  
17 June 1944 - Oisement Neuville en Bois (4.50)  
21 June 1944 - Oisement (4.35)  
24 June 1944 - Bonnetot (4.25)  
25 June 1944 - Gorenflos (2.55)  
4 July 1944 - Villeneuve St. George (6.10)  
6 July 1944 - Sautrecourt (4.15)  
14 July 1944 - Anderbelck (4.00)  
28 July 1944 - Hamburg (5.25)  
1 August 1944 - L'Hey (3.10)  
3 August 1944 - Foret de Nieppe (4.05)  
4 August 1944 - Bois de Casson (5.25)  
5 August 1944 - St. Leu d' Esserent (4.25)  
8 August 1944 - Foret de Chantilly (4.30)  
9 August 1944 - Foret de Croc (3.55)  
12 August 1944 - Mont Richard (5.35)  
15 August 1944 - Soesterburg (3.35)  
18 August 1944 - Connentre (6.05)

25 August 1944 - Brest (5.35)  
27 August 1944 - Mimoyecques (4.10)  
28 August 1944 - Brest harbour (4.00)  
25 September 1944 - Calais (4.30)  
6 October 1944 - Dortmund (6.00)  
9 October 1944 - Bochum (6.00)  
14 October 1944 - Duisburg (5.45)  
18 November 1944 - Munster (5.25)  
21 November 1944 - Castrop Rauxel (5.40)

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PRESSAULT, LAC Joseph Ernest Floriant (R158626) - **Commended for Valuable Services in the Air** - No.12 Communications Squadron - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born in Hawksbury, Ontario, 1 April 1917. Home in Temiskaming, Quebec (educated there to High School level and three years of Mechanical Drawing at Temiskaming Vocational School). Worked five years as a tester in a pulp mill. Enlisted Galt, Ontario, 28 February 1942 as Aero Engine Mechanic and posted to No.1 Manning Depot, Toronto. To Technical Training School, St. Thomas, 11 April 1942. Promoted AC1, 11 July 1942. To No.12 Communications Squadron, Rockcliffe, 16 July 1942. Promoted LAC, 11 October 1942. Promoted Corporal, 1 December 1945. To No.2 Release Centre, 19 May 1946. Retired 24 May 1946. Died in Temiskaming, 7 July 1989 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of April 1990.

This airman displayed great initiative, skill and determination under very trying conditions one night while on duty in an aircraft with a high ranking senior officer aboard. The aircraft's battery had failed and when a landing in the dark was attempted, this airman succeeded in reaching the cable to let down the landing gear, and then manually manipulated the flaps, in such a manner as to enable the aircraft to make a safe landing. His display of coolness, resourcefulness and technical ability was particularly outstanding.

His lists of Temporary Duty movements is one of almost constant motion as he travelled with squadron aircraft. Two letters on file are especially interesting in their association with the "high profile" work of the squadron. He first was dated 19 February 1946 (Under Secretary of State for External Affairs to Deputy Minister of National Defence for Air:

We have received a despatch of February 11<sup>th</sup> from the Canadian Ambassador to Mexico in which he requests us to convey to you his appreciation of the services rendered by the crew of the RCAF aircraft in which the trade mission, under the

leadership of the Honorable .A. MacKinnon, traveled to Mexico. I quote the following paragraph from Dr. Kennleyside's despatch for your information:

"It would be most inappropriate to close this despatch without a brief reference to the members of the air crew who accompanied the Canadian trade mission. These members of the Royal Canadian Air Force conducted themselves at all times with the best traditions of the RCAF. I shall be very much obliged if you will convey to the Minister of National Defence my personal and official thanks for having selected such an admirable group of young men to handle the transportation problems of the Canadian trade mission."

The second letter was dated 1 March 1946 (Honorable James A. MacKinnon to Colin Gibson, Minister of National Defence for Air):

I wish to express my sincere thanks for the efficiency, courtesy and great ability of the Royal Canadian Air Force aircrew who flew us safely nearly eight thousand miles in connection with the trade mission visit to Central America, Mexico and Columbia.

Flight Lieutenant E.A. Wilson, Flight Lieutenant J.W.P. Baril, F/O P.F. Burrows, F/O . Dewart and Corporal J.E.F. Pressault composed the crew of the Lodestar.

In all countries we visited these clean-cut Canadian airmen were the centre of the greatest interest and admiration. I was very proud of their smart appearance and excellent deportment on all occasions.

This mission appears to have been from 5 February to 23 (or 27) February 1946.

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PREST, F/L William Arnold (J15101) - **Air Medal (United States)** -No.122 Squadron - Air Medal - Award effective 17 July 1943 as per **London Gazette** dated 20 July 1943 and AFRO 644/44 dated 24 March 1944. Born 5 July 1918; home in Prince Albert, Saskatchewan; enlisted in Saskatoon 18 July 1940. To No.119 (BR) Squadron, 16 August 1940. To No.1 ITS, 11 October 1940; graduated and promoted LAC, 13 November 1940; to No.2 EFTS, 7 December 1940; graduated 26 January 1941 and posted to No.1 Manning Depot; to No.1 SFTS, 7 February 1941; graduated and promoted Sergeant, 28 April 1941. To Embarkation Depot, 16 May 1941. To RAF overseas, 29 May 1941. Promoted Flight Sergeant, 1 November 1941. Commissioned 11 December 1941. Joined No.122 Squadron in August 1941 and remained with it to spring of 1943. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant and Squadron Leader, 29 December

1942. Repatriated to Canada, 27 May 1943. To Rockcliffe, 6 June 1943. To No.1 OTU, 16 July 1943. To "Y" Depot, Lachine, 12 January 1944; taken on strength of No.3 PRC, Bournemouth, 21 January 1944. Joined No.443 Squadron on 16 February 1944. Posted to No.421 Squadron, 27 July 1944 (Commanding Office); led it to 21 November 1944 when declared tour expired. Repatriated 21 December 1944. To No.2 Air Command, 31 December 1944. To No.4 SFTS, 1 February 1945. To Release Centre, 5 August 1945. Retired 27 August 1945. See RCAF photo PL-28820 (ex UK-10238 dated 2 May 1944). Public Records Office Air 2/9599 has recommendation dated 5 July 1943, submitted by CO of Station Hornchurch. Supported 7 July 1943 by A/V/M H.W.L.Saunders (AOC No.11 Group) and also on 7 July 1943 by Air Marshal T. Leigh-Mallory (AOC-in-C, Fighter Command).

1. This Canadian officer took part in 14 fighter sorties directly connected with the protection of American bomber aircraft on bombing missions against objectives in enemy territory.
2. During these operations he destroyed one enemy aircraft, and on many occasions led his flight in such a manner that many enemy fighter attacks against the bombers were rendered abortive.
3. He has carried out a total of 96 offensive sweeps over enemy territory, and in my opinion, his work fully merits the award of the American Air Medal.

Public Records Office Air 2/ 9599 has USAAF 8th Air Force General Order No.104 dated 16 July 1943 which gives citation.

For meritorious achievement, while participating in fourteen fighter combat missions directly connected with the protection of United States Army Air Force bombers on raids over enemy occupied territory. The courage and skilful airmanship displayed by Flight Lieutenant Prest on all these occasions reflect great credit upon himself and the Armed Forces of His Majesty's government.

PREST, S/L William Arnold (J15101) - **Netherlands Flying Cross** - No.421 Squadron - Awarded 1 January 1946 as per **London Gazette** of that date and AFRO 183/46 dated 22 February 1946. Scored victories with Nos.122 and 443 Squadrons, but commanded No.421 from July to November 1944. Public Records Office Air 2/9642 gives name as William Arthur and citation.

Squadron Leader Prest led his squadron on many patrols in support of the First Airborne Division. On one occasion a force of at least one hundred enemy aircraft was encountered. Displaying powerful leadership and courage Squadron Leader Prest continued to lead his squadron to attack this overwhelming force.

In the engagement Squadron Leader Prest destroyed one enemy aircraft. During the period the First Airborne Division was fighting at Arnhem, Squadron Leader Prest's squadron accounted for ten enemy aircraft destroyed and many others damaged and probably destroyed.

NOTE: Credited with the following aerial victories: **17 May 1942**, one FW.190 damaged (No.122 Squadron); **13 March 1943**, one FW.190 destroyed (No.122 Squadron); **7 June 1944**, one Bf.109 damaged (No.443 Squadron); **26 June 1944**, one FW.190 damaged (No.443 Squadron); **13 July 1944**, one Bf.109 damaged (No.443 Squadron); **25 September 1944**, one Bf.109 destroyed (No.421 Squadron).

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PRESTON, F/L (now S/L) George Delong (C1266) - **Air Force Cross** - No.122 (Composite) Squadron - Award effective 2 March 1943 as per **Canada Gazette** of that date and AFRO 513/43 dated 26 March 1943. Born in Winchester, Ontario, 23 June 1900. Educated there. In RAF at Camp Borden, June 1918 to 20 December 1918. Garage mechanic, 1919-1926. Employed by Elliott Air Service and International Airways, 1926-1928 (Pilot-Mechanic), Canadian Airways, 1928-1933 (Pilot-Mechanic), Austin Airways, 1933-1936 (Pilot-Mechanic) and H.F. McLean, 1936-1939 (Pilot). Attested with No.10 Squadron (Non-Permanent Air Force), Toronto, 20 February 1934 as Apprentice and eventually qualified as Aero Engine Fitter (10 December 1934). Discharged as Corporal, 20 January 1936. Enlisted 3 October 1939. Trained at Camp Borden, 16 October to 16 February 1940. To Trenton, 8 April 1940. To Rivers, 22 October 1940. Promoted to Flight Lieutenant, 1 February 1941. Posted to Patricia Bay, 17 December 1941; to No.122 (Composite) Squadron, 10 January 1942. Promoted Squadron Leader, 1 October 1942. Commanded the Communications Flight in No.122 (Composite) Squadron, 15 April 1943 to 14 July 1943. To No.166 Squadron, 1 September 1943, to command. To Winter Experimental and Training Flight, Ottawa, 18 January 1944. Moved with that unit to Gimli. 27 March 1944. Promoted Wing Commander, 1 August 1944. To Release Centre, 4 March 1945. Released 13 March 1945. Recommended 11 September 1942 by S/L G.G. Diamond. DHist file 181.009 D.1283 (RG.24 Vol.20597) has a lengthy report on the incident. Goose 917 had crashed between Yakutat and Cordova, Alaska, on July 21st, 1942. See also Sergeant F.M. Baily (George Medal). Medal presented 3 April 1944. Died in Ottawa, 10 December 1964,

Flight Lieutenant Preston recently completed a brilliant rescue of five members of an aircraft crew which crashed in a very remote part of Alaska. His courage and judgement in carrying out this operation under adverse weather conditions, landing on a glacial lake covered with floating blocks of ice, and the part he subsequently played in rescue operations were most praiseworthy achievements, to which those rescued owe their lives. Not only on this

operation, but for several months past on various operations, he has shown courage, determination, resourcefulness and devotion to duty of the highest order, which has set an excellent example to other members of the Royal Canadian Air Force.

Preston's own account was given in an affidavit sworn on 11 August 1942.

I am Flight Lieutenant George DeLong Preston, No. C1266, employed as Flight Commander of No.1 Communications Flight in No.122 (Composite) Squadron, RCAF Station Patricia Bay, B.C.

On 29 July 1942 I was detailed to proceed to Yakataga to investigate a report that three men had been sighted on a river south of Yakataga. After receiving operation order I authorised flight and proceeded at 1710 hours, stopping at Annette Island for the night, and arranged to take Flight Lieutenant Pepper, Medical Officer, along.

Next morning, aircraft was unable to proceed until 1030 hours on account of weather, arriving Yakatat at 1330 hours 20 July 1942. Contacting Lieutenant Lowry, I was informed that he had dispatched a Hudson to Yakataga to pick up the survivors that they had located. After waiting for some time for their return, I decided I would proceed to Yakataga, arriving there at 1630 hours. Upon arriving there, I was informed that the America Hudson was unable to land due to the soft condition of the field.

One survivor, AC1 Taylor had been brought in by one of the rescue party. AC1 Taylor was questioned and he informed me that Corpora; Donald had been killed by the crash, AC1 McIntosh was drowned while crossing a river on his way out from the crash, Sergeant Baily and AC1 Silberman were on their way out with two other guides and should be in at any time. They arrived about 2030 hours that evening.

Before discussing the procedure for the rescue of the remainder of the crew, we decided it better to locate the aircraft (917) by air, and if there was no place to land near it we would start in from Yakataga by foot which would take five or six days.

The weather closed in that evening and we were unable to take-off until noon next day (31 July 1942) with three local men, Sergeant Baily and Flight Lieutenant Pepper.

A survivor was located on a hill near the scene of the crash after about forty minutes of flying. Rations were dropped and a note telling him to remain there, that we would be in for him as soon as possible. After scouting around, I located a small lake at the base of the glacier on the opposite side of the mountain where the survivor was located, a distance of approximately two miles. The lake seemed to be a fairly good size but there was quite a bit of ice floating and due to the colour of the water I was unable to tell the depth. After searching the lake, a spot of clear water was located which showed fairly good depth, I landed and deplaned passengers,

The rescue party proceeded to the scene of the crash. The lake was sounded and was found to have plenty of water except at the mouth of outlet and near shore.

Approximately ten hours later the rescue party returned to plane with Flying Officer Gault and Sergeant Roberts. We emplaned passengers and took off for Yakataga. The fog was coming in from the sea. I tried to get down to the beach to the landing field but was unable to locate it due to low ceiling, turned out to sea and went up through overcast. The top was 1,500 feet. All places seemed to be filled in. I returned to the lake we had left approximately one hour before and spent the night there, unable to get back to Yakataga Field until noon next day. The weather closed in shortly after.

Sunday we proceeded to the scene of the crash, removed the body of Corporal Donald from the crash and buried him in a grave near by, then returned to Yakataga Field.

On Monday, as soon as weather permitted, we made two trips to Yakatat with survivors as the field seemed too soft to take-off with full load. We were held at Yakatat from Monday evening until Friday noon, arriving at Annette Island Friday, August 7, 1942 at 1530 hours. We proceeded to Patricia Bay with the survivors from 917, arriving at 1736 hours, August 8, 1942.

**Notes:** Training at Camp Borden was in two phases. The first (16 October to 11 December 1939), chiefly on Fleet aircraft (15 hours 30 minutes dual, 16 hours 30 minutes solo). Courses in Air Navigation (137/200), Meteorology (37/100), Airmanship (156/200), Engines and Airframes (81/100), Administration and Organization (46/100), Law and Discipline (15/100). Drill (48/100), Armament (147/200), and Signals (100/100). Placed 24<sup>th</sup> in class of 30. Considered an average pilot, not good at book work. Second phase was 24 January to 16 February 1940, flying

Harvard, Battle and Oxford aircraft - most was on Battle (16 hours 35 minutes). Reported at the time he had 4,000 hours civil flying. Courses in Air Navigation (160/200), Airmanship (80/100), Armament (140/200) and Reconnaissance and Photography (70/100). "A pilot of above average ability and wide experience in civil aviation. Capable under all conditions." It was also remarked, "An officer who will have a good influence and steadying effect on younger officers."

Accident, 17 August 1942, Stranraer 929. Transportation flight. Aircraft settled following good landing, porpoised, elevators touched water. Slight damage. No injuries. Excessive load.

**Selected Assessments:** "Well above the average in flying ability and in addition has a wide knowledge of operations, airframes and engines. Keen and very hard worker. Fully qualified to hold Flight Lieutenant position. Professional; relatively above average." (15 December 1940).

"Employed as staff pilot and Flight Commander of 'B' Flight. Runs his flight well and is also in charge of training all the new pilots posted to this unit. Fully qualified for Civil Engineer. Very energetic." (S/L J.D. Twigg, No.1 ANS, 28 May 1941).

"Long and varied experience as a professional civilian pilot. It is doubtful if this officer is surpassed in ability, judgement and reliability as a pilot by any individual in Canada, His comparatively short service experience and unwillingness to criticise others slightly hamper his administrative work." (G/C G.R. McGregor, Patricia Bay, 3 July 1943).

"The Air Officer Commanding reports that the Commanding Officer [of No.122 Squadron], Squadron Leader Preston, is an excellent pilot of long experience and a fine mechanic. His grip on the Squadron is somewhat loose but he has a number of 'problem' pilots, which makes his task difficult." (Report dated 1 September 1943).

"Under his command this squadron has produced steady and reliable results with a minimum of equipment." (G/C W.E. Bennett, Sea Island, 13 November 1943).

"A thoroughly reliable officer with a vast amount of flying experience in civil and service life. He is an excellent pilot" (Air Commodore A.J. Ashton, 27 May 1944)

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PRESTON, Corporal John Drake (R89121) - **Mention in Despatches** - Station Leeming (AFRO gives unit as No.63 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born in Marietta, Ohio, 2 August 1917. Home in Wingham, Ontario (educated there, grocery store clerk). Took correspondence course from Galt Aircraft School. Private in 33<sup>rd</sup> (Huron) Regiment, 1933-1936; Sergeant in 49<sup>th</sup> Field Battery,



3 August 1938 to 29 September 1940. Enlisted RCAF, in Galt, 14 February 1941 as airframe mechanic. To Technical Training School, St. Thomas, Ontario, 2 April 1941. Posted to Embarkation Depot, 4 September 1941; embarked 14 September 1941; reached England 29 September 1941. To No.409 Squadron, 8 October 1941. Technical course at Bristol, October 1942. To No.429 Squadron, 9 November 1942. Also in November 1942 attended course at Vickers Armstrong . Promoted Corporal, 1 January 1943. Course at No.21 School of Technical Training, August 1943 (hydraulics). To Station Leeming, 9 December 1943. Repatriated to Canada, 8 December 1944. To No.3 Training Command, 20 December 1944. To No.16 SFTS, 16 January 1945. To Release Centre, 7 September 1945. Retired 12 September 1945. Died in Harriston, Ontario, September 1993 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of February 1994. DHist file 181.009 D.2619 has recommendation forwarded to No.6 Group Headquarters, 31 July 1944.

This airman deserves special mention for exceptional keenness and ability as an NCO and airframe mechanic, particularly in his specialized field of hydraulic systems.

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PRICE, Flight Sergeant Earl George (R84592, later J37115) - **Distinguished Flying Medal** - No.158 Squadron - Award effective 21 January 1943 as per **London Gazette** dated 5 February 1943 and AFRO 757/43 dated 30 April 1943. Born 7 September 1921 (birth date on MI.9 report) . Home in Canterbury, New Brunswick; enlisted Moncton 7 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 21 January 1941. To No.16 Explosives Depot, 20 March 1941. To Sydney, 13 May 1941. To No.1 WS, 24 May 1941; promoted LAC, 26 June 1941. To No.1 BGS, 12 October 1941; graduated and promoted Sergeant, 8 November 1941. To "Y" Depot, 9 November 1941; to RAF overseas, 12 December 1941. To No.2 Signals School, 20 January 1942. To No.19 OTU, 2 March 1942. Promoted Flight Sergeant, 8 May 1942. To No.158 Squadron, 20 May 1942. Reported missing, 5 August 1942 on Halifax W1215 (the family actually received a message, quoting a German source, that he was dead); reported safe (evader), 7 November 1942. Promoted WO2, 8 November 1942; repatriated 9 December 1942. To No.3 ITS, 22 December 1942. To No.4 EFTS, 17 April 1943; to No.8 SFTS, 26 June 1943. Commissioned 15 October 1943 but did not graduate as a pilot until 29 October 1943; to No.3 Flying Instructor School that date. To No.1 Flying Instructor School, 12 November 1943; to No.2 SFTS, 14 January 1944. Promoted Flying Officer, 15 April 1944. To Release Centre, 9 January 1945; released 23 January 1945. Living in Pembroke, Ontario in 1949. Served on Pembroke City Council and was news announcer at CHOV. Died in Pembroke, February 1979. No citation - "member of aircraft crew...displayed great gallantry and determination in attacks against targets in enemy occupied territory." Ian Tavender records, in **The Distinguished Flying Medal Register for the Second World War** (London, Savannah Publications, 2000) the following

recommendation as found in Public Record Office Air 2/4937; it noted that Price had flown five sorties (24 hours 24 minutes).

Sergeant Price was Air Bomber in an aircraft which took off from Eastmoor at 2230 hours on 5th August 1942 to bomb Bochum. After completing the operation, the crew were forced to bale out. Sergeant Price landed in a field by a small road feeling slightly shocked but otherwise unhurt. By a display of great courage and determination, he evaded capture and eventually arrived safely in this country. I recommend the award of the Distinguished Flying Medal.

Public Record Office WO 208/3311 has MI.9 interrogation report based on interview of 8 November 1942; he had left Gibraltar and arrived at Portreath on 7 November 1942.

I took off from East Moor at 2230 hours on 5 August 1942 to bomb Bochum. After completing the operation we were attacked and I had to bale out, landing four or five miles southwest of Zwolle, Holland, at 0200 hours on 6 August 1942. The rest of the crew were:-

P/O Phillips

P/O Harvey (navigator)

Sergeant J. Byrne (second wireless operator)

Sergeant Furness (engineer)

Sergeant Thompson (first wireless operator) and one other Pilot Officer (name unknown)

I am sure that four reached the ground safely, but I have no further news of them.

I landed in a field by a small road, feeling slightly shocked but otherwise unhurt. I consider that I must have been west of the Yser River since I never crossed any such river in the course of my journey. I hid my parachute and Mae West in a ditch and made off approximately southwards along the road. After two miles I entered some woods where I took off all my flying kit and hid it. At dawn I continued south, without any idea where I was, until I came to a railway by a small station. Here I hid for the rest of the day in a clump of pine trees. At dusk I continued south feeling now certain that I was in Holland, after finding some German propaganda leaflets printed in Dutch and after hearing the sound of sabots [wooden shoes] on the ground.

There was a German camp in the vicinity and I walked along a German military road until 0700 hours (7 August), after which I went off through the woods, living on the chocolate and the Horlick's tablets in my aid box, using also two of the "nerve" tablets but suffering from thirst since there was no water to be found anywhere. I continued all

night and came to a small village in the morning. After watching for a while I hailed three young men who were about to discover me. One of them spoke English and I declared my identity to him. He went off to get some money, a pair of shoes, some hot cocoa, and some quite inedible brown bread; also he informed me that four members of the crew had landed.

In the evening I went on until I had crossed the road Apeldoorn-Amersfoort at about 0600 hours. This road was marked with signposts, so I checked my position. I had become very weak and thirsty; I therefore approached a farmer to ask for water. He gave me a drink, but was too nervous to give any further help. After this I followed a road until I reached Hoenderloo, eight miles south of Apeldoorn at 1230 hours. Here I went to the back door of a house and asked for a drink. An old lady gave it to me in the presence of her family. Nothing was said, and I had moved on a short way when I was followed by the old man of the house. He proved very friendly, and persuaded his two sons that I was not a German. I slept one night in the forest near their house, receiving food from them, and on the next day (20 August) I moved into the house. These people deal largely in the Black Market and the food which they gave me was very good. They immediately made arrangements with a man from the Dutch East Indies to test me for my identity. They provided me with a Dutch overall and cap and a military ground sheet cape; they even went so far as to buy a radio costing 400 gulden for my benefit. They informed me that two Canadian airmen had been captured by the Germans two weeks previously after hiding for a fortnight in the woods. My host's son-in-law, who spoke good English, came to stay at the weekend and promised to make enquiries about an organisation but I left before anything came of this. While I was staying here, I noticed that there was heavy German interference with short-wave BBC broadcasts in Dutch.

A bicycle was constructed for me from spare parts, and on about 18 August the elder son cycled with me to Hertogenbosch, south of Utrecht. I was wearing a Dutch overall over my uniform and a cap. We travelled via Ede and crossed three large streams of the Rhine by ferry without any difficulty. At Hertogenbosch he left me, having given me some food to be taken along. I continued south on the bicycle, keeping to secondary roads, since there were a good many patrols in the vicinity. From midnight until 0400 hours there is a curfew on all movements along the country roads.

On 19 August I came slowly into Eindhoven and turned right via Oirschot to Hilcarenbeek (15 miles northeast of Turnout, Belgium). In an attempt to gain information about crossing the Belgian border I went to a house on the outskirts of the village. A woman showed me a map and sent me off with some fruit; I went on south to Esbeek where I turned off right onto a farm track. I then declared myself to a farmer who arranged contact with a Dutch Customs officer and all allowed me to sleep in a

barn that night. The Customs Officer knew all the movements of the German Cyclist frontier patrols, and he informed me that he had helped many escapers across the border. He accompanied me on 20 August across the border via Poppel (Belgium) to Weelde before he left me. I arrived at Raevens alone at 1100 hours on 21 August. I was still clad in a Dutch overall and cap and soon became aware that I was an object of interest to all whom I passed. Two Belgian Customs officers questioned me in the town. I declared myself and they let me go with a warning that there were Gestapo men near by. Soon I met a group of youths who gave me some food and took me to a smithy's shop, where they gave me some soup and fixed up my bicycle, which was by now in a bad way. Continuing my journey, I skirted Turnhout, following a canal to the left of the road through to Arendonck where I saw a man fishing. I declared my identity to this man gave him my cycle, which had now become useless. He advised me to clear out of the district as soon as possible since the canal was strongly patrolled by the Germans. I therefore went off southwestwards at right angles to the canal, until I struck a main road north of Gheel, near to a village where I saw a priest standing in front of a well-to-do house.

Shortly afterwards a girl came cycling out of the drive, and after speaking to him she came up to me and asked me if I was English. When I replied "Yes", she took me in and gave me food. I then continued on between Herenthals and Gheel, striking the Albert Canal near Oevel and crossed it in a ferry without difficulty. I declared my identity to the Ferrymen. Soon after I left them, a man overtook me on a bicycle and told me to hide for three days in a field while he found help for me. During that time he brought me civilian clothes.

I went on without waiting via Westerloo to Hersheelt, picking up a fugitive Frenchman on the way. This man had me put up in a hotel where I established contact with an organisation.

Public Record Office Air 40/258 has a report made by him of the circumstances of his being shot down. It gives the takeoff time as 2030 hours.

There was no incident on the outward journey to the target, the run on to which was from the south east, and the seven 1,000 pound bombs were released from 15,000 feet by TR.1335 through 10/10 clouds.

Immediately after the bombs exploded, a heavy flak barrage met the aircraft, and a few searchlights managed to penetrate through patches in the cloud. As far as was known, the aircraft was not damaged.

Some 15 minutes after leaving the target, and whilst the Flight Engineer [Sergeant D. Furness, RAF] was dropping “nickels”, the starboard inner engine exploded and the aircraft tilted to 80 degrees and returned to the horizontal.

The cause of the explosion is unknown, but Sergeant Price suggested it may have been the result of a flak splinter over the target or to night fighter action, but no fighter was seen.

The pilot, P/O [C.] Phillips, was on his 16th/17th operation and remained very cool.

The engine burst into flames, and was not extinguished when the fire extinguisher was operated. The flames increased in intensity and spread towards the fuselage. The aircraft was slowly losing height and the pilot ordered the crew to bale out.

This was Sergeant Price's 6<sup>th</sup> operation and when the order to bale out was given he found it took him twice as long as usual to leave the turret, and found that the Navigator [P/O Harvey] had opened the escape hatch. The 2<sup>nd</sup> WOP [Sergeant Byrne, RAF] had his parachute on and baled out, while the navigator and Sergeant Price put on theirs. Sergeant Price was the third to leave the aircraft, which he did at about 10,000 feet, by which time the flames had spread to the fuselage.

While parachuting to earth, he noticed the aircraft break in two at about 2/3,000 feet, and the flaming mass crashed 8-9 miles south-west of Zwolle. He himself landed about three miles south of the aircraft, his the parachute in a ditch and the Mae West under some bushes.

**Notes:** Application for Operational Wing dated 18 August 1944 he listed the following sorties:

23 July 1942 - Duisburg (4.45)  
25 July 1942 - Duisburg (3.45)  
26 July 1942 - Hamburg (5.10)  
29 July 1942 - Saarbrucken (5.15)  
30 July 1942 - Dusseldorf (5.15)  
5 August 1942 - Bochum (3.30, shot down)

Assessed at No.2 SFTS, Uplands, 1 March 1944 - “This officer carries out his duties as an instructor in a capable and satisfactory manner. Recommended for retention in the Service and appointment to Temporary Flying Officer.” (S/L J.A. Boyle).

He was shot down in Halifax W1215. His service file contains some correspondence re the circumstances of being shot down, there being some question in 1942-1943 as to whether the pilot (P/O Clive Henry Phillips, RAAF) had survived (he had in fact been killed). As of March 1943 (having been interviewed at No.3 ITS) he provided the following statement:

I baled out at approximately 13,000 feet, a few minutes after the starboard engine caught fire. The aircraft was, at that time, in a gentle dive. This dive was maintained until approximately 4,000 or 5,000 feet when the starboard wing broke off.

The escape hatches were all open and the pilot, Pilot Officer Phillips, was not wounded to the best of my knowledge. It is possible that enemy fighter made a second attack after I baled out, but this is not considered probable as I would have heard the action.

In my opinion there is every possibility of Pilot Officer Phillips being alive, as he was considered cool, collected and resourceful. I believe the possibility of his escape good. To support this contention the following information is submitted.

The Mid Upper Gunner, who occupied a very difficult position so far as breaking away is concerned (and in this case complicated matters for himself by panicking) managed to bale out and is now a prisoner of war. The pilot's position is also much nearer to an escape hatch than the M.U.G.

I consider that the aircraft was manageable and that the pilot's seat should have been considered safe from fire for at least two or three minutes, and would have given ample time for the pilot to bale out.

In consideration Pilot Officer Phillips was exceptionally cool and I firmly believe that he is alive today.

Another document on the file gives a rather different picture of the events of that night. In Stalag Luft III, Wing Commander Day (the Senior British Officer) obtained a statement from the navigator, P/O L.V. Harvey (RAAF) POW camp, as follows:

On the night of the 5<sup>th</sup> August, my aircraft was attacked and the rear gunner F/O [J.E.] Marshall was very badly wounded. As the aircraft was on fire the captain, P/O Phillips gave individual orders to abandon aircraft. These instructions were answered in the affirmative except by P/O Marshall, who stated that he could

not move as he was hopelessly wounded and he asked the Captain to 'abandon', leaving him in the aircraft, but the Captain did not answer. The aircraft was by that time heavily on fire. Four of us managed to leave - Sergeant Thompson and Sergeant Furness from the rear escape hatch and the Wireless Operator, Sergeant Burn [sic - J. Byrne, who was mid-upper gunner] and myself from the front. All four of us landed safely and uninjured. The last impression I received was that the captain was still in his seat and seemed to have no intention of leaving, and Sergeant Price was ready to go but the flames were impassable and had reached the petrol tanks. As soon as I was clear of the aircraft it exploded and the starboard wing blew off. Three people were therefore trapped in the aircraft - P/O Phillips, P/O Marshall and Sergeant Price. The Germans confirmed that three bodies were found in the wreckage but they could only identify P/O Marshall. I was informed that they would be buried with military honours at Oldenbroek in Holland. The Burgomaster said that their graves would be marked and looked after by the Dutch people.

\* \* \* \* \*

PRICE, Sergeant Gordon Richard (R79417) - **Distinguished Flying Medal** - No.106 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 14 May 1943 and AFRO 1078/43 dated 11 June 1943. Born 9 April 1922; home in Montreal (electrician); enlisted there 28 April 1941. To No.4A Manning Depot, 6 May 1941. Posted elsewhere, 9 May 1941. To No.1 ITS, 18 July 1941; graduated and promoted LAC, 20 August 1941; posted that date to No.9 EFTS; graduated 10 October 1941 and posted to No.1 SFTS; graduated and promoted Sergeant on 22 January 1942. To "Y" Depot, 23 January 1942; to RAF overseas, 8 February 1942. Commissioned 16 March 1943 (J17531). Promoted Flying Officer, 16 September 1943. Medal presented by King George VI, 14 August 1944. Promoted Flight Lieutenant, 20 September 1944. Repatriated 2 August 1945. Released 8 October 1945. Photo PL-28031 (ex UK-8925 dated 20 March 1944) shows him after investiture at Buckingham Palace. Photo PL-28037 (ex UK-8931 dated 20 March 1944) is captioned as follows: "Four RCAF officers photographed outside Buckingham Palace after a recent investiture at which all had received the Distinguished Flying Medal. Awarded their decorations as Sergeants, they have all since then been commissioned. Left to right - P/O J.W. Betty, Hannah, Alberta; F/O J. Greenshields, Senneville, Quebec; F/O G.R. Price, Montreal; and P/O J.J.N. Rivard of La Tuque, Quebec." Photo PL-43178 (ex UK-20385, 11 April 1945) is captioned thus: "F/O S.K. Jennison, Windsor, Ontario, who has made 51 bombing flights over enemy territory with the famous Dam Buster force of the RAF, is posting an Eighth Victory Loan poster on the nose of a 12,000-lb bomb similar to that which sank the **Tirpitz**. Five comrades, all veterans, signed on the dotted line at the same time. From left to right, the others are, F/L G.W. Lancey, DFC, Toronto, with 45 trips, F/L G.R. Price, DFM, Montreal, with 42 trips, F/O D.H. MacLennan, Charlottetown, with 45 trips, F/L G.L. English, Pictou, Nova Scotia

with 51 trips, and F/L C.N. Hill, DFC, Toronto, with 40 trips." Photo PL-43177 (ex UK-20384, 11 April 1945) shows "six Canadian members of the famous RAF Dam Busters force" buying Victory Bonds. Perched on a 12,000-lb bomb are F/L G.W. Lancey, DFC, F/L G.R. Price, DFM, F/O D.H. MacLennan, F/L F.L. English, F/L C.H. Hill, DFC, and F/O S.K. Jennison.

Sergeant Price is a fearless and reliable pilot who has captained his aircraft and achieved splendid results on many occasions. He has taken part in operations against many of the most heavily defended German and Italian targets and has frequently secured excellent photographic evidence of accurate bombing. Sergeant Price has invariably pressed home his attacks, undeterred by the heaviest opposition, and throughout his operational career has displayed a high courage and devotion to duty.

NOTE: Public Record Office Air 2/8950 has recommendation dated 26 March 1943 when he had flown 26 sorties (182 hours 25 minutes). The sortie list and original text add something to the record:

6 November 1942 - Genoa (8.00) - Flew as 2nd pilot.  
18 November 1942 - Turin (7.25) - Flew as 2nd pilot; photograph one mile Aiming Point.  
20 November 1942 - Turin (3.35) - Mission abandoned.  
28 November 1942 - Turin (9.00) - Photograph of aiming point.  
9 December 1942 - Turin (8.45) - Bombs in town from 5,000 feet.  
20 December 1942 - Duisburg (4.00) - Photograph two miles from Aiming Point.  
21 December 1942 - Munich (8.05) - Attacked from 9,000 feet.  
8 January 1943 - GARDENING Sweetpeas - Successful.  
9 January 1943 - Essen (4.40) - Successfully bombed flares.  
12 January 1943 - Essen (6.00) - Successful attack on P.F.F. [Transcriber's note: should this read "by P.F.F." ?]  
17 January 1943 - Berlin (8.25) - Photograph of highly built-up area.  
23 January 1943 - Dusseldorf (5.45)  
27 January 1943 - Dusseldorf (4.50)  
30 January 1943 - Hamburg (7.00)  
11 February 1943 - Wilhelmshaven (5.35) - Successfully bombed; attacked by Ju.88 which was driven off.  
13 February 1943 - Lorient (6.10) - Bombs across target, 10,000 feet.  
14 February 1943 - Milan (8.50) - Photograph of aiming point. Made ½ hour reconnaissance to assess result of raid.  
16 February 1943 - Lorient (6.30)  
18 February 1943 - Wilhelmshaven (4.45) - Successful attack.  
25 February 1943 - Nuremburg (8.05) - Bombs seen to burst in town.



26 February 1943 - Cologne (6.05) - Successful.  
28 February 1943 - St.Nazaire (6.30) - Bombs near aiming point from 8,000 feet.  
1 March 1943 - Berlin (7.05) - Successful attack on marker bombs.  
8 March 1943 - Nuremburg (7.30) - Bombs fell amongst fires near Aiming Point.  
10 March 1943 - GARDENING, Baltic (8.00) - Successful  
12 March 1943 - GARDENING, Baltic (9.10) - Successful

A fearless and reliable pilot, Sergeant Price has captained his aircraft on 24 operational missions and he has achieved splendid results.

Against [Amongst ?] the heavily defended targets he has successfully attacked are Essen (twice), Duisburg, Bremen, Wilhelmshaven, Berlin (twice) and Nuremburg. He has several times bombed Italian targets with good results and has recently taken part in the damaging raids on Lorient, St.Nazaire and Munich. Often he brings back photographic evidence of the accuracy of his bombing, twice obtaining pictures of the aiming point.

Sergeant Price has invariably pressed home his attacks in the face of the heaviest opposition and throughout his operational tour has displayed qualities of courage and determination.

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PRICE, F/L (now S/L) Jacques (C12143) - **Mention in Despatches** - Station Torbay - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 30 April 1912. Home in Fonthill, Ontario; enlisted in Halifax, 12 June 1942 for Works and Buildings Branch; immediately commissioned with rank of Flying Officer and posted to No.5 Manning Depot; to Halifax, 26 June 1942. Promoted Flight Lieutenant, 1 May 1943. To Torbay, 20 October 1943. Promoted Squadron Leader, 1 November 1945. To Canada, 12 March 1946. Retired 15 March 1946 to Windsor, Ontario.

This officer has displayed exceptional ability and devotion to duty under extremely difficult conditions. His constant initiative and forethought, particularly towards aerodrome serviceability, has greatly increased operational flying time, thereby directly affecting the war effort. In addition, he has displayed marked industry and originality in the construction and engineering field, resulting in improved living conditions throughout the station.

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PRICE, P/O John Reginald (J16259) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1338/43 dated 16 July 1943. Born 19 September 1918 at Indian Head, Saskatchewan; home there (lineman). Applied for a Short Service Commission in the Royal Air Force, October 1937. Tentatively accepted but he declined appointment at that time owing to ill health of his father, Enlisted Regina 29 October 1940. To No.8 Repair Depot, 28 November 1940. To No.2 ITS, 27 January 1941; graduated and promoted LAC, 3 March 1941; posted that date to No.3 AOS; to No.2 BGS, 26 May 1941; graduated and promoted Sergeant on 7 July 1941; to No.1 CNS, 8 July 1941; possibly graduated 6 August 1941 but not posted to No.31 OTU until 20 August 1941; to Ferry Command, 1 October 1941; to RAF overseas, 3 October 1941. Disembarked in United Kingdom, 6 October 1941 and taken on strength of No.3 PRC. To No.16 OTU, 24 October 1941. To No.408 Squadron, 28 March 1942. Commissioned 17 October 1942. To No.1659 Conversion Unit, 12 April 1943. Promoted Flying Officer, 17 April 1943. To No.1664 Conversion Unit, 10 May 1943. To No.1659 Conversion Unit, 13 May 1943. Attached to Night Training Unit, 11-14 September 1943. Embarked for Canada on special leave, 14 June 1944, arriving 22 June 1944. Embarked for overseas, 4 August 1944; disembarked in United Kingdom, 11 August 1944. To No.24 OTU, 15 August 1944. To No.61 Base, 13 September 1944. Attached to Battle School, Dalton, 13-19 September 1944. Promoted Flight Lieutenant, 17 October 1944. Attached to No.1659 Conversion Unit, 19 September to 17 November 1944. Attached to No.428 Squadron, 18 November to 30 December 1944. To No.419 Squadron, 30 December 1944. Repatriated with No.419 Squadron, 11 June 1945; retired 7 September 1945. RCAF photo PL-25087 shows him on return to Canada. RCAF photo PL-25095 shows (left to right) F/L J.R. Price, DFC (Indian Head, Saskatchewan), F/O R.A. Henry, DFC (Toronto), P/O C.T. Butler, DFM (North River, Prince Edward Island), P/O D.W. Storms, DFM (Emerson, Manitoba), standing left to right are F/O H.P. Higgins, Croix de Guerre (Verdun, Quebec), W/C W.A. McKay, DFC (Vancouver), F/L J.E. McCormack, DFC, AFC (Estevan), F/O L.M. McKinnon, DFM (Revelstock). Medal presented 21 August 1949. Died in Lantzville, British Columbia, 4 November 1989 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1990. Citation drafted when he had flown 26 sorties and 157 hours 20 minutes on operations (Public Record Office Air 2/8955).

Since joining this squadron Pilot Officer Price has participated in numerous operational sorties over well defended enemy objectives such as Berlin, Emden, Rostock and Turin. He has led his pilot to these targets with cool judgement and determination, often securing photographs which display a fine record of achievement. One night in March 1943, while returning from Stuttgart, his aircraft was severely damaged in an encounter with an enemy fighter. Although two engines were put out of action, this officer unerringly navigated the aircraft which made a safe landing at base. His courage and devotion to duty have been outstanding.

NOTE: Original recommendation drafted 12 April 1943 had following sortie list and text:

24 April 1942 - Rostock (6.50)  
2 May 1942 - Rennes (6.35)  
4 May 1942 - Gardening (6.00)  
6 May 1942 - Stuttgart (3.35)  
16 June 1942 - Lorient (6.55)  
18 June 1942 - Gardening (5.20)  
20 June 1942 - Emden (4.35)  
25 June 1942 - Bremen (6.30)  
2 July 1942 - Bremen (6.00)  
26 July 1942 - Hamburg (7.10)  
28 July 1942 - Saarbrucken (6.45)  
31 July 1942 - Dusseldorf (5.05)  
5 August 1942 - Dinghy search (4.25)  
5 August 1942 - Lorient (3.20)  
18 August 1942 - Flensburg (6.30)  
28 August 1942 - Saarbrucken (6.40)  
1 September 1942 - Saarbrucken (6.55)  
7 September 1942 - Lorient (6.15)  
8 September 1942 - Frankfurt (3.30)  
14 January 1943 - Lorient (6.40)  
2 February 1943 - Gardening, Sweden (7.35)  
4 February 1943 - Turin (11.05)  
7 February 1943 - Lorient (5.55)  
13 February 1943 - Lorient (5.45)  
11 March 1943 - Stuttgart (8.20)  
29 March 1943 - Berlin (3.05)

Since joining this squadron, Pilot Officer Price has acted as navigator on 26 offensive sorties over enemy territory. These operations included Gardening in several enemy waters, also some of the most heavily defended targets in Germany, as follows: - Rostock (1), Rennes (1), Gardening (2), Stuttgart (2), Lorient (6), Bremen (2), Hamburg (1), Saarbrucken (3), Dusseldorf (1), Dinghy Search (1), Flensburg (1), Frankfurt (1), Mining Sweden (1), Turin (1), Berlin (1), Emden (1).

He has led his pilot into these targets with cool judgement and determination so as to bring back pictures displaying a fine record of achievement.

On the night of the 16<sup>th</sup> March [sic must be 11<sup>th</sup> March] 1943, whilst returning from Stuttgart, the aircraft in which Pilot Officer Price was navigator was shot up by a Messerschmitt 110, 150 miles south of the French coast, and two engines of his Halifax were put out of action. This officer unerringly navigated his pilot home under extreme conditions which may be considered to have contributed largely to the success of this operational flight.

**Notes:** Involved in accident at No.31 OTU, Debert, 27 August 1941; Hudson 723; undercarriage collapsed on landing and aircraft caught fire. Pilot was 745083 Sergeant W.G. Powell plus two navigators and one gunner under training; no injuries.

Involved in accident, 21 June 1942, No.408 Squadron, Hampden AT179. Operational flight; pilot (NZ41922 Sergeant M. Marment) made heavy landing on return causing AC damage. Navigator was R79562 FS .R. Price, first WOP was 1307057 Sergeant H. Samme, second WOP was R70086 Sergeant R.C. Berry. No injuries.

Involved in accident, 7 September 1942, Hampden AT182, category AC (for repair by contractor party). Operational flight; pilot (NZ41922 Sergeant M. Marment) selected wheels up instead of flaps up. Navigator was R79562 FS .R. Price, WOP/AG was R70086 Sergeant R.C. Berry. No other crew identified. No injuries.

Involved in operational emergency landing, 12 March 1943, Halifax DT781, damaged Category AC (for repair by contractor party). Port inner engine failed; uncertain as to whether this had been due to night fighter attack or whether it was one in a series of Merlin engine failures. Pilot not identified; crew were J16259 P/O J.R. Price (navigator), R54128 Sergeant B.H. Savor (Bomb Aimer), J16268 P/O T.H. Reeves (WOP), R73331 Flight Sergeant G.R. Scott (Mid-Upper Gunner) and R95286 Sergeant G.W. McIntyre (Flight Engineer).

Application for Operational Wing dated 29 November 1943 stated he had flown 26 ½ sorties (168 hours 40 minutes), 24 April 1942 to 29 March 1943. Does not appear to have applied for Bar to Operational Wing.

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PRICE, S/L Lyall Basil Burman (C920) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 4 August 1942 as per **London Gazette** dated 11 August 1942 and AFRO 1371/42 dated 28 August 1942. Born in Montreal, 18 April 1920, the son of Major-General C.B. Price, DSO, DCM; educated at Lower Canada College; home in Quebec; enlisted Montreal 3 January 1939 and posted that date to Trenton; provisionally commissioned that date. To Camp Borden, 3 May 1939. Qualified for wings, 2 September 1939. To Trenton again, 4 September 1939.

Promoted Flying Officer, 26 October 1939 . To Technical Training Centre, St. Thomas, 24 November 1939. To Trenton, 22 January 1940. Took Flying Instructor Course, 6 February to 13 March 1940. While there assessed by F/O K.L.B. Hodson who wrote, "This pupil's flying is above average and his judgement is good. Voice is pleasing. His knowledge of sequence is sufficient. With experience he will prove a capable instructor." To Camp Borden, 27 March 1940. To No.10 EFTS, Mount Hope, 2 January 1941. Promoted Flight Lieutenant, 1 February 1941. To Camp Borden, 5 March 1941. Taken on strength of No.3 PRC, Bournemouth, 21 July 1941. To No.25 OTU, 23 August 1941. To No.408 Squadron, 24 November 1941. Promoted Squadron Leader, 30 December 1941. Killed in flying accident, 29 July 1942 (Hampden AT113, No.408 Squadron); buried in UK.

Squadron Leader Price is a captain who has never failed to attack the most highly defended targets with the greatest determination and skill. He has set an inspiring example.

NOTE: Public Record Office Air 2/9595 has recommendation dated 26 June 1942 when he had flown 25 sorties (122 hours 59 minutes); it included a sortie list and a much more detailed text.

\* unsuccessful sortie

27 December 1941 - Boulogne (4.06)  
5 January 1942 - Cherbourg (4.20)\*  
8 January 1942 - Cherbourg (4.34)\*  
10 January 1942 - Wilhelmshaven (6.07)  
15 January 1942 - Hamburg (5.56)  
25 January 1942 - Brest (6.41)\*  
27 January 1942 - Brest (55 min)\*  
31 January 1942 - Brest (5.34)  
16 February 1942 - GARDENING, Rosemary (1.10)\*  
18 February 1942 - GARDENING, Rosemary (4.58)  
24 February 1942 - GARDENING, Rosemary (3.52)\*  
26 February 1942 - GARDENING, Hawthorn (2.56)\*  
10 March 1942 - Essen (5.08)\*  
24 March 1942 - GARDENING, Artichokes (4.15)  
26 March 1942 - GARDENING, Deodar (5.50)  
6 April 1942 - Essen (6.53)  
8 April 1942 - Hamburg (6.23)  
15 April 1942 - Dortmund (45 min)\*  
24 April 1942 - Rostock (8.31)  
26 April 1942 - Rostock (8.01)

28 April 1942 - Kiel (5.39)\*  
4 May 1942 - Stuttgart (7.47)  
8 May 1942 - Warnemunde (7.52)  
30 May 1942 - Cologne (15 min)\*  
1 June 1942 - Essen (4.31)

Squadron Leader Price has completed 25 operational flights as Captain of a bomber aircraft. Throughout, his courage, cheerfulness and devotion to duty have been outstanding. He has been a fine example to all aircrew in his squadron, and the results he has achieved have gone far to inspiring his fellow crews to greater efforts.

Squadron Leader Price has never failed to attack the most highly defended targets with the greatest determination and skill. He has brought back excellent photographs of the primary target taken whilst bombing, an outstanding example being that showing the actual sheds of the Heinkel Aircraft Works at Rostock which he was detailed to attack on the night of 26/27 April 1942.

**Assessments:** "Employed as a flying instructor. Capable young officer, but would be happier in a Service Squadron; good single-engine pilot." (G/C A.T.N. Cowley, 17 June 1940).

"This officer is interested only in service flying and consequently his mental attitude is hardly suited to instructional work. However, he is keen to fly and works willingly." (S/L W.E. Kennedy, 6 December 1940)

"Flight Lieutenant Price is employed as a flight commander and as such his work has been very satisfactory. He is very popular with the men under his command, but due to his extreme wish to go overseas he is unable to give his best and he hardly realizes the responsibilities of his position, but there has been a very definite improvement in recent months." (S/L G.V. Priestley, No.1 SFTS, 19 May 1941).

"This officer is old for his years and has inherent qualities of leadership. He is a sound pilot, having been an instructor in Canada and has over a thousand flying hours. With more experience he will make a good all round Flight Commander, a position he is ably filling at present." (W/C N.W. Timmerman, No.408 Squadron, 17 February 1942, noting that he had flown 400 hours in the past six months.

**Circumstances of death:** Aircraft was on a night flying test prior to operations; hit the ground in a dive and exploded. Five members of the squadron witnessed the crash and stated it was in difficulties when it got into a stall from which the pilot failed to recover. The investigating officer witnessed the crash and wrote, "From the evidence available it appears that this is

another case of a Hampden crashing through getting in a form of spin commonly called the Hampden 'stabilised yaw'. The pilot was a very able one and the accident is much to be regretted." Besides Price, those who were killed were 984291 Sergeant I. Hughes and two passengers - ATC Cadets G. Hughes and K. Couzin-Wood.

\* \* \* \* \*

PRICE, FS Malcolm Gerald (R179322) - **Distinguished Flying Medal** - No.49 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. Born in Montreal, 14 October 1921; home in Toronto; enlisted Montreal 31 July 1942 and posted that date to No.5 Manning Depot. To No.4 BGS, 9 October 1942, probably for guard duty. To No.9 BGS, 23 January 1943; graduated and promoted Sergeant, 16 April 1943. To "Y" Depot, 30 April 1943. To RAF overseas, 3 May 1943. Further trained at No.14 OTU. Promoted Flight Sergeant, 16 October 1943. Commissioned 17 August 1944 (J88895). Repatriated 27 November 1944. To No.1 Training Command, 11 January 1945. To No.1 Air Command, 15 January 1945. To Mountain View, 2 February 1945. Promoted Flight Lieutenant, 17 February 1945. To No.5 REMU, 29 March 1945. To Pennfield Ridge, 29 May 1945. To Eastern Air Command, 2 August 1945. To No.4 Release Centre, 15 September 1945. Retired 26 September 1945. Died in Mississauga, Ontario, 7 March 2014. Medal presented 18 October 1949. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty". Public Records Office Air 2/9015 has recommendation dated 4 April 1944 when he had flown on 29 sorties (204 hours 25 minutes).

30 August 1943 - Rhayte (5.15)  
5 September 1943 - Mannheim (6.55)  
6 September 1943 - Munich (8.50)  
29 September 1943 - Borkum (5.20)  
1 October 1943 - Hegan (5.55)  
3 October 1943 - Kassel (6.15)  
7 October 1943 - Stuttgart (7.20)  
18 October 1943 - Hanover (5.55)  
20 October 1943 - Leipzig (7.30)  
3 November 1943 - Dusseldorf (4.50)  
18 November 1943 - Berlin (8.30)  
22 November 1943 - Berlin (7.10)  
23 November 1943 - Berlin (7.00)  
26 November 1943 - Berlin (7.25)  
2 December 1943 - Berlin (7.35)  
3 December 1943 - Leipzig (7.25)  
16 December 1943 - Berlin (7.45)

20 December 1943 - Frankfurt (5.55)  
29 December 1943 - Berlin (7.15)  
1 January 1944 - Berlin (8.00)  
2 January 1944 - Berlin (7.15)  
5 January 1944 - GARDENING, Pomeranian Gulf (9.00)  
27 January 1944 - Berlin (8.35)  
28 January 1944 - Berlin (8.10)  
30 January 1944 - Berlin (6.30)  
25 February 1944 - Augsburg (7.25)  
1 March 1944 - Stuttgart (8.00)  
15 March 1944 - Stuttgart (6.50)  
18 March 1944 - Frankfurt (5.35)

Flight Sergeant Price has proved himself to be an outstanding Air Gunner whilst in No.49 Squadron. On 29 operational sorties he has carried out his duties fearlessly and efficiently. He has participated in all the most difficult attacks which this squadron has undertaken during the last seven months, including twelve sorties to Berlin.

Public Record Office Air 50/187 has two Combat Reports relevant to his career. Crew is given as follows: Captain: FS George; Second Pilot: Sergeant Abbot; Navigator: Sergeant Andrew; WOP: Sergeant Decourcey; Mid-Upper Gunner: Sergeant Price; Air Bomber: Sergeant George; Rear Gunner: Sergeant Charlesworth.

**30/31 August 1943: Lancaster J/49**

Time: 0229. Position: Target. Height: 20,000 feet. Course: 079. Speed: 250 m.p.h.  
Target: Munchen Gladbach. Met: No cloud - good visibility.  
Rear Gunner saw FW.190 on Port Quarter, 700 yards. Enemy aircraft came in dead astern and Rear Gunner ordered Pilot to turn Port and fired six-second burst. Enemy aircraft broke away to Starboard and was not seen again.

No return fire. No damage to Lancaster. Enemy aircraft claimed hit.

**6/7 September 1943: Lancaster K/49**

Time: 2335.  
Position: Target  
Height: 20,000 feet.  
Course: 080 True.



Speed: 204 T.

Met: Above cloud illuminated by searchlights and fires. Good visibility

Target: Munich,

#### COMBAT REPORT

Rear Gunner reported FW.190 700 yards dead astern up, instructed Pilot to corkscrew Port and both Gunners opened fire, four-second bursts; enemy aircraft slid over to starboard and then closed in dead astern and broke away to starboard quarter down 400 yards. No return fire. No damage to Lancaster. Enemy aircraft claimed hit. Monica unserviceable.

\* \* \* \* \*

PRICE, P/O Reginald William Douglas (J19829) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born 31 May 1921 in Lloydminster, Saskatchewan; home in Campbellford, Ontario (former signaller, Oxford Rifles, 1938-1941); enlisted London, Ontario, 26 June 1941. Granted Leave Without Pay, 4 August 1941. To No.4A Manning Depot, 13 August 1941. To No.13 SFTS (guard duty), 25 September 1941. To No.3 ITS, 10 November 1941; graduated and promoted LAC, 3 January 1942 but next posting was to No.6 ITS (1 February 1942) and not posted to No.20 EFTS until 14 March 1942; graduated 22 May 1942 and posted next day to No.16 SFTS; graduated and promoted Sergeant, 6 November 1942. To "Y" Depot, 20 November 1942; to RAF overseas, 10 December 1942. Promoted Flight Sergeant, 6 May 1943. Commissioned 23 March 1944. Promoted Flying Officer, 22 September 1944. Repatriated 1 May 1945. Date of release uncertain. Medal sent by registered mail 29 December 1948. Rejoined RCAF as a pilot, 12 November 1951; granted permanent commission, 1 July 1953.

Throughout his operational tour, which has included sorties against many major targets, this officer has displayed fine airmanship. On one occasion, shortly after taking off with a heavy bomb load, two of his engines failed, one catching fire. Maintaining height with great difficulty, he extinguished the fire, jettisoned his bomb load into the sea and made a successful landing at base without further damage to his aircraft. At all times he has displayed fine qualities of determination and courage and has achieved excellent results.

NOTE: Public Record Office Air 2/9632 has recommendation drafted 31 May 1944 when he had flown 31 sorties (213 operational hours). The sortie list and text add more detail to his career.

\* damaged by flak

20 October 1943 - Leipzig  
22 October 1943 - Kassel  
18 November 1943 - Berlin  
22 November 1943 - Berlin\*  
26 November 1943 - Berlin  
1 January 1944 - Berlin  
2 January 1944 - Berlin  
5 January 1944 - Stettin  
14 January 1944 - Brunswick  
20 January 1944 - Berlin  
27 January 1944 - Berlin  
19 February 1944 - Leipzig  
20 February 1944 - Stuttgart  
24 February 1944 - Schweinfurt  
25 February 1944 - Augsburg  
1 March 1944 - Stuttgart  
15 March 1944 - Stuttgart  
18 March 1944 - Frankfurt  
22 March 1944 - Frankfurt  
24 March 1944 - Berlin  
26 March 1944 - Essen  
30 March 1944 - Nuremburg  
10 April 1944 - Aulnoye  
11 April 1944 - Aachen  
20 April 1944 - Cologne  
22 April 1944 - Dusseldorf  
24 April 1944 - Karlsruhe  
26 April 1944 - Essen  
27 April 1944 - Friedrichshaven  
30 April 1944 - Maintenon  
1 May 1944 - Lyons

This Canadian Pilot Officer has completed 31 sorties comprising 213 operational flying hours as captain of a Lancaster aircraft. He and his crew have attacked many major targets including Leipzig, Stettin, Schweinfurt, Stuttgart, Frankfurt, Essen and many others including no less than eight sorties over Berlin.

Throughout a most arduous tour of operations this officer has displayed fine qualities of airmanship as was clearly demonstrated one night in November

when, shortly after take off with a full bomb load and at a height of only 300 feet, both port and starboard inner engines failed, one engine catching fire. Pilot Officer Price in a cool and skilful manner, feathered the propellers of these engines, extinguished the fire and, maintaining height with great difficulty, proceeded out to sea where, after jettisoning equipment and incendiary bombs, he was at last able to reach sufficient height to drop his high explosive bombs with safety. Pilot Officer Price then returned to base and made a successful landing without damage to his aircraft or injury to his crew.

This officer has carried out his tour of operations displaying quiet persistence and a cool, determined endeavour over a long period, sometimes under most trying circumstances, and for the success he has achieved I consider he fully deserves an award of the Distinguished Flying Cross.

The Officer Commanding, RAF Station Kelstern, added on 14 May 1944:

After a number of set backs at the beginning of his tour, this officer has proved to be a most reliable aircraft captain. Under a quiet manner he has displayed fine qualities of determination and is strongly recommended for an award of the Distinguished Flying Cross.

The Commander of No.12 Base concurred on 16 May 1944, and the Air Officer Commanding, No.1 Group, added his approval on 31 May 1944.

\* \* \* \* \*

PRICE, F/O Stanley (J19317) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 6 January 1922 in Bracknell, Ontario; home in Brockville (store clerk, former member of Royal Canadian Artillery); enlisted Ottawa 11 February 1941 and posted to No.2 Manning Depot. To No.10 SFTS (guard duty), 28 March 1941. To No.3 WS, 12 September 1941; promoted LAC, 13 June 1941; graduated 27 September 1941 when posted to No.5 BGS; graduated and promoted Sergeant, 25 October 1941. To "Y" Depot, 26 October 1941; to RAF overseas, 11 November 1941. Promoted Flight Sergeant, January 1943. Promoted WO2, 1 November 1943; subsequently commissioned with effect from 18 October 1943. Promoted Flying Officer, 18 April 1944. Repatriated to Canada, 3 August 1945. Released 19 September 1945. Died in Brockville, 29 November 2008. No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 19 May 1945 when he had completed a second tour of 15 trips 24

March 1945 to 10 May 1945 including EXODUS trips on 8 and 10 May 1945. First tour had been 32 trips, 16 September 1942 to 8 April 1943. Hours given but not totalled.

This officer has now completed fifteen trips on his second operational tour. Practically all his forty-five sorties have been carried out against long range and heavily defended targets in Germany.

Throughout his tour he has consistently displayed a high degree of ability and by his courage and initiative has proven himself to be an outstanding member of a gallant crew. Flying Officer Price has also greatly strengthened the hand of the Signals Leader of the squadron when on the ground, where his keenness and tireless energy have done much to improve the efficiency of his section.

The sortie list was as follows:

#### **First Tour**

16 August 1942 - Essen (5.15)  
6 November 1942 - Genoa (10.00)  
20 November 1942 - Turin (9.10)  
6 December 1942 - Mannheim (6.45)  
8 December 1942 - Turin (7.45)  
9 December 1942 - Turin (8.00)  
17 December 1942 - Gardening(6.30)  
8 January 1943 - Gardening (7.00)  
13 January 1943 - Essen (6.00)  
16 January 1943 - Berlin (9.00)  
17 January 1943 - Berlin (8.50)  
21 January 1943 - Essen (5.00)  
27 January 1943 - Dusseldorf (5.45)  
30 January 1943 - Hamburg (6.30)  
3 February 1943 - Hamburg (5.45)  
8 February 1943 - Gardening (9.00)  
11 February 1943 - Wilhelmshaven (2.10, duty not carried out, engine trouble)  
13 February 1943 - Lorient (6.40)  
16 February 1943 - Lorient (6.30)  
18 February 1943 - Wilhelmshaven (5.40)  
25 February 1943 - Nuremburg (8.10)  
26 February 1943 - Cologne (4.45)  
1 March 1943 - Berlin (8.15)

3 March 1943 - Hamburg (6.00)  
5 March 1943 - Essen (4.45)  
22 March 1943 - St. Nazaire (5.10)  
26 March 1943 - Duisburg (1.30, duty not carried out, poty inner engine cut)  
27 March 1943 - Berlin (8.00)  
29 March 1943 - Berlin (5.35, severe icing, bombed Aachen)  
3 April 1943 - Essen (5.00)  
4 April 1943 - Kiel (5.45)  
8 April 1943 - Duisburg (5,30)

### **Second Tour**

24 March 1944 - diversionary raid, northern France (5.45)  
5 December 1944 - Soest (5.45)  
6 December 1944 - Osnabruck (6.10)  
18 December 1944 - Duisburg (6.30)  
26 December 1944 - St. Vith (5.40)  
28 December 1944 - Opladen (5.50)  
29 December 1944 - Oberlar (6.20)  
1 February 1945 - Ludwigshaven (7.55)  
13 February 1945 - Dresden (10.00)  
6 March 1945 - Chemnitz (10.05)  
8 March 1945 - Gardening (5.15)  
25 March 1945 - Hanover (7.05)  
13 April 1945 - Gardening (5.45)  
22 April 1945 - Bremen (5.50)  
8 May 1945 - Exodus, POWs (5.10)  
10 May 1945 - Exodus, POWs (5.30)

\* \* \* \* \*

PRICE, F/O Stanley Reuben (J29327) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. See **Field of Honour** (Bank of Montreal, c.1950). Born 13 February 1923 in Souris, Manitoba (obituary notice); grew up in Sault Ste.Marie (Cody Public School, Sault Collegiate High School. Home there (bank clerk). Enlisted in North Bay, 31 August 1942 and posted to No.3 Manning Depot. To No.3 SFTS (guard duty), 14 November 1942. To No.2 ITS, 9 January 1943; graduated and promoted LAC, 20 March 1943 but not posted to No.7 AOS until 3 April 1943; graduated and commissioned 20 August 1943. To "Y" Depot, 3 September 1943; to United Kingdom, 12 September 1943. Promoted Flying Officer, 20 February 1944. Wounded on his 31st sortie (Wanne Eickel). Repatriated 15 January 1945. Retired 13 March 1945. Medal

sent by registered mail 10 September 1948. Met Janet Yates in Glasgow on 4 April 1944. In 1947 Janet emigrated to Canada and they were married on 28 June 1947. He attended Queen's University in Kingston and graduated with a Bachelor of Science Degree (Civil Engineering) in 1948 and represented Queen's on basketball and tennis teams. During his early professional career, he was a municipal engineer with the Town of Weston and the cities of Belleville and Niagara Falls. He was President of the Ontario City Engineers Association and Vice President of the Ontario Building Officials Association and the Ontario Pollution Control Federation. In 1963 he was appointed City Manager of Saint John, New Brunswick. In 1971 Stan returned to Niagara Falls as City Manager for the next ten years. During this period, he was elected Vice President of the International City Managers' Association and President of the Canadian Association of Municipal Administrators. In 1982, Stan relocated to Fredericton, NB, where he worked until his retirement in 1988. He then travelled to Indonesia and Venezuela on municipal consulting contracts for the next five years. Stan volunteered with a variety of organizations and was a member of Kiwanis International for more than 50 years, Lieutenant Governor for N.B. and President of the Niagara Falls and Saint John Kiwanis Clubs. He also volunteered with the: Air Force Association; Canadian Aviation Historical Society; United Way; Meals on Wheels; Library Board; Royal Canadian Legion 139; and the Family Council of Chelsey Park Streetsville Long Term Care Facility. Stan was a long-time member and Kirk of Session Member of Drummond Hill Presbyterian Church. Died 19 April 2007 in Streetsville, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2007. Obituary notice stated he had completed 32 sorties as navigator and had been wounded. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 19 October 1944 when he had flown 29 sorties (155 hours 55 minutes), 6 June to 9 October 1944.

This navigator has taken part in a large number of sorties including attacks against such heavily defended targets as Brunswick, Kiel and Dortmund. Throughout his tour of operations he has shown great keenness and enthusiasm for his work and has in addition been of great assistance to the navigation Leader on the ground. By his skilful and careful navigation he has been of great assistance to his captain and by keeping on track at all times, even under great strain, has enabled his captain to reach and attack his objective and bring the aircraft safely back to base on the completion of his mission.

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

The sortie list was as follows:

6 June 1944 - Conde sur Noireau (6.15)  
7 June 1944 - Acheres (5.00)  
12 June 1944 - Arras (4.40)  
21 June 1944 - Oisemont (3.55)  
24 June 1944 - Bonnetot (4.15)  
25 June 1944 - Gorenflos (4.20)  
27 June 1944 - Wizernes (4.05)  
28 June 1944 - Metz (6.45)  
4 July 1944 - Villeneuve St. George (6.05)  
9 July 1944 - Ardouval (4.00)  
12 July 1944 - Acquet (4.10)  
18 July 1944 - Mondeville (4.10)  
20 July 1944 - Grande Bois (3.35)  
24 July 1944 - L'Hey (3.25)  
3 August 1944 - Foret de Nieppe (3.45)  
4 August 1944 - Bois de Casson (4.50)  
5 August 1944 - St. Leu d'Esserent (5.40)  
7 August 1944 - L'Hogue (4.35)  
9 August 1944 - Prouville (4.00)  
12 August 1944 - Brunswick (5.40)  
15 August 1944 - Soesterburg (3.45)  
16 August 1944 - Gardening, Kiel Bay (5.35)  
25 August 1944 - St. Mathieu (5.55)  
13 September 1944 - Sea seach (4.35)  
14 September 1944 - Wilhelmshaven (3.20, recalled)  
15 September 1944 - Gardening Oslo (6.30)  
20 September 1944 - Calais (2.55, landed away)  
24 September 1944 - Calais (5.00)  
27 September 1944 - Sterkrade (5.15)  
4 October 1944 - Gardening Oslo (7.25, abortive sortie)  
6 October 1944 - Dortmund (6.30)  
9 October 1944 - Bochum (6.00)

\* \* \* \* \*

PRIDDAY, P/O Robert George (J17739) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2457/43 dated 26 November 1943. Born 21 April 1921 in Port Carling, Ontario, 1921; home there; enlisted Toronto 6 January 1941 as Airframe Mechanic and posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 31 January 1941. Promoted AC1, 21 June 1941. To No.8

(Bomber Reconnaissance) Squadron, 25 June 1941. Promoted LAC, 21 September 1941. To "Y" Depot, 12 February 1942. To RAF overseas, 12 March 1942. Remustered to Flight Engineer and so qualified when commissioned, 25 April 1943. Promoted Flying Officer, 25 October 1943. DFC presented by King George VI, 11 August 1944; Bar to DFC presented 24 April 1948. Repatriated to Canada, 17 September 1944; to No.1 Flight Engineer School, 19 October 1944; to No.4 Release Centre, 15 February 1945. Retired 21 February 1945. Rejoined RCAF as Technical Aero Engineer, 21 January 1955 (commissioned that date, service number 231878), spending all his career at Station Centralia; retired again, 31 March 1960. RCAF wartime photo is PL-32384.

This officer has flown on operations against some of the most heavily defended targets in Germany. He has always displayed courage, coolness and resourcefulness under fire. On several occasions when his aircraft had developed engine trouble Pilot Officer Pridday's skill in effecting repairs has enabled the mission to be completed successfully.

PRIDDAY, F/O Robert George, DFC (C17739) - **Bar to Distinguished Flying Cross** - No.429 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945.

Flying Officer Pridday is an excellent flight engineer. Since the award of the Distinguished Flying Cross he has completed a second tour of operations, during which he has completed many attacks on heavily defended targets in Germany. On several occasions his skill and resource have largely contributed to the prevention of attacks by enemy night fighters. At all times he has displayed qualities of courage and determination of a very high order.

DHH file 181.009 D.2609 (Library and Archives Canada RG.24 Volume 20627) has original recommendation drafted by W/C A.F. Avant, 11 August 1944 when he had flown 18 sorties (101 hours ten minutes) since previous award and a total of 44 sorties (273 hours 45 minutes) in all. Sortie list for recent operations and submission as follows:

30 January 1944 - Berlin (6.50)  
24 February 1944 - Schweinfurt (8.45)  
25 February 1944 - Augsburg (7.45)  
7 March 1944 - Le Mans (5.30)  
15 March 1944 - Stuttgart (8.20)  
18 March 1944 - Frankfurt (5.15)  
26 March 1944 - Essen (5.15)  
10 April 1944 - Laon (5.20)  
24 April 1944 - Karlsruhe (6.25)  
26 April 1944 - Essen (5.10)



19 May 1944 - Le Clipon (4.00)  
24 May 1944 - Aachen (4.30)  
7 June 1944 - Acheres (4.50)  
10 June 1944 - Versailles (5.10)  
15 June 1944 - Boulogne (4.05)  
21 June 1944 - Oisemont (4.10)  
25 June 1944 - Gorenflos (3.50)  
4 July 1944 - Villeneuve St. George (6.00)

Flying Officer Pridday is an outstanding flight engineer. Since being awarded the DFC he has completed a second tour, attacking such heavily defended targets as Berlin, Frankfurt, Stuttgart and Essen. On all occasions he has displayed high skill and great devotion to duty. On several occasions he has prevented attacks by enemy night fighters. Throughout his tour he has proved a most valuable member of his crew and an asset to the squadron.

It is considered that this fine offensive spirit and fine qualities fully merit the award of the Bar to the DFC.

\* \* \* \* \*

PRIESTMAN, F/O Robert Edmund (C19539) - **Mention in Despatches** - No.62 Base Servicing Echelon - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born in Toronto, 27 May 1921. Home in Toronto (graduated from University of Toronto); enlisted there 4 September 1941 as Radio Mechanic and posted to No.1 Manning Depot. To University of Toronto, 22 September 1941. To No.1 Manning Depot again, 21 January 1942. To No.31 Radar School, 28 January 1942. To No.31 Personnel Depot, 7 June 1942. To RAF overseas, 10 July 1942. Commissioned 3 February 1944. Led a team installing avionics in Canadian-built Lancasters. Promoted Flying Officer, 3 August 1944. Repatriated 18 June 1945. Retired 18 October 1945. Died in Toronto, 22 June 2009. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has list of MiDs this date with unit. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945, noting he had served ten months in Canada and 32 months overseas:

Pilot Officer Priestman was posted to Base Major Servicing Section in August 1944 and since his arrival he has proven himself to be a capable and diligent officer. His patient, sympathetic handling of his NCOs and men have to no small degree contributed to the general efficiency of the Base Major Servicing Section. This officer, though a Radar Officer, has in a few months organized and made extremely efficient a combined Signals Radar Servicing Section. By diligent and

faithful application to his duties, Pilot Officer Priestman has in a short time mastered the complicities [sic - complexities ?] of two technical trades and raised his section to its present excellent standard.

\* \* \* \* \*

PRIME, FS (now P/O) Harry Cyril (R180870/J86810) - **Distinguished Flying Medal** - No.100 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 5 December 1920 at Carleton, Ontario; home there; enlisted Ottawa 11 August 1942 and posted to No.5 Manning Depot. To Rockcliffe, 23 October 1942. To No.9 BGS, 6 February 1943. Promoted LAC, 20 March 1943; graduated and promoted Sergeant, 26 April 1943. To "Y" Depot, 2 May 1943; to RAF overseas, 3 May 1943. Promoted Flight Sergeant, 26 October 1943. Commissioned 27 May 1944. Promoted Flying Officer, 27 November 1944. Repatriated 15 January 1945. To No.1 Air Command, 26 January 1945. To No.3 Release Centre, 6 March 1945. Retired 10 March 1945. Medal presented 27 February 1947. Died in Carleton Place, Ontario, 1992.

This airman has achieved a fine record as an air gunner. He has shown fearlessness and courage in combat and his high standard of skill and proficiency has undoubtedly contributed largely to the successful completion of his sorties. He has now completed a tour of operations and his courage and constant alertness are on a very high level.

\* \* \* \* \*

PRIMEAU, FS William Archy (R62586) - **Mention in Despatches** - No.9427 Servicing Echelon (AFRO gives unit as No.63 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 11 June 1908. Home in Ottawa; enlisted there 7 February 1940 as Electrician. Promoted AC1, 7 May 1940; to No.5 (BR) Squadron, 11 May 1940. Promoted LAC, 7 August 1940. To Trenton, 31 August 1940. Promoted Corporal, 1 July 1941. To "Y" Depot, 2 January 1942; embarked for UK 24 January 1942. Promoted Sergeant and Flight Sergeant, 12 October 1942. Repatriated 7 July 1945. Released 21 July 1945. DHist file 181.009 D.2619 has recommendation forwarded to No.6 Group Headquarters, 31 July 1944.

He is employed as Flight Sergeant Electrician and has carried out his duties in a superior manner. His eagerness to maintain a high rate of serviceability in aircraft has necessitated long hours of overtime.

\* \* \* \* \*

PRINGLE, F/O Howard Monckton (J86187) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 27 October 1912 in Toronto; home there (salesman); enlisted there 12 May 1942 and posted to No.1 Manning Depot. To No.1 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942; posted on 24 October 1942 to No.1 AOS; graduated and promoted Sergeant, 19 February 1943. To "Y" Depot, 5 March 1943; to RAF overseas, 8 March 1943. Commissioned 4 May 1944. Promoted Flying Officer, 9 November 1944. Repatriated to Canada, 7 February 1945. To No.4 Release Centre, 17 February 1945. Retired 2 April 1945. Died in Toronto, 2003. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9051 has recommendation dated 20 December 1944 when he had flown 56 sorties (228 hours), 9 April to 17 December 1944.

9 April 1944 - Lille  
11 April 1944 - Aachen  
24 April 1944 - Karlsruhe  
26 April 1944 - Essen  
10 May 1944 - Lens  
11 May 1944 - Louvain  
21 May 1944 - Duisburg  
22 May 1944 - Dortmund  
24 May 1944 - Aachen  
27 May 1944 - Bourg Leopold  
28 May 1944 - Mardick  
31 May 1944 - Montcouple  
5 June 1944 - Longues  
7 June 1944 - Foret de Cerisy  
9 June 1944 - Rennes  
11 June 1944 - Tours  
14 June 1944 - Everecy  
15 June 1944 - Fouillard  
16 June 1944 - Renescure  
27 June 1944 - Oisemontnaville Bois  
4 July 1944 - Villeneuve St. George  
9 July 1944 - L'Hey  
10 July 1944 - Nucourt  
11 July 1944 - Gapennes  
12 July 1944 - Tours  
14 July 1944 - St.Philibert  
20 July 1944 - Wizernes

23 July 1944 - Kiel  
24 July 1944 - Stuttgart  
25 July 1944 - Stuttgart  
28 July 1944 - Stuttgart  
31 July 1944 - Foret de Nieppe  
16 August 1944 - Stettin  
18 August 1944 - Connantre  
25 August 1944 - Brest  
20 September 1944 - Calais  
23 September 1944 - Neuss  
27 September 1944 - Calais  
5 October 1944 - Saarbrucken  
14 October 1944 - Duisburg  
14 October 1944 - Duisburg  
19 October 1944 - Stuttgart  
25 October 1944 - Essen  
31 October 1944 - Cologne  
2 November 1944 - Dusseldorf  
6 November 1944 - Gelsenkirchen  
18 November 1944 - Wanne Eickel  
20 November 1944 - Coblenz  
21 November 1944 - Worms  
27 November 1944 - Frieberg  
29 November 1944 - Dortmund  
4 December 1944 - Urst  
5 December 1944 - Soest  
6 December 1944 - Merseburg Leuna  
17 December 1944 - Ulm

Pilot Officer Pringle has a fine record in the squadron as a most accurate and reliable plotter and the success which has attended his crew is in a large degree due to him. Included in his total of 56 bombing attacks are sorties on targets such as Dortmund, Stettin, Duisburg and Essen.

Pilot Officer Pringle has always been a member of a crew engaged on vital marking duties using special equipment and there can be little doubt that on many occasions the success of the attack has depended partly on his accuracy.

This officer continued to show the utmost enthusiasm to fly against the

enemy on all possible occasions and it is considered that his fine record of service fully merits the non-immediate award of the Distinguished Flying Cross.

\* \* \* \* \*

PRINGLE, F/O Terence Harry (J25203) - **Distinguished Flying Cross** - No.578 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 30 May 1913 in Moose Jaw, Saskatchewan; home in Regina; enlisted there 1 May 1942. To No.2 Manning Depot, 15 May 1942. To No.2 BGS (guard duty), 18 July 1942. To No.2 ITS, 12 September 1942; graduated and promoted LAC, 7 November 1942 but not posted to No.5 AOS until 21 November 1942; graduated and commissioned 2 April 1943. To "Y" Depot, 16 April 1943; to RAF overseas, 26 May 1943. Promoted Flying Officer, 2 October 1943. Promoted Flight Lieutenant, 2 April 1945. Repatriated to Canada, 5 August 1945. To No.6 Release Centre, 9 August 1945. Retired 14 September 1945, settling in Calgary. Retired as a TD Bank vice-president. Died in Richmond Hill, Ontario, 11 January 2006. RCAF photo PL-33082 (ex UK-15136 dated 26 September 1944) has caption which describes him as a former Dominion Bank teller from Regina and "does his figuring in biting cold at altitudes of 20,000 feet." No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office document Air 2/8823 has recommendation dated 21 August 1944 when he had flown 36 sorties (154 hours 23 minutes).

Flying Officer Pringle has completed 36 operations totalling 154.23 hours.

This Canadian navigator has carried out his duties throughout a large number of sorties with a consistently high standard of execution, devoting his energy unsparingly towards any task which might be set. Always ready with a cheerful and enthusiastic attitude to tackle the most difficult navigational problems, Flying Officer Pringle has shown a courageous desire to play a vital part as a key member of his crew.

\* \* \* \* \*

PRITCHARD, F/L John Everett (J9348) - No.139 Wing - **Distinguished Flying Cross** - Award effective 8 August 1944 as per **London Gazette** dated 11 August 1944 and AFRO 2101/44 dated 29 September 1944. Born 22 July 1915 in Oak Park, Illinois; home in Middleton, Wisconsin. American citizen; member of U.S. Naval Reserve, 14 January 1929 to 1 January 1933. Clerk, 1934 to 1936 and salesman, 1938-1939; enlisted in Windsor, Ontario, 30 November 1940 and posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 22 December 1940.

To No.1 ITS, 20 February 1941. Promoted LAC, 31 March 1941 and posted to No.1 Manning Depot. To No.1 WS, 28 April 1941. To Trenton, 15 October 1941; to No.7 BGS, 7 November 1941; graduated and promoted Sergeant, 8 December 1941; subsequently commissioned with effect from that date. To "Y" Depot, 9 December 1941. To RAF overseas, 6 January 1942. Disembarked in Britain, 24 January 1942. To No.7 Air Gunner School, 21 March 1942. To No.107 Squadron, 19 May 1942. Promoted Flying Officer, 1 October 1942. Assessment at No.107 Squadron dated 12 December 1942 described him as "Plenty of character but not of a very responsible nature." To Headquarters, Bomber Command, 4 December 1942. To Station Lasham, 28 September 1943. To No.320 Squadron, 7 October 1943. Promoted Flight Lieutenant, 8 December 1943. Attached to No.139 Wing, 2 March 1944. Embarked for Canada, 27 June 1944. Left Canada again, 30 August 1944, arriving in UK on 5 September 1944. To No.139 Wing again, 24 September 1944. To RCAF Overseas Headquarters, 17 January 1945. Attached to Transport Command, 18 January 1945; attached to St. Maugan, 19 January to 8 February 1945. Attached to Prestwick, 27 February to 30 July 1945. Repatriated to Canada, 5 August 1945; to No.1 Air Command, 9 August 1945. To No.5 Release Centre, 5 October 1945. Retired 12 October 1945. Died in Wausau, Wisconsin, 5 September 1959 as per **Legionary** of December 1959.

Flight Lieutenant Pritchard has an outstanding operational record. He is a determined, skilful and courageous officer and his crew have great confidence in his ability to defend the aircraft. His sorties have been varied and hazardous but his skill and coolness have been most praiseworthy.

NOTE: Public Record Office Air 2/9633 has recommendation drafted about 30 March 1944 when he had flown 52 sorties (104 operational hours) as an air gunner. The text is much more detailed than that above.

During his second operational flight (2 June 1942) the aircraft in which this officer (Air Gunner) was flying was attacked by eight Focke Wulf 190s, and it is largely due to his skill and cool-headedness that the aircraft was able to return safely to base. An outstanding example of his determination to press home an attack resulted in the Leeuwarden airfield being shot up from an altitude of only 50 feet (25 June 1942). Also worthy of note are his operations against heavy guns at Dieppe (twice on August 19th, 1942), Boulogne harbour (twice), Dunkirk docks (twice), Rouen (twice), Brest airfield, shipping at Cherbourg (twice), aircraft factory at Albert, marshalling yards at Creil, and E-Boat shelters at Ijmuiden, and many other targets of great military importance.

This officer left the U.S.A. for Canada in 1941 when he joined the Royal Canadian Air Force. Since that time he has completed his training as Air Gunner and

undertaken 52 operational flights.

This officer's cheerfulness, skill and great courage are responsible for the very high morale of his crews, and their confidence in his ability to defend his aircraft is unlimited.

A Group Captain (signature illegible) added on 1 April 1944:

Throughout his lengthy tour of operations this officer has displayed great coolness, courage and devotion to duty. He has demonstrated his skill as an Air Gunner on numerous occasions and his crew as a whole have the utmost confidence in his ability. In addition to this he has added much to the success of the crew by virtue of his cheerfulness and keenness in the face of heavy odds. In recognition of his good services I strongly recommend the award of the Distinguished Flying Cross.

**Notes:** In July 1944 he gave his service with No.107 Squadron as covering 18 sorties (54 hours), with No.320 Squadron as 29 sorties (58 hours) and with No.139 Wing (Nos.98, 180 and 320 Squadrons) as 46 sorties (92 hours). Types flown and approximate hours were Hampden (15), Wellington (15), Boston (54), Mitchell (150), Defiant (30) and Whitley (12).

Application for Operational Wing submitted 8 December 1943 state he had flown 17 sorties (46 hours seven minutes) with No.107 Squadron, 21 May to 18 December 1942.

Application for Bar to Operational Wing dated 15 January 1944 stated he had flown 29 sorties (60 hours) with No.320 Squadron, 15 September 1943 to 15 January 1944.

On a form dated 6 December 1944 he stated he had 93 sorties (205 hours 30 minutes) on operations and had a total of 648 hours flown overseas (Bostons with No.107 Squadron, Mitchells with No.320 Squadron and No.139 Wing). His preferred posting was "Continue operational flying duties with W/C Lynn."

Application for Operational Wing dated 9 December 1944 stated he had flown 17 sorties (37.55) with No.107 Squadron on Bostons, 1 June to 18 December 1942; 29 sorties (57.40) with No.320 Squadron, 24 September to 31 December 1943 (Mitchells) and 47 sorties (103.45) with No.139 Wing (chiefly No.180 Squadron), 8 February to 11 June 1944. Credited with three operational tours. The same form has typed notes that appear to dispute some of these figures - i.e. 9 ½ sorties with No.107 Squadron and 20 sorties with No.139 Wing.

**Training:** At No.1 ITS, 21 February to 29 March 1941, was described as "Quiet, mature airman

who applies himself industriously. Self-confident. Takes his work very seriously and is anxious to make good. Shows plenty of enthusiasm and spirit. Failed badly in his Link Trainer and mathematics, but it is felt that he will apply himself well as a WAG and be a credit to the service."

At No.1 WS, 26 May to 12 October 1941 when he ceased training, "having failed his course after an additional four weeks instruction." Failed in Morse; recommended he be reclassified as a straight air gunner.

At No.7 BGS, 10 November to 8 December 1941 on Battle aircraft (eight hours 15 minutes). Fired 590 rounds on ground, 300 rounds air-to-ground and 2,290 rounds air-to-air. "Slow, steady, calm, dependable. A good leader type."

\* \* \* \* \*

PRITCHARD, F/O Lorne Thomas (J14783) - **Distinguished Flying Cross** - No.50 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. Born 21 January 1922; home in Moose Jaw, Saskatchewan; enlisted Calgary 10 December 1940 as Nursing Orderly and posted that date to No.3 SFTS. Promoted LAC, 19 February 1941. Promoted Acting Corporal, 15 May 1941. Remustered to aircrew, 11 April 1942 when posted to No.4 ITS; may have graduated 5 June 1942 but not posted to No.2 AOS until 20 June 1942; graduated and commissioned 9 October 1942. To "Y" Depot, 23 October 1942; to RAF overseas, 27 October 1942. Promoted Flying Officer, 9 April 1943. Shot down, 24 June 1944 with No.617 Squadron (Lancaster DV403, hit by flak while bombing Wizernes; taken prisoner. See also P/O J.T. Johnston, RCAF, DFC, killed in same mission. Promoted Flight Lieutenant, 9 October 1944. Repatriated to Canada, 1 June 1945. To No.8 Repair Depot, 12 June 1945. To No.6 Release Centre, 13 August 1945. Retired 22 August 1945. Died in Calgary, 1966. Medal presented 22 April 1950. No citation other than "...completed ...many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8782 has recommendation dated 16 December 1943 when he had flown 20 sorties (126 hours ten minutes) as follows:

3 July 1943 - Cologne  
2 August 1943 - Hamburg  
7 August 1943 - Milan  
9 August 1943 - Mannheim  
12 August 1943 - Milan  
23 August 1943 - Berlin  
3 September 1943 - Berlin  
6 September 1943 - Munich



23 September 1943 - Mannheim  
27 September 1943 - Hanover  
29 September 1943 - Bochum  
2 October 1943 - Munich  
3 October 1943 - Kassel  
4 October 1943 - Frankfurt  
8 October 1943 - Hanover  
20 October 1943 - Leipzig  
22 October 1943 - Kassel  
30 August 1943 - Munchen  
3 November 1943 - Dusseldorf  
18 November 1943 - Berlin

Flying Officer Pritchard has completed twenty operational sorties as Navigator on his first tour. These have included such long distance targets as Berlin, Munich, Frankfurt, Milan and Leipzig. He has also taken part in raids on the Ruhr. Skilful and very accurate navigation have been the key note of all his operational sorties and he was of great assistance to his pilot in obtaining photographs of aiming points in raids on Kassel and Dusseldorf in October and November 1943.

His manipulation of special navigational equipment is of a high order and an example to the other navigators on his squadron. He has shown great enthusiasm to operate against the enemy and his skill and bravery on operations have well earned for him the award of the Distinguished Flying Cross.

The website "Lost Bombers" has the following particulars on his last sortie. Lancaster DV403 of No.617 Squadron (KC-G), target Wizernes, 24/25 June 1944. The aircraft had been delivered to No.617 Squadron in December 1944. Took part in the following important operations: As AJ-L, Limoges, 8/9 February 1944 (12,000 lb HC bomb); Antheor Viaduct, 12/13 February 1944 (12,000lb HC Bomb); as AJ-O, Toulouse, 5/6 June 1944 (carried one 8,000lb AMTX and six 500lb incendiary bombs; as AJ-G, Operation Taxable, 5/6 June 1944 D-Day with a fourteen man crew; Saumer Tunnel, 8/9 June 1944 (Tallboy); as KC-G, Wizernes, 24 June 1944 (daylight-lost). When lost this aircraft had a total of 217 hours. Airborne 1625 hours from Woodhall Spa armed with a Tallboy and with instructions to destroy a flying-bomb site. Hit by Flak and crashed 1658 hours at Leulinghem in the Pas-de Calais, 7 km SW of St-Omer. Crew consisted of F/O L.W. King, DFC (flight engineer, killed), F/L J.A. Edward, DFC (pilot, killed), F/O L.T. Pritchard, DFC, RCAF (navigator, POW, Camp L.1, POW number 4708), Flight Sergeant G.H. Hobbs (WOP, injured, confined to hospital, no POW number), Flight Sergeant J.H. Brook (bomb aimer, POW, held in Camp L.7, POW number 347), Flight Sergeant S. Isherwood, (rear gunner, killed), Warrant

Officer T.W.P. Price, RCAF (extra gunner, killed), P/O J.I. Johnston, DFC, RCAF (mid-upper gunner, died of injuries soon after crash). Three of the four DFC holders had flown previous tours with Nos.50 or 57 Squadrons.

Directorate of History and Heritage file 181.001 D.24 has Pritchard's "Loss of Bomber Aircraft" questionnaire compiled from interview on 15 May 1945. He stated he had flown 42 sorties. Narrative as follows:

On bombing run, 18,000 feet, hit in port wing between two engines. Port inner on fire. Flight Engineer hit with flak. I examined him and believed him to be dead (no pulse and hole in head). Air Bomber slightly wounded in thigh. Skipper tried feathering etc but was found to be of no use. Ordered abandon aircraft. Believe bombs could not be jettisoned. Bomb Aimer cleared okay and myself followed and as I went through the escape hatch aircraft shuddered and began to spin. After the chute opened I saw the aircraft spinning below and also saw the port wing buckle and bend upwards. Was picked up by 11 Germans as soon as I landed because they followed me along until I hit the deck. In St. Omer picked up my Bomb Aimer who also was captured. From there to airdrome at St. Omer. He had a broken right leg, right arm and left hand, also burns about the face. He could give no information about the remains of crew except he stated that when he jumped the aircraft was blazing from the rest position back and that he thought that the pilot's seat was empty. In Oberusall the Germans told me an identity tag with Edward on it was found in the wreckage. All chest type chutes.

\* \* \* \* \*

PROBERT, P/O Rex Howard (J16848) - **Distinguished Flying Cross** - No.92 Squadron - Award effective 29 September 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943. Born in Moose Jaw, 19 March 1921; home there; enlisted in Regina 6 January 1941 and posted to No.2 Manning Depot. To No.7 Equipment Depot, 27 January 1941. To No.2 ITS, 16 March 1941; graduated and promoted LAC, 9 April 1941 when posted to No.14 EFTS; graduated 8 June 1941 when posted to No.11 SFTS; graduated and promoted Sergeant, 20 August 1941. To Embarkation Depot, 21 August 1941. To RAF overseas, 14 September 1941. Posted to No.416 Squadron, 23 February 1942; to No.22 PTC, 27 May 1942; to No.33 Squadron, 29 July 1942; to No.92 Squadron, 5 December 1942. Commissioned 17 February 1943. Promoted Flying Officer, 17 August 1943. Repatriated to Canada, 14 November 1943. To Western Air Command, 3 January 1944. To No.132 (Fighter) Squadron, 19 January 1944. To No.1 OTU, 17 April 1944. To Western Air Command, 10 September 1944. To No.132 Squadron again, 11 September 1944. To No.5 OTU, 30 September 1944. Promoted Flight Lieutenant, 17 February 1945. To No.9 Release Centre, 5 September 1945. Retired 10 September 1945.

Postwar work in men's wear. Died in Red Deer, Alberta, 26 March 2014. Obituary stated he had flown 185 sorties on Hurricanes and Spitfires. DHist file 181.009 D.1636 (RG.24 Vol.20604) has application for Operational Wings dated 11 January 1944. Stated that he had trained in UK at No.59 OTU; to No.416 Squadron in December 1941 and Middle East in July 1942. To No.33 Squadron in September 1942 (75 operational hours, ground support), No.92 in December 1942 (172 operational hours).

One day in July 1943 this officer, in company with a pilot in another aircraft, engaged a formation of more than twelve enemy fighters over Catania airfield. In the engagement two of the enemy aircraft were destroyed and another was seriously damaged. Pilot Officer Probert personally destroyed one and damaged another. The enemy force, greatly superior in number, was so completely outflown that this pilot and his companion were able to return to base with both aircraft unscathed. Pilot Officer Probert has always set a high standard in flying and his courage and determination have been of the highest order.

RCAF Press Release 1851 dated 26 June 1943 reads as follows:

Cairo (RCAF News Service) - Like a brass ring snatched by a merry-go-round rider, Pilot Officer Rex Probert of 929 Alder Avenue, Moose Jaw was plucked from the heaving Mediterranean the other day on what was to have been the last of three attempts to rescue him from the unpleasant option of drowning or capture by the enemy.

It was "now or never" for the young Canadian fighter pilot as he was hauled aboard a British amphibian rescue biplane after two previous attempts had failed, and when it seemed that he would have to be left tossing helplessly in rough seas in his flimsy rubber dinghy off enemy shores.

It's tricky business at best, picking a "ditched" pilot out of rough water. There's some of this Hollywood stuff of setting the rescue kite down like a gull beside the dinghy, and having a pleasant chat while he steps aboard.

In the first place, you're likely to nose over or swamp in the waves while touching down. If you cut down your taxiing speed at any time, even for an instant, you're done - you and the lad you are supposed to rescue. You're in constant danger of attack from the hostile air, and your only protection a circle of fighters above can hover over you for only a few minutes before their flickering petrol gauges tell them it's time to head for home.

So the rescue flight, in Probert's case, wasn't dallying. As he made his first run at the bobbing dinghy, his observer leaned outboard until he himself was in danger of going in the drink, and he stretched his arms till they creaked. But at the instant when his speed and Probert's fingers should have met, the Canadian's dinghy dropped into a six-foot trough, and when it rose again the biplane was a full length away.

The second time, the same thing happened. The pilot knew he had time for only one more attempt, for up above, his escorting fighters were now at the limit of their petrol, and he knew that his defenseless amphibian would never get home alone.

Its high-mounted pusher-engine roared as the ungainly-looking rescue kite wallowed toward the bouncing dinghy.

Out from the heaving hull of the aircraft leaned the observer, and up from his bobbing rubber boat stretched Probert. This time their hands met, and intertwined like an automatic coupling.

"I don't believe a team of Clydesdales could have broken my grip on that chap's hands," added the Canadian later.

He was hauled aboard with a jerk, and the pilot gunned the rescue craft along the wave crests until it staggered into the air and headed for the impatient escort.

It was a few minutes later that Probert, who was busily stripping off his sopping clothing on the way home, gave a yell and pointed to perhaps the best evidence on record of how mightily the Art of Yanking People From Dinghies is practiced in the Royal Air Force.

\* \* \* \* \*

PROCTOR, F/L Albert Alexander (J12094) - **Air Force Cross** - No.2 Flying Instructor School - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 24 February 1918. Enlisted in Winnipeg 11 May 1940. To No.1 ITS, 27 May 1940; graduated and promoted LAC. 24 June 1940 although posting to No.2 EFTS was dated 21 June 1940; graduated 18 August 1940 when posted to No.1 SFTS; graduated and promoted Sergeant, 28 November 1940. To Central Flying School, 30 November 1940. To No.10 SFTS, 23 March 1941. To No.2 Flying Instructor School, 21 October 1941. Promoted WO2, 1 December 1941. Commissioned 31 May 1942. Promoted Flying Officer, 20 November 1942. To No.12 TG (whatever that is), 21 October 1943. Promoted Flight Lieutenant, 1 January 1944. To No.301 HU (whatever that is), 16 September 1944. To No.2 FLS (whatever that is), 11 April 1945. Retained

rank of Flight Lieutenant in postwar RCAF (19720); still serving as of 1954. Retired as a Squadron Leader after 25 years service, then taught ten years in Scarborough. Died in Agincourt, Ontario, 28 January 2004. As of award had flown 2,601:05 hours (2,372:05 as instructor, 349:40 in past six months).

This officer, throughout many hours of instructional flying time, has displayed leadership and skill of a high order. These qualities, combined with his exceptional keenness and devotion to duty in all his activities, have been an excellent example to all those with whom he has come in contact.

\* \* \* \* \*

PROCTOR, F/L Billy Wright (J24138) - **Distinguished Flying Cross** - No.601 Squadron - Award effective 11 August 1945 as per **London Gazette** dated 21 August 1945 and AFRO 1507/45 dated 28 September 1945. Born 31 March 1921 at Caledon East, Ontario; home there (student); enlisted Toronto 28 January 1942. To No.1 Manning Depot, 15 February 1942. To No.1 ITS, 6 June 1942; graduated and promoted LAC, 31 July 1942 but not posted to No.9 EFTS until 29 August 1942); graduated 7 November 1942 when posted to No.6 SFTS; graduated and commissioned, 5 March 1943. To "Y" Depot, 19 March 1943. To RAF overseas, 15 May 1943. Promoted Flying Officer, 5 September 1943. Promoted Flight Lieutenant, 5 March 1945. Repatriated 5 September 1945. To No.4 Release Centre, 13 September 1945. Retired 19 October 1945.

Flight Lieutenant Proctor has completed numerous operational sorties. On many occasions his aircraft has been damaged by anti-aircraft fire, but despite all hazards he has maintained consistent accuracy and determination in his bombing. He has shown unflinching courage and devotion to duty, which have contributed in no small measure to the successes achieved by his squadron.

NOTE: Public Record Office Air 2/9119 had recommendation drafted by the Commanding Officer, No.601 Squadron, 13 May 1945 when he had flown 151 sorties (199 hours), all on his current tour.

This officer has completed over 150 sorties against the enemy; the majority of these were on fighter bombing, and in particular in close support to the army. At all times he has maintained a consistent accuracy in his bombing, and his leadership on every occasion has set an outstanding example to every pilot who has flown with him.

Every attack which he has led against the enemy has been forced right home, and on the majority of occasions in spite of intense enemy opposition. His aircraft has been hit on numerous occasions but each time this has happened it has only increased his determination to see his attack successfully completed. His

cheerfulness and loyalty have contributed in no small measure to the success of the squadron. I strongly recommend him for the non-immediate award of the Distinguished Flying Cross.

On 17 May 1945 G/C H.S.L. Dundas, Officer Commanding, No.244 Wing, added his remarks:

Flying Officer Proctor has completed an outstanding tour of operations as a Fighter Bomber pilot. Over a period of continuous offensive flying lasting nearly twelve months his courage, initiative and accuracy have been of an outstandingly high order, and he was cheerful and enthusiastic to the end, setting a first-class example to his fellow pilots.

During the last 50 hours of his tour, Flying Officer Proctor was undoubtedly one of the best leaders of Flights in No.244 Wing, and he had bad luck in not ending up as a Flight Commander, a position which he was well qualified to hold.

For his devotion to duty, offensive spirit and unflinching courage in the face of consistent danger I strongly recommend the non-immediate award of the Distinguished Flying Cross.

\* \* \* \* \*

PROCTOR, F/O Charles Stanley Wright (J6150) - **Distinguished Flying Cross** - No.104 Squadron - Award effective 1 February 1943 as per **London Gazette** dated 5 February 1943 and AFRO 373/43 dated 5 March 1943. Born at Brighton, Ontario, 14 Jul 1917. Educated in Brighton, Kingston and Toronto; home in Toronto; educated there including correspondence courses in mechanics (1936-1937) and two years of mechanical engineering at University of Toronto (1938-1940). Auto mechanic, 1936-1937, mine mechanic in 1937, mill hand, 1937-1938, laborer for a construction company, summer of 1938; hot metal aluminum worker, 1940. Rifleman in Queen's Own Rifles of Canada, 1937 to 1937 and COTC at University of Toronto, 1938-1940. Enlisted in Toronto 19 September 1940 and posted to No.2 Manning Depot, Brandon. To Station Ponce Rupert, 20 October 1940 for service with No.6 (BR) Squadron. To No.2 ITS, Regina, 22 December 1940; graduated and promoted LAC, 4 February 1941 when posted to No.3 AOS, Regina; to No.3 BGS, Macdonald, 28 April 1941; graduated and promoted Sergeant, 8 June 1941 and posted next day to No.1 ANS, Rivers; graduated and commissioned, 8 July 1941. To Embarkation Point, Halifax, 21 July 1941. Embarked from Canada, 9 August 1941. Taken on strength of No.3 PRC, Bournemouth, 30 August 1941. To No.11 OTU, 30 September 1941. To No.15 OTU, 27 December 1941. To Middle East Command, 8 January 1942, initially for service with No.205 Squadron. To No.104 Squadron, 14 February 1942. Promoted Flying Officer, 8 July 1942. To No.23 Personnel Transit Centre, 15 October 1942. Repatriated to Canada via Rockcliffe, 28 April 1943. To No.1 CNS, Rivers, 24 June 1943 for advanced course. To No.1 AOS, Malton, 24 July 1943. Promoted Flight Lieutenant, 1 November 1943. To No.1 ITS, Toronto, 21

May 1944. To No.7 EFTS, Windsor, 7 August 1944. To No.1 AOS, Malton, 16 November 1944. To No.23 EFTS, Davidson, Saskatchewan, 6 January 1945. To No.18 SFTS, Souris, Manitoba, 31 March 1945. Awarded pilot's wing, 17 August 1945. To Toronto, 16 October 1945. As of January 1946 he was intending to seek an RCAF career on the proviso that he be permitted to complete his engineering studies at University of Toronto, for the benefit of himself and the service. He accordingly requested leave without pay for the period 15 September 1946 to 30 April 1947. Attended Link Instructor Course at No.1 Instrument Flying School, Trenton, 6-31 May 1946. Attended administrative course at No.1 Composite Training School, 17 June to 11 August 1946 when posted to No.124 Ferry Squadron, Rockcliffe. Killed in crash of a Dakota, Estevan, Saskatchewan, 15 September 1946 (one of 21).

This officer has at all times displayed great skill as a navigator bomb aimer. He was engaged throughout the critical period of the enemy advance and succeeded in spotting enemy concentrations in the battle area and scoring many hits on enemy transports. Throughout these operations on a large variety of targets, his technical ability and conduct have inspired confidence in all with whom he has flown.

NOTE: Public Record Office Air 2/8933 has the earlier text of the recommendation for a non-immediate award, sent on 21 December 1942 from Headquarters, Royal Air Force, Middle East to Air Ministry.

This officer has completed 39 operational flights and 238 hours 25 minutes since joining the squadron at the beginning of March this year, after navigating a Wellington out from England.

This officer has at all times shown marked ability as a navigator and bomb aimer, flying consistently through the intensive period of operations covering our last withdrawal, picking out enemy concentrations in the battle area and scoring many direct hits on vehicles, resulting in fires, on many occasions getting his captain to go down low so that the weight of bombs could be used to the best advantage, the height being such that machine guns were used to try and drive off the attacking aircraft.

During all these operations on a large variety of targets his navigation has been perfect and this ability has inspired confidence in everyone who flew with him.

**Note:** Upon repatriation (4 May 1943) he stated he had flown 65 hours at No.11 OTU and 259 hours with No.104 Squadron. He further broke down his flying as Anson (150), Battle (50), Wellington Ic (50) and Wellington II (259).

Application for Operational Wing, 20 January 1944, stated he had flown 40 sorties while

performing instructional duties in the unit. He listed his overseas operational flying (all on No.104 Squadron Wellingtons) as follows:

8 January 1942 - England to Gibraltar, ferry flight (7.10)  
16 January 1942 - Gibraltar to Malta, ferry flight (7.40)  
26 February 1942 - from Egypt - night bombing, Benghazi (6.55)  
9 March 1942 - Libya, night bombing, convoy in Mediterranean (7.00)  
1 April 1942 - Libya - night bombing, Benghazi (7.55)  
20 April 1942 - Libya - night bombing, Benghazi (7.15)  
26 April 1942 - Libya - night bombing, Martuba (5.55)  
4 May 1942 - Libya - night bombing, Benghazi (2.35)  
13 May 1942 - Libya - night bombing, Benghazi (6.40)  
20 May 1942 - Libya - night bombing, Benghazi (7.10)  
23 May 1942 - Egypt to Malta, ferry flight (6.10)  
25 May 1942 - from Malta, night bombing, Messina (2.55)  
27 May 1942 - from Malta, night bombing, Messina (3.15)  
30 May 1942 - from Malta, night bombing, Messina (3.45)  
1 June 1942 - from Malta, night bombing, Augusta (4.00)  
3 June 1942 - from Malta, night bombing, Catania (3.00)  
4 June 1942 - from Malta, night bombing, Catania (3.40)  
6 June 1942 - from Malta, night bombing, Messina (3.10)  
8 June 1942 - from Malta, night bombing, Taranto (5.20)  
9 June 1942 - from Malta, night bombing, Taranto (6.10)  
10 June 1942 - from Malta, night bombing, Taranto (5.25)  
11 June 1942 - Malta to Egypt, ferry flight (5.30)  
24 June 1942 - Egypt-Libya - night bombing, Benghazi (6.50)  
25 June 1942 - Egypt-Libya - night bombing, Sidi Barrani (3.25)  
27 June 1942 - Egypt-Libya - night bombing, Sidi Barrani (5.00)  
29 June 1942 - Egypt-Libya - night bombing, Sidi Barrani (5.00)  
30 June 1942 - Egypt-Libya - night bombing, Crete (7.55)  
1 July 1942 - Egypt - night bombing, El Daba (4.10)  
2 July 1942 - Egypt - night bombing, El Daba (4.35)  
3 July 1942 - Egypt - night bombing, El Daba (5.00)  
7 July 1942 - Egypt - night bombing, Tobruk (7.45)  
10 July 1942 - Egypt - night bombing, Tobruk (7.00)  
13 July 1942 - Egypt - night bombing, Tobruk (7.30)  
22 July 1942 - Egypt - night bombing, El Alamein (4.30)  
28 July 1942 - Egypt - night bombing, Tobruk (7.45)  
31 July 1942 - Egypt - night bombing, Marsa Matruh (5.35)  
4 August 1942 - Egypt - night bombing, Tobruk (7.20)  
10 September 1942 - Egypt - night bombing, Tobruk (7.10)  
13 September 1942 - Egypt - night bombing, Tobruk (7.45)



18 September 1942 - Egypt - night bombing, Tobruk (8.00)

22 September 1942 - Egypt - night bombing, Fuka (5.20)

**Training:** At No.1 ITS, 24 December 1940 to 24 January 1941. Courses in Mathematics (84/100), Armament, practical and oral (71/100), Drill (86/100), Law and Discipline (84/100). Also scored 80/100 in Link. Placed 18<sup>th</sup> in a class of 184.

Course at No.3 AOS was 3 February to 28 April 1941. Flew in Anson aircraft - 34.00 as first navigator (day), 28.40 as second navigator (day), 5.20 as first navigator (night) and 4.30 as second navigator (night). Ground training in DR Plotting (133/150), DF WT (189/200), Compasses and Instruments (91/150), Signals (47/50), Maps and Charts (85/100), Meteorology (78/100), Photography (77/100), Reconnaissance (81/100). Placed sixth in a class of 42. "Conscientious student, one of the best in his class."

Course at No.2 BGS was 28 April to 8 June 1941. Flew in Battle aircraft - 14.20 on bombing and 6.30 on gunnery, all by day. Average high level bombing error was 251 yards (best result, 165 yards) and in low bombing average error was 162 yards. In gunnery tests scored 13 percent on Beam Test, 15 percent on Beam Relative Speed Test and 19 percent on Under Tail Test. Placed fourth in a class of 37.

Course at No.1 ANS, 9 June to 7 July 1941, entailed flying on Anson (6.00 as first navigator by day, 6.20 as second navigator by day, 9.50 as first navigator by night, 9.30 as second navigator by night). "Above average - very neat in all air work." Placed 24<sup>th</sup> in a class of 111 and described as "good officer material."

Upon return to Canada he applied for pilot training. Letter of 13 May 1943 (G/C T.C. Macfarlane to Officer Commanding, Repatriation Pool, Rockcliffe, explained why this could not be done immediately: "It is the present policy to have operationally experienced navigators employed on instructional duties for a twelve month period, thereby giving the pupils of training schools the advantage of their operational experience. In addition, the Service will have the benefit of their experience as a Navigator for an additional period before remustering them to a new trade."

Course at No.1 CNS, 28 June to 23 July 1943, involved flying on Ansons (9.10 by day, 12.35 by night). Marked on air work as follows: Day, 540/700; Night, 235/300. Ground subjects were Instructional Technique (350/500), Navigation (92/100), Synthetic Training (78/100), Instruments and Calibration (85/100), Mathematics (74/100) and Geography (71/100). Placed seventh in a class of 25. Graded "Above Average" as Air Navigator, "Average" under headings of Lecturer, Intelligence and Application. "Good knowledge of subject matter for ex-operational man. Worked hard. Anxious to do good work. As instructor, inclined to neglect less interesting things, such as outline on b, b, Otherwise forceful, energetic, tries hard."

Course at No.23 EFTS, Gimli was 8 January to 16 March 1945. Flew Cornells (5.00 day dual to

first day solo, total day dual was 30.50, day solo was 27.50, night dual of 3.00. Of these times, 7.45 were on instruments. Also logged twelve hours in Link. Air tests in General Flying (327/450), Instrument Flying (166/250), Practical Navigation (80/100), and Link (75/100). Ground tests in Airmanship (261/300), Armament (147/200), Navigation (252/300), Signals (95/100). "Very good student with a lot of service experience. Very keen and has applied himself very diligently. Progress satisfactory. Clean cut and well groomed. Character and attitude beyond reproach. Co-operation good. LINK - Very good student who finished above average. GROUND SCHOOL - Excellent student." (W/C W.B. Miller, 20 March 1945)

Course at No.18 SFTS, Souris, was 2 April to 17 August 1945. Flew in Anson II aircraft - 5.30 day dual to first day solo, 73.30 day dual total, 60.35 day solo, 2.30 night dual to first night solo, 8.30 total night dual, 8.00 night solo. He also logged 13.45 as passenger and 25 hours in Link; formation time was 12.10 and instrument time was 24.55. Air tests in General Flying (223/300), Instrument Flying (148/200), Navigation (100/150), Armament (122/150), Night Flying (64/100), Formation (40/50), and Link (34/50). Ground tests in Airmanship (139/200), Armament (163/200), Navigation (154/200), Signals (144/200), Aircraft Recognition (94/100), and Meteorology (92/100).

Link Instructor Course at No.1 Instrument Flying School, Trenton (6-31 May 1946) entailed 37 hours in Instrument Trainer and 25 hours flying. Knowledge of equipment described as "Above Average" but general assessment read, "This officer has worked hard throughout the course, but due to lack of experience as a pilot will need considerable time on the desk and on the trainer to bring him up to an above average instructor."

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PROSSER, F/L Charles Alexander (J23364) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 20 June 1921 at Milton, Ontario; home in Windsor, Ontario; enlisted Hamilton 6 April 1942 and posted to No.6 Manning Depot. To No.8 SFTS, 23 May 1942 (non-flying duty). To No.3 ITS, 15 August 1942; graduated and promoted LAC on 10 October 1942; to No.9 AOS that date; graduated and commissioned 5 February 1943. To "Y" Depot, 19 February 1943; to RAF overseas, 8 March 1943. Promoted Flying Officer, 5 August 1943. Promoted Flight Lieutenant, 28 July 1944. Repatriated 10 September 1945. Released 30 October 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8830 has recommendation dated 19 November 1944 when he had flown 54 sorties (251 hours), 6 March to 18 November 1944.

6 March 1944 - Trappes

7 March 1944 - Le Mans

15 March 1944 - Stuttgart

18 March 1944 - Frankfurt  
22 March 1944 - Frankfurt  
24 March 1944 - Berlin  
26 March 1944 - Essen  
30 March 1944 - Nuremburg  
3 May 1944 - Montdidier  
6 May 1944 - Nantes  
8 May 1944 - Haine St.Pierre  
11 May 1944 - Louvain  
21 May 1944 - Duisburg  
24 May 1944 - Aachen  
27 May 1944 - Bourg Leopold  
28 May 1944 - Mardick  
5 June 1944 - Longues  
7 June 1944 - Foret de Cerisy  
8 June 1944 - Fougères  
11 June 1944 - Tours  
23 June 1944 - Coubronne  
24 June 1944 - Middel Straete  
27 June 1944 - Oisemontnaville Bois  
2 July 1944 - Oisemontnaville Bois  
4 July 1944 - Villeneuve St.Georges  
7 July 1944 - Caen  
9 July 1944 - L'Hey  
15 July 1944 - Nucourt  
18 July 1944 - Wesseling  
23 July 1944 - Kiel  
24 July 1944 - Stuttgart  
25 July 1944 - Stuttgart  
28 July 1944 - Stuttgart  
14 August 1944 - Falaise area  
16 August 1944 - Stettin  
18 August 1944 - Connantre  
25 August 1944 - Brest  
26 August 1944 - Kiel  
29 August 1944 - Stettin  
12 September 1944 - Frankfurt  
15 September 1944 - Kiel  
23 September 1944 - Neuss  
6 October 1944 - Dortmund  
14 October 1944 - Duisburg  
15 October 1944 - Wilhelmshaven

19 October 1944 - Stuttgart  
25 October 1944 - Essen  
28 October 1944 - Cologne  
30 October 1944 - Cologne  
2 November 1944 - Dusseldorf  
6 November 1944 - Gelsenkirchen  
16 November 1944 - Duel  
18 November 1944 – Munster

This officer is the navigator of a Blind Marker crew that has achieved particularly fine results on operations. He has now taken part in 54 attacks against the enemy on many occasions, dropping markers which were vital to the success of the operation.

Flight Lieutenant Prosser continues to display the keenest desire to fly against the enemy and his determination to achieve the most accurate results despite the heaviest opposition is outstanding. In recognition of this officer's long record of successfully completed operations, he is recommended for the non-immediate award of the Distinguished Flying Cross.

\* \* \* \* \*

PROTHEROE, F/O David Harrison (J14679) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 23 May 1944 and AFRO 1380/44 dated 30 June 1944. Born 30 October 1922; home in Elnora, Alberta; enlisted Calgary 28 October 1941. Granted Leave Without Pay until 5 December 1941 when posted to No.3 Manning Depot. To Rockcliffe, 11 February 1942. To No.5 Manning Depot, 21 March 1942. To No.3 ITS, 11 April 1942; graduated and promoted LAC, 6 June 1942 when posted to No.8 AOS; graduated and commissioned, 2 October 1942. To "Y" Depot, 22 October 1942. To RAF overseas, 29 October 1942. Promoted Flying Officer, 2 May 1943. Promoted Flight Lieutenant, 2 October 1944. Repatriated 14 April 1945. To No.2 Air Command, 28 April 1945. To No.7 Release Centre, 13 June 1945. Retired 21 June 1945. Flew twelve sorties with No.100 Squadron before transfer to No.625. Medal presented by King George VI 11 August 1944. Remained in postwar RCAF, rising to Colonel as a service dentist. Press report of 20 November 1978 stated he was last member of regular forces to be wearing the DFC (Ockenden was second-last). RCAF photo PL-32525 (ex UK-13809 dated 23 August 1944) is a portrait.

Flying Officer Protheroe has taken part in many operational sorties, attacking some of the most heavily defended targets in Germany. He has had to face very adverse weather conditions on occasion but each time his skilful navigation has guided the aircraft to the target and back safely. On one occasion in January 1944 his aircraft lost height from 19,000 feet to 3,000 feet in an uncontrolled dive while over

Germany. Despite severe structural damage to the aircraft this officer navigated it back to England where he gave his captain every assistance in making a successful crash landing. Throughout his tour Flying Officer Protheroe has maintained a high standard of courage, cheerful confidence and devotion to duty.

\* \* \* \* \*

PROUDFOOT, S/L Robert (C5010) - **Commended for Valuable Services in the Air** - No.3 ANS - Award effective 11 August 1945 as per **Canada Gazette** of that date and AFRO 1453/45 dated 14 September 1945. Enlisted 10 May 1941 at Toronto as Navigation Officer. Flying Officer as of 30 August 1941. To No.7 AOS, 31 August 1941. Promoted Flight Lieutenant, 1 May 1942. To No.3 Training Command, 9 November 1943. To No.7 AOS again, 14 December 1943. Promoted Squadron Leader, 1 August 1944. To No.3 Release Centre, 5 September 1945. Retired 11 September 1945. Had obtained a BA from Queen's University in 1937; secured a B.Sc. In 1948. Died in Windsor, Ontario, 6 June 2005. No date for posting to No.3 ANS is listed.

This officer has been employed for four years as a navigation instructor and chief ground instructor. He has at all times shown diligence, skill and a keen sense of responsibility beyond normal service requirements while discharging his duties and has contributed greatly to the success of this unit.

\* \* \* \* \*

PROULX, Sergeant Joseph Lionel Jean Baptise (R73522) - **Mention in Despatches** - No.425 Squadron (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 26 July 1918. Home in St.Cyril de Wendover, Quebec; enlisted Montreal 11 September 1940 as Airframe Mechanic and posted to No.4 Manning Depot. To Technical Training School, 29 May 1941. To Embarkation Depot, 23 October 1941. To RAF overseas, 2 November 1941. Promoted LAC, 1 April 1942. Dates of other promotions not noted. Repatriated 14 December 1944. To No.2 Release Centre, 24 December 1944. Discharged 3 February 1945. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 31 July 1944, describing him as a Fitter IIE and noting he had served one year in Canada, 33 months overseas. Note change in rank between recommendation and final award.

LAC Proulx is a specialist tradesman of outstanding ability. He enlisted in September 1940 and has served one year in Canada, six months in North Africa and 27 months in England. He has served with No.425 Squadron in North Africa where he completed many difficult assignments under extremely trying conditions. Since returning to this country, his great determination and tireless energy have proven an example and an inspiration to those serving with him.

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PROVENCHER, WO2 Real Emile Amy Joseph (R139809) - **Commended for Valuable Services in the Air** - No.5 Bombing and Gunnery School - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 23 January 1922. Home in Tessier, Saskatchewan. Enlisted in Saskatoon, 21 November 1941 and posted to No.2 Manning Depot. To No.10 SFTS (guard), 30 January 1942. To No.3 ITS, 27 March 1942. To Trenton, 24 April 1942. To No.5 ITS, 29 August 1942; graduated and promoted LAC, 24 October 1942 but not posted to No.10 EFTS until 21 November 1942; may have graduated 22 January 1943 but not posted to No.2 SFTS until 20 February 1943; graduated and promoted Sergeant, 9 July 1943. To No.9 BGS, 23 July 1943. No sign of a posting to No.5 BGS. Promoted Flight Sergeant, 9 April 1944. Promoted WO2, 9 October 1944. To No.1 Radio and Navigation School, 16 March 1945. Promoted WO1, 9 April 1945. To No.10 Release Centre, 9 November 1945. To Air Navigation School, 20 November 1945. Date of release uncertain. Rejoined RCAF on short service commission as pilot, 29 June 1951 (Flying Officer, 70325). Postwar he lived in Saskatoon, Flin Flon and Medicine Hat. Died in Medicine Hat, 26 May 2007.

This non-commissioned officer staff pilot has shown great skill and keenness in his work both in the air and on the ground that is an example for his fellow workers. His outstanding ability, loyalty and devotion to duty are worthy of the highest praise.

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PROVOST, WO (now P/O) Rene Joseph (R123513/J87652) - **Mention in Despatches** - No.47 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 15 July 1918. Home in St. Boniface, Manitoba (cashier, Hudson Bay Company, 1933 to enlistment); enlisted Winnipeg 4 August 1941 and posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 10 October 1941. To No.12 SFTS (guard duty), 28 November 1941. To No.3 ITS, 2 January 1942; promoted LAC, 28 February 1942 but not posted to No.11 EFTS until 14 March 1942; to No.13 SFTS, 6 June 1942; graduated and promoted Sergeant, 25 September 1942. To "Y" Depot, 9 October 1942; to RAF overseas, 27 October 1942. Disembarked in Britain, 5 November 1942. To No.15 (Pilots) AFU, 19 November 1942. To No.132 OTU, 23 March 1943. Promoted Flight Sergeant, 25 March 1943. To No.3 (Coastal) OTU, Catfoss, 6 April 1943. To No.2 Torpedo Training Unit, 12 May 1943. To No.304 Ferry Training Unit, 19 June 1943. To Overseas Aircraft Delivery Unit, 8 July 1943. Arrived in Egypt, 13 July 1943. Promoted WO2, 25 September 1943. To No.227 Squadron, 28 September 1943. To No.47 Squadron, 2 November 1943. Engaged in anti-shipping operations with No.47 Squadron on Beaufighters and was flying C/47 on 26 November 1943 when a mixed force of torpedo-carrying Beaufighters and USAAC B-25 Mitchells (310 Heavy Bombardment Group attacked a 1,500 ton merchant ship at 37.35N 25.52 E (F/O F. Gregory, RCAF lost on this mission.) On this occasion Flight Sergeant Provost had to return to base early with inter-comm unserviceable. Target not found by rest of force. To Air Command South East Asia, 19 March 1944. Commissioned 1 May 1944. Promoted

Flying Officer, 1 November 1944. Repatriated 8 July 1945. To No.8 Repair Depot, 20 July 1945. To Release Centre, 4 October 1945; retired 10 October 1945. Died in Winnipeg, 27 April 1994 as per **Legion Magazine** of August 1994 and Legion Last Post on line. RCAF photo PL-27156, circa 5 April 1944, captioned as follows: "Warrant Officer Rene Provost, 137 Betram Street, Winnipeg, who piloted a Beaufighter torpedo plane in a successful attack in the Aegean against a large enemy merchant vessel. Provost's torpedo hit the big vessel. A short time before, Provost made a successful attack on one of the caiques with which the enemy is trying to keep the Aegean island garrisons provisioned and supplied with war material.

**Notes:** Slightly injured (abrasions), 3 November 1944 in crash-landing of Mosquito VI, serial HR365, Yellahanka - observer was 175057 P/O H.P. Meadows. Aircraft overshot in night landing and ran off runway owing to excessive speed..

Assessment of 28 May 1945 stated he had completed one tour - 31 sorties (138 hours ten minutes), the last on 16 February 1945. Had been involved in destruction of approximately 6,500 tons of shipping plus rolling stock destroyed.

Repatriation form dated 28 May 1945 stated he had flown 31 sorties (138 hours ten minutes), the last on 16 February 1945. Had also flown 350 hours 20 minutes non-operational. Types flown overseas were Beaufighter (359.30), Oxford (79.10), Blenheim (28.50), Mosquito (13.30) and Harvard (7.30). Work described as "Torpedo dropping - Low-level Staffing - Dive Bombing - R.P. - Anti-Shipping and Army Co-op."

Application for Operational Wing dated 4 June 1945 gives units as No.227 Squadron (28 September 1943 to 5 November 1943) and No. 47 Squadron (10 November 1943 to 16 February 1945) - total of 31 sorties (138 hours).

**Training:** Interviewed 28 July 1941 by F/O W.P. Graham. "Nice, clean cut personable chap. Should make fair aircrew."

Course at No.3 ITS was 5 January to 27 February 1942. Courses in Mathematics, Navigation, Law and Discipline, General Studies, Anti-Gas, Armament, written, Signals, Drill and Aircraft Recognition. Scored 773 out of possible 1,000 points. Placed 69<sup>th</sup> in a class of 163. "Dependable. Hard working. Conscientious. Pleasant and cooperative. Average."

Course at No.11 EFTS was 16 March to 22 May 1942. Finch aircraft. 8.40 dual to first solo, 38.50 total day dual, 45.55 day solo, 4.00 night dual. Spent ten hours on instruments. Logged 10.50 in Link. Courses in Airmanship, Airframes, Aero Engines, Theory of Flight, Armament written, Signals, written Navigation, Armament written, Aircraft Recognition. Scored 709 out of possible 1,000 points. Placed 20<sup>th</sup> in a class of 32.

Course at No.13 SFTS was 8 June to 25 September 1942. Harvard aircraft - 8.05 dual to first solo,

total 59.55 day dual, 102.15 day solo, 6.25 night dual, 9.40 night solo. Flew 22 hours on instruments and logged 22 hours in Link. Graded in Navigation, Airmanship, Armament (written and practical), Signals (written and practical) and Meteorology. Scored 465 out of possible 750 points. Placed 47<sup>th</sup> in a class of 51. "Quiet type. Will improve with experience."

Course at No.3 (Coastal) OTU was 7 April to 11 May 1943. Beaufighter - 2.55 day dual, 32.55 day solo, 5.05 night solo. Was 4.55 on instruments. Logged 10.55 in Link. Fired 380 rounds of cannon and 1,475 rounds of .303 air-to-air, 2,280 rounds of .303 air-to-ground. Flying tests in General Flying (340/400), Applied Flying (145/200), Night Flying (70/100), Link (35/50).

Ground tests in Airmanship (216/300), Armament (210/300) and Signals (70/100). "An excellent type, should be an asset to a squadron."

RCAF Press Release No.4428 dated 15 March 1944 reads:

A MIDDLE EAST AIRFIELD, MARCH – One of the major victories scored recently by the coastal aircraft of the RAF in their relentless campaign against enemy shipping in the Aegean Sea owed part of its success to RCAF pilots flying with a Beaufighter squadron.

Warrant Officer Rene Provost, 137 Bertram Street, Winnipeg, whipped a torpedo into the vitals of a big (5,000 tons) enemy merchant vessel approaching the harbor of Heraklion in Crete. The ship was flanked by two destroyers and, in the air, a force of Messerschmitt 109's, Arado 196's and Junkers 88's guarded what the enemy obviously regarded as a valuable shipment.

"We ran in and dropped our torpedo and another aircraft in the formation saw it hit. I guess we were lucky. There was lots of flak and fighters around so we didn't hang around to see what happened," said Provost. But, the next day, RAF reconnaissance aircraft confirmed that the big ship had been sunk. One of the destroyers was also hit by a torpedo in the attack.

F/O R. (Slim) Somerville of Trail, B.C. was on the same show. He and other Beaufighter pilots were detailed to silence the flak guns on the destroyers while the torpedo-carrying Beaus did their work. "I was coming and an Arado (a float plane) popped up in front of me. He just got in the road," said Slim. "I pulled my guns right through him and as the cannons began to chop away the rear-gunner in the Jerry kite seemed to disappear. We saw it sort of disintegrate in the air."

The action was described in RAF press release as 'the most brilliant strategical operation in the Aegean this year'. The attack was shared by Mitchells of the USAAF who helped to draw off the fighter cover and permit the RAF torpedo



Beaufighters to go in and strike. The strike against the enemy vessel came quickly after the convoy was spotted by reconnaissance aircraft on the morning of February 22.

Provost's torpedo was the only one to strike the vessel. This success was his second in two weeks. A short time before he had taken part in the sinking of a coaster in the Aegean. "There was no flak that time," said Provost. "And we went in and beat it up with our cannons. We could see the strikes and then it began to burn. Finally the whole issue blew up."

So severe has been the punishment handed out to enemy shipping attempting to supply the Aegean islands that the enemy has been reduced to the use of caiques, small coastal vessels, for the supply of garrisons.

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PROWSE, S/L Russell Ayles (C14618) - **Member, Order of the British Empire** - No.2 Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 20 February 1914. Home in Winnipeg; enlisted there as Equipment Officer, 4 October 1940 and posted to No.5 Manning Depot; commissioned on entry. To AFHQ, Ottawa, 16 October 1942. To No.1 Composite Training School, 1 November 1942. To No.3 Training Command, 11 December 1942. To uncertain unit (No.2 WC-M, whatever that is), 23 February 1943. Promoted Flying Officer, 15 March 1943. Promoted Flight Lieutenant, 15 October 1943. To No.7 Equipment Depot, 30 October 1943. To No.2 Training Command, 3 March 1944. Promoted Squadron Leader, 1 April 1945. To Canadian Joint Staff, Washington, 23 August 1945. To No.2 Air Command, 7 October 1945; retired 11 February 1946. Died 14 December 1997 in Toronto. Medal sent by registered mail July 1951.

This equipment officer has discharged his many responsible duties in a most commendable and enthusiastic manner. The untiring efforts of this officer have been an inspiration to all. His devotion to duty and close co-operation with both civil and service authorities has made his contribution to the Royal Canadian Air Force outstanding.

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PRUDENCE, FS John Frederick William (R75514) - **Mention in Despatches** - No.63 Base - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in Hamilton, Ontario, 9 May 1921. Truck driver and electrical motor repairman, 1937 to enlistment. Home in Hamilton; enlisted there 16 September 1940 as Electrician. To Technical Training School, St. Thomas, 8 November 1940; promoted AC1, 29 March 1941. To No.11 SFTS, 10 April 1941; promoted LAC, 1 July 1941. Promoted Corporal, 1 February 1942. To "Y" Depot, 16

November 1942; to RAF overseas, 10 December 1942. Disembarked in Britain, 18 December 1942. To No.9 Radio Centre, 19 December 1942. To No.424 Squadron, 3 January 1943. Attended Electrical Course on Wellington aircraft at Vickers-Armstrong, Weybridge, 1-15 March 1943. Attended Rotal Propellor Course (Wellingtons) at Gloucester, 12-26 April 1943. Proceeded with No.424 Squadron to North Africa, arriving 5 June 1943; returned to United Kingdom, 6 November 1943 (had been promoted sergeant, 8 July 1943). To No.9424 Servicing Echelon, 5 January 1944. Attended mines course at HMS **Vernon**, Portsmouth, 3-10 March 1944, to be used in conjunction with naval staff on unit in preparation for mining operations. To No.63 Base, 4 August 1944. Promoted Flight Sergeant, 6 August 1944. Attended advanced electrical equipment course, 4-18 February 1945. Repatriated to Canada, 23 July 1945. To No.1 Air Command, 3 August 1945. Released 29 September 1945. Re-engaged as Sergeant (Electrician), 1 October 1946 (21899) at Station Trenton; to No.1 Technical Training School, Aylmer, 28 November 1946; to No.2 Technical Training School, Camp Borden, 26 May 1948; to No.9420 Auxiliary Unit, London, 3 January 1949. Promoted Flight Sergeant, 1 April 1949; to Station London, 15 April 1949; to Centralia, 28 August 1950; to Flying Training School, Centralia, 2 April 1951; to Station Centralia, 2 January 1952; to No.1 Technical Training School, Aylmer, 14 May 1953; to Station Centralia, 16 September 1953; to No.10 Equipment Unit, Camp Borden, 16 February 1954. Promoted WO2, 1 April 1957. To St. Hubert, 7 October 1957. To No.412 Squadron, Uplands, 4 August 1960. To AFHQ Medical Centre, 7 March 1962. Retired 4 July 1962. Died at Hamilton, 11 May 1982 as per **Legion Magazine** of August 1982. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. DHist file 181.009 D.5527 (RG.24 Vol.20667) has recommendation from CO, Base Major Servicing Section to Station Adjutant dated 30 April 1945, confirming he had enlisted in Hamilton 16 September 1940 and that he had spent 27 months in Canada, 29 months overseas.

Flight Sergeant Prudence has been with this unit since its formation nearly a year ago and is in charge of the Electrical Section. His vigorous direction and with long hours spent over the working day have resulted in a high standard of work coming from his men. He has also been most active in keeping up the morale, not only of his section but also the whole unit and has spent considerable time and trouble as chairman of their entertainments committee. His energy and enthusiasm in all he has undertaken has been an outstanding example. He is accordingly recommended for Mention in Despatches.

**Selected Assessments:** "This Non-Commissioned Officer is abrupt in most matters. Rather inclined to act first and think afterwards. The 'game-cock' type of individual who organizes sporting events, raffles and arguments, in all of which he takes the lead. Sergeant Prudence has a lot of experience and instructs well despite his volatile temperament. Quite loyal, he is a reliable member of the staff." (S/L H.E. Bishop, No.1 Technical Training School, Aylmer, 7 February 1948).

"Flight Sergeant Prudence is a serious NCO who sets a good example to those serving under him. He is quick thinking and an efficient worker, although he is inclined to be impatient at times if

others do not match his standard. His grasp of English is above average and this is helpful in his present job. He is always looking for new ideas and takes steps to implement them. He maintains a high esprit de corps in his section. He has a fine home life with no financial worries. He can handle any phase of his trade, including fiels or repair depot jobs." (S/L P.S. Shepherd, Camp Borden, 20 May 1954).

"WO2 Prudence is a dedicated warrant officer who has been employed in the most demanding jobs in Central Maintenance and by his energy and drive has in each instance provided a real contribution to the effectiveness and efficiency of the organization. He demands the utmost from those working for him, and insists on the highest standards of operation from hiis own and those sections associated with him. It may truly be said that he 'wears the rank' of a warrant officer and it is considered that if commissioned he would make a very fine engineering officer." (S/L G.M. Adamson, St. Hubert, 31 May 1960).

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PRUNEAU, WO Joseph Ernest Roger (R66972) - **Mention in Despatches** - No.62 Base Servicing Echelon - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 15 June 1906. Enlisted in Montreal, 31 August 1940 as Wireless Operator (Ground). To No.2 Wireless School, 16 September 1940. Promoted LAC, 25 November 1940; posted to RAF as of that date and may have proceeded by air, as he is shown as being overseas as of 29 November 1940. Promoted Sergeant, 1 July 1942; promoted Flight Sergeant, 29 January 1943. Date of promoted to Warrant Officer uncertain. Repatriated to Canada, 9 March 1945; to No.2 Air Command, 20 March 1945; released 7 May 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 drafted January 1945; Wireless Operator Mechanic; document confirms he had enlisted in Montreal (his home) 31 August 1940 and that he had served three months in Canada, 50 months overseas:

Warrant Officer Pruneau arrived in the United Kingdom in December 1940 and his four years of overseas service have been outstanding for achievement and rapid promotion. This NCO by his excellent example of untiring effort and masterly technical knowledge has served his section well and is a source of pride to his men and his officers.

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PRYSZLAK, F/O Mike (J20720) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 6 January 1913 at Swan Plain, Saskatchewan; home in Toronto; enlisted in Regina 8 May 1941 for General Duties and posted to No.2 Manning Depot. To No.2 ITS, 1 June 1941; promoted AC1, 8 August 1941. Promoted LAC, 8 November 1941; promoted Corporal 1

December 1941. Remustered to aircrew, 15 August 1942 and posted to No.3 BGS; graduated 6 November 1942 when promoted Sergeant (subsequently commissioned as of that date); to Mountain View, 14 November 1942; to No.5 BGS, 30 November 1942; promoted Flying Officer, 6 May 1943. To "Y" Depot, 2 December 1943; taken on strength of No.3 PRC, Bournemouth, 13 December 1943. Promoted Flight Lieutenant, 6 November 1944. Repatriated by air, 18 June 1945. To Debert for Tiger Force training, 19 June 1945. To Halifax, 4 October 1945. Released 11 October 1945. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 19 August 1944 when he had completed 36 sorties (170 hours 35 minutes) between 25 March and 1 August 1944.

This Air Gunner has completed a tour of thirty-six attacks on enemy targets including such heavily defended targets as Essen, Stuttgart and Dusseldorf. He has shown great enthusiasm for his work and a fine offensive spirit. On the ground he has been of great assistance to the Gunnery Leader to whom he has acted as deputy. His cheerfulness and enthusiasm for his work have been an inspiration to his crew and to the other members of his Section. By his unfailing watchfulness he has on several occasions been able to warn his Captain of the approach of hostile aircraft in time for him to evade attack and successfully attack his objective and return safely to base.

It is considered that this Air Gunner's record of operations, combined with his cheerfulness and enthusiasm for his work fully merits the award of the Distinguished Flying Cross.

The sortie list was as follows:

25 March 1944 - Aulnoye (5.30)  
26 March 1944 - Essen (5.50)  
30 March 1944 - Nuremberg (7.55)  
18 April 1944 - Le Bourget (5.30)  
20 April 1944 - Lens (4.10)  
22 April 1944 - Dusseldorf (4.55)  
24 April 1944 - Karlsruhe (7.05)  
26 April 1944 - Essen (4.30)  
27 April 1944 - Aulnoye (4.10)  
30 April 1944 - Somain (4.40)  
1 May 1944 - St. Ghislain (4.10)  
7 May 1944 - St. Valery-en-Caux (3.55)  
9 May 1944 - St. Valery-en-Caux (3.40)  
10 May 1944 - Ghent (3.50)  
12 May 1944 - Louvain (4.30)

24 May 1944 - Aachen (4.25)  
27 May 1944 - Bourg Leopold (5.00)  
31 May 1944 - Au Fevre (4.50)  
4 June 1944 - Calais (3.25)  
5 June 1944 - Merville (4.20)  
6 June 1944 - Conde sur Noireau (6.05)  
8 June 1944 - Mayenne (5.40)  
12 June 1944 - Arras (4.40)  
15 June 1944 - Boulogne (4.00)  
17 June 1944 - Oisemont (4.20)  
24 June 1944 - Bonnetot (4.25)  
6 July 1944 - Siracourt (3.40)  
9 July 1944 - Ardouval (4.10)  
12 July 1944 - Acquet (4.10)  
14 July 1944 - Anderbelck (3.50)  
20 July 1944 - Grand Bois (3.50)  
23 July 1944 - Songes (5.50)  
24 July 1944 - L'Hey (3.30)  
25 July 1944 - Stuttgart (8.35)  
30 July 1944 - Amaye Seulle (4.40)  
1 August 1944 - L'Hey (3.30)

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PUBLICOVER, S/L Ernest Franklyn (C89502) - **Distinguished Flying Cross** - No.547 Squadron - Award effective 29 May 1945 as per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born 31 October 1921 at Hubbard, Nova Scotia; home in Halifax. Left school in 1937. Employed by Maritime Furriers and the Halifax Herald Ltd. until 1939. During this time learned to fly at the Halifax Aero Club. Originally in RAF (42881, August 1939); began his pilot training in DeHavilland School of Flying, Hatfield, Advanced Flying and Navigation at RAF Station Hullavington, 1940-1941; operational flying with No.220 Squadron, Thornaby, Yorkshire. In 1941-1944, he was an Operation Flying Instructor at RAF Debort, and RAF Nassau, Bahamas. Transferred to RCAF in London, England, 10 October 1944. Repatriated to Canada, 9 July 1945. Retired 29 August 1945. Recalled to RCAF, 26 April 1946. To Air Navigation School, 10 May 1946. To No.426 Squadron, 30 September 1946. Reverted to Flight Lieutenant, 1 October 1946 (postwar number 26091). To Camp Borden, 10 June 1947. Promoted Squadron Leader, 1 June 1949. Still serving as of 1954. Obituary stated he had taken a Pilot/Navigation Course, Summerside, P.E.I., 1947 ; transport pilot, RCAF Dartmouth, 1947-1948 flight commander, No.103 Squadron [sic], RCAF Greenwood, 1948-1949; Chief Administrator Officer, RCAF Summerside, 1949-1952; Staff Officer, AFHQ, Ottawa, 1952-1957; Staff Officer, Maritime Air Command, Halifax, 1957-1960; Staff Officer, AFHQ, Ottawa, 1960-1962; Commanding Officer, Search and Rescue No.418 Squadron Edmonton, 1962-1965; Staff Officer, AFHQ, Ottawa. Resigned his commission 1965 to participate in the federal elections

of 1965 and 1968. Chief Project Officer, National Capitol Area Centennial Commission, 1968-1969; Staff Officer, Controller of the Treasury, 1969-1985. With External Affairs, served as Liaison to CBC/NFB; Vice Consul, Hamburg, Consul Stockholm, retired a director of Passport Office, Halifax. Moved permanently to Hubbards in 1971. In 1987 he was awarded "Citizen of the Year Award", Hubbards and 1988-89 Awarded Certificated of Appreciation, Nova Scotia Government, 1990 Awarded Certificate of Merit, Canadian Legion; Certificate of Appreciation, Shoreham Village Senior Citizens Association and Plaque for Outstanding Service, Lions Club. Died in Bridgewater (Lunenburg County), Nova Scotia, 13 August 2003. Photo PL-57000 is a portrait taken May 1953. PL-111049 is a portrait taken May 1952. Medal presented 10 January 1946.

This officer, who has completed a very large number of sorties, has displayed skill and determination of a high standard. His keenness to engage the enemy has always been apparent and he has taken part in numerous attacks on enemy shipping. One night in March 1945, Squadron Leader Publicover executed a most determined attack on an enemy U-boat. This officer is an extremely efficient flight commander whose work both in the air and on the ground has won much praise.

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

Liberator D/547 - Captain S/L Publicover - 0012, 24<sup>th</sup> March 1945 - 54.53 N 15.30 E, Western Baltic. Aircraft on anti-U-Boat patrol obtained radar contact, homed and sighted a fully surfaced U-boat. "D" attacked dropping ten 250-lb depth charges set 25 feet, spaced 50 feet, from 380 feet. Depth charges fell in line and ahead of U-boat. Nearest depth charge was approximately ten yards from target. Sea calm (Grade A).

RCAF Press Release No. 131 dated 3 July 1945 by S/L Tilley read as follows:

WITH THE RCAF IN COASTAL COMMAND: --- While carrying out a special anti-submarine patrol over the Western Baltic shortly before VE day, a fully surfaced Nazi U-boat was hunted down by a Coastal Command Liberator crew led by S/L E.F. Publicover, Hubbards, N.S. , in an attack now revealed.

One other RCAF airman, W.O.2 H.A. Jacobsen, wireless operator air gunner from Tweedsmuir, Saskatchewan, was flying with S/L Publicover when the enemy sub was intercepted. The remainder of the crew was comprised of R.A.F. personnel.

Having taken off from a Coastal Command aerodrome in Scotland, flying Liberator "D for Donald", the 24-year-old Bluenose skipper caught the Nazi U-boat crew completely by surprise. At the time of its discovery, the enemy sub, carrying a white light on its conning tower, was cutting across the Western Baltic fully surfaced at a 12-knot speed.

The target being clearly visible in moonlight, S/L Publicover lost altitude and took his Liberator down for an immediate attack. A flak barrage thrown up by the Nazi gunners proved inaccurate and the aircraft escaped damage. Depth charges were released from a low level as the Liberator passed directly over the U-boat's conning tower.

All trace of the Nazi sub disappeared immediately after the depth charges exploded and no subsequent evidence of damage was seen. Both S/L Publicover and Warrant Officer Jacobsen, their Coastal Command flying job finished, are at present at a RCAF Holding Unit in England awaiting repatriation to Canada.

Censor: U-boat attack made by D/547 on 24-3-45.

Assessment: Insufficient evidence of damage

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PUCHALSKI, WO2 Arthur (R196158) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 19 June 1921 at Gilbert Plains, Manitoba; home in Grandview, Manitoba (farmer); enlisted in Winnipeg, 16 October 1942. To No.2 Manning Depot, 23 November 1942. To No.8 Manning Depot, 4 January 1943. To No.2 Manning Depot again, 27 February 1943. To No.8 Repair Depot, 16 April 1943. To No.3 Pre-Aircrew Education Detachment, 20 May 1943. To No.2 Air Gunner Ground Training School, 25 June 1943. Promoted LAC, 7 August 1943 when posted to No.3 BGS; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, 8 October 1943. Repatriated 12 February 1945. To No.2 Air Command, 13 February 1945. To No.8 Repair Depot, 13 April 1945. To No.5 Release Centre, 18 June 1945. Retired 26 June 1945. Worked for Canadian Car Company. Died in Thunder Bay, Ontario, 13 March 2015. Medal presented 13 September 1947.

An alert and skilful air gunner this Warrant Officer has now completed his first operational tour. He has participated in many sorties against such important targets as Kiel, Essen and Cologne. On three occasions his aircraft has been in combat with enemy fighters, two of which made very persistent attacks. In June 1944, during a sortie against Trappes, his aircraft was subjected to three attacks by a Messerschmitt 109. By his speedy counter fire and accurate directions to his captain Warrant Officer Puchalski successfully beat off the attacker. While engaged on another mission against Dusseldorf in November 1944, repeated attacks were made on his aircraft by an enemy fighter. A very prolonged engagement ensued and his aircraft was forced down to a height of 4,000 feet before eventually evading the fighter. By his prompt and faultless commentary to his pilot Warrant Officer Puchalski was once again largely responsible for the safe return of his aircraft and crew. This Warrant Officer's cool courage and devotion to duty have always been

of a high order.

RCAF Press Release No.6706 dated 20 September 1944 from F/O Fred Jackson, transcribed by Huguette Mondor Oates, reads as follows (reference to Tom Puchalski makes one ask if this is a brother or our man):

WITH THE RCAF BOMBER GROUP OVERSEAS: -- Despite the fact that he never fired his guns, F/S Tom Puchalski of Holly Apts, Sherbrooke Street, Winnipeg, Manitoba, figures he's evened a few scores with the Germans. Tom did a tour of operations as a Snowy Owl squadron rear-gunner and that adds up to a lot of tonnage his aircraft has dropped on the enemy.

Tom's father and mother came from Poland to settle in Manitoba and eventually his dad wound up with his own machine shop in Dauphin. A good Canadian, F/S Puchalski had several reasons for putting on a uniform. So, for that matter, did brother Alf who is a Stoker, First Class in a Canadian corvette. "We had lots of action but never a real fighter combat so I never shot at the Germans," said Puchalski. "I would have liked to but it didn't work out that way. Still we lugged lots of bombs over there and I guess they did more damage anyway that I could have done out of my rear turret."

There was a night when it looked as if Tom was going to be able to set his guns chattering. They were on their way back from Karlsruhe and two Ju88's trailed them, one on each side about 900 yards out. They didn't open up; just tagged along mile after mile," said the gunner.

Actually the toughest trip in the Polish-Canadian lad's tour was on the way back from France when his aircraft ran afoul of a flak ship that ripped chunks of stuff into them. "We were only 3000 feet up and sure took a pasting. Our Halifax was full of holes when we got back."

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PUDNEY, Sergeant Clinton Landis (R139022) - **George Medal** - No.1659 Conversion Unit (later No.405 Squadron) - Award effective 13 July 1943 as per **London Gazette** of that date and AFRO 1949/43 dated 24 September 1943. Born 20 September 1922 in Onconta, New York. Educated at Sidney Public School (Sidney, New York), North High School (Binghamton, New York), and Curtiss Tech, Buffalo, New York where he learned aircraft mechanics. Employed at Curtiss-Wright Corporation, Buffalo, New York (aircraft apprentice). Enlisted in Hamilton, Ontario, 25 October 1941. To No.2 Manning Depot, Brandon on enlistment. To No.13 SFTS, St. Hubert, 3 January 1942 (non-flying duty). To No.3 ITS, Victoriaville, 15 February 1942. Promoted LAC, 11 April 1942. To No.22 EFTS, Ancienne Lorette, 26 April 1942. Ceased training and posted to Composite Training



School, Trenton, 13 June 1942. To No.4 BGS, Fingal, 2 August 1942; graduated and promoted Sergeant, 11 September 1942 To "Y" Depot, Halifax, 26 September 1942; embarked 27 October 1942; disembarked in Britain, 5 November 1942. Arrived No.3 Personnel Reception Centre, 6 November 1942. Reported to No.1659 Conversion Unit, 20 December 1942. His GM exploit was on 28 January 1943 while on the strength of that unit. Aircraft was returning from flight over North Sea when it crashed into a hillside. "My head struck the crash pad and armour plate, also possibly the sight on my machine guns." Suffered lacerations to face and lip. To Station Leeming as of 28 January 1943 although actually to Catterick Military Hospital. To No.405 Squadron on 8 April 1943; flew on raids to Dortmund (4/5 May 1943), Wuppertal (25 May 1943), Dusseldorf (11 June 1943) and Bochum (12 June 1943). Killed at Sutton Bridge in flying accident, 16 July 1943 (Halifax HR832, routine cross-country flight, aircraft believed to have been struck by lightning, breaking up in the air although fuselage fell as almost complete unit). Killed were 46731 F/L C.D. Lawson (pilot), J14194 F/O R.E. Aggassiz (navigator), 129176 F/O L.W.A. Frewin (bomb aimer), 1030315 Sergeant A. Faulkner (WOP), Pudney (mid-upper gunner), J14421 F/O W.C. Davies (rear gunner) and 577168 Sergeant H. Holliday (flight engineer).

While engaged on a local practice flight the Halifax aircraft in which Sergeant Pudney was flying as mid-upper gunner struck high ground, crashed and burst into flames. Three members of the crew were killed and the others, with the exception of Sergeant Pudney, were too severely injured to extricate themselves from the burning wreckage. Though suffering from severe lacerations on his face and in spite of loss of blood and shock, Sergeant Pudney entered the blazing aircraft several times and finally succeeded in bringing all his companions out. He then struggled over rough moorland for two miles to obtain help.

DHH file 181.009 D.2617 (Library and Archives Canada RG.24 Volume 20627) has original recommendation drafted by W/C R.S. Turnbull, 4 March 1943.

Sergeant Pudney was acting as Mid Upper Gunner on a local practice flight. The aircraft struck high ground, causing it to crash and burst into flames.

When the aircraft crashed, three members of the crew were instantly killed. One was so severely injured that he died shortly afterward, and two other members of the crew were injured to an extent that they were incapable of extricating themselves from the aircraft, which was now in flames.

Sergeant Pudney was suffering from severe lacerations of the face, considerable loss of blood and shock. In spite of this he entered the burning aircraft several times, finally managing to extricate all six of his companions. Despite his painful and serious injuries, he then walked a distance of approximately two miles over rough country to find aid. It is considered that in his actions, Sergeant Pudney showed extreme courage and devotion to duty of a high nature.

NOTE: On interview in Hamilton, 19 September 1941, the recruiting officer described him as "A fair type of U.S. lad keen to serve. Should make a successful pilot with training." However, at EFTS he was a ham-handed pupil. Having flown 18 hours 50 minutes (dual) and fifteen minutes (solo) on Fleet Finches (plus ten hours in Link). Having gone solo he made the same mistakes on his next dual as he had previously made. "His judgement of height before landing is very poor and he shows lack of air sense.". Subsequently a reclassification board described him as expressing great keenness for Air Gunner trade. "Wishes to be relieved of the necessity for studying ground subjects. Is an average type. Anxious to get into action." At BGS he flew 13 hours five minutes in Bolingbroke and two hours 20 minutes in Battles, fired 700 rounds (ground), 450 rounds (air to ground) and 3,540 rounds (air to air). Graduated second in a class of 14 and assessed as "A hard working, conscientious student, quite young, keen about his job."

Incident of 28 January 1943 involved Halifax "H", W1146. The crew were J16317 F/O Y.H. Lefebvre (pilot, injured, later awarded DFC); R134419 Sergeant J.R. Askew (air gunner, died of injuries), R77189 Flight Sergeant J.H.A.O. Beliveau (navigator, killed), 1391710 Sergeant R.E. Drago (bomb aimer, killed), 1270251 Sergeant J.D. Stone (WOAG, killed), R68465 Sergeant H. McGeach (flight engineer, injured), and Pudney (air gunner, injured). The crash report noted:

Sergeant Pudney put forth a remarkably fine effort in rescuing the crew and in carrying word to the nearest habitation over difficult and almost impassable moor country.

Wing Commander R.S. Turnbull, Commanding Officer, No.1659 Conversion Unit, wrote to his mother in New Jersey, 2 February 1943:

By now you will have been informed that your son, Sergeant Clinton Pudney was in an aircraft which crashed on the afternoon of January 28, 1943. Your son, along with a full crew, took off on a local flight in the morning of January 28, 1943. Nobody actually saw what happened, but it is known that they ran into some very heavy cloud, which obscured the surrounding country. It would appear that as they attempted to break cloud to check their position, the aircraft struck a hill, which was itself in cloud. Your son was only slightly injured.

Your son was the only American in the aircraft, the others being from all parts of Canada and from England. Complete details are not yet available, but from what I hear your son conducted himself in a most gallant manner, and it is thought that it was through him that some of the other members of the crew were taken to safety. Apparently your boy was able to get out of the aircraft immediately, and after looking after his companions he walked over the Yorkshire Moors, a distance of about two miles, to try and get help. He finally reached a cottage, where the people took him in and took care of him as best they could until help came a short time later.

Clinton is now at Catterick Military Hospital, and he is coming along splendidly. I do not think it will be long before he is about. Somebody from this unit is in constant touch with the hospital, and we are trying to see that he is well supplied with comforts. I can assure you that he is receiving excellent medical attention, and that everything is being done for his comfort. I hope that by the time this letter reaches you Clinton will be up and around.

Bearing in mind the circumstances of his January 1943 George Medal deed, the website on Yorkshire crashes, <http://www.yorkshire-aircraft.co.uk/aircraft/planes/dales/w1146.htm> details the following regarding his death: "On 16th June 1943 Halifax HR832 in which he was flying crashed after being struck by lightning near Clifton Farm, Kings Lynn, Norfolk during a routine training flight. Again Clinton Pudney pulled his crew from the burning aircraft and then again he walked two miles for help. Sadly all his crew died and he eventually succumbed to the injuries he had sustained. He had only been notified that he was to receive the George Medal for the first crash three days before this second accident and it is doubtful that he was presented with it by the time he died. He is buried at Sutton Bridge Cemetery, Norfolk and was only twenty one years old. This researcher would suggest his actions on the day he died were of a similar degree of gallantry to those displayed in Yorkshire. At the time of his death the George Medal was not awarded posthumously so this probably accounts for why he was not recommended for a Bar to the George Medal."

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PUDNEY, F/O John William David (J37039) - **Distinguished Flying Cross** - No.98 Squadron - Award effective 29 March 1945 as per **London Gazette** dated 10 April 1945 and AFRO 802/45 dated 11 May 1945. See **Field of Honour** (Bank of Montreal, c.1950). Born in Montreal, 20 April 1923; home in Vancouver. Bank of Montreal employee, enlisted in Vancouver, 23 July September 1942. Sent to Manning Depot at Edmonton. Trained at No.7 ITS (graduated 16 April 1943), No.6 EFTS (graduated 25 June 1943) and No.4 SFTS (graduated 15 October 1943; wings and commission that day). Further trained at General Reconnaissance School, Summerside and OTU at Debert, Nova Scotia. Posted overseas 25 May 1944. Served in both No.98 and 226 Squadrons. First sortie was 1 September 1944 (Givet, France); 37th sortie was Venlo Bridge, 25 October 1944 with P/O Bodano as navigator, Warrant Officer Wellman as WOP (Air) and Flight Sergeant Gravelle as gunner; 49th and last sortie was Hennisburg, Germany (raid conducted from Melsbroek, Belgium where unit had moved 18 October 1944). Returned to England on 10 April 1945, having completed 50 missions. Returned to Canada 30 March 1945. Transferred to Reserve, 15 June 1945; attended University of British Columbia (Bachelor of Commerce, 1948); appointed married and three weeks later was to Permanent Commission, 17 May 1948 as Account Officer (12646). Postwar postings included Sea Island, Greenwood, No.1 Air Division (December 1954), No.3 (F) Wing, Zweibrücken (January 1956), and RCAF Staff College (September 1958). In the late 1960s, as a Colonel, he headed the Armed Forces Training Team assigned to Ghana and attended (1969-1970) the Imperial Defence College. Invested with DFC, 24 January 1947. Photo PL-90230 is a portrait, taken 1958.

Flying Officer Pudney has throughout his operational tour shown outstanding skill and keenness. During a sortie to the Venlo Bridge in December 1944, one engine of his aircraft was put out of action. Despite this he pressed home a telling attack, afterwards returning to base where he accomplished a successful landing. Many of this officer's missions have been to heavily defended targets. He has always set a magnificent example of courage, ability and outstanding determination.

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PUE, P/O Peter Royal (J87957) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 21 April 1918 at Napinka, Manitoba; home in Melita, Manitoba (farmer). Militia service with Second Battalion, Royal Winnipeg Rifles, 10 January 1941. Enlisted in RCAF, Winnipeg, 16 September 1942. To No.2 Manning Depot, 28 October 1942. To No.2 WS, 5 February 1943; promoted LAC, 8 March 1943; to No.7 BGS, 20 August 1943; graduated and promoted Sergeant, 4 October 1943. To "Y" Depot, 18 October 1943. Taken on strength of No.3 PRC, 21 October 1943, but embarked from Halifax only on 22 October 1943; disembarked in Britain, 30 October 1943. To No.6 (Observer) AFU, 16 November 1943 (Ansons, 21 hours ten minutes). To No.22 OTU, 11 January 1944 (Wellingtons, 96.10). Also attended No.6 Group Battle School ("commando training"). To No.61 Base, 8 April 1944. Attached to No.1664 Conversion Unit, 27 April to 29 May 1944. To No.429 Squadron, 29 May 1944. Promoted Flight Sergeant, 4 July 1944. Commissioned 12 July 1944 as per APR Order dated 25 September 1944. Repatriated 4 December 1944, embarking for Canada on 7 December 1944. To No.2 Air Command, 20 December 1944. Promoted Flying Officer, 12 January 1945. To No.17 SFTS, 24 January 1945. To No.5 Release Centre, 26 March 1945. Retired 3 April 1945. Died in Mesa, Arizona, 25 December 1972. Medal sent by registered mail. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 17 November 1944 when he had flown 32 sorties (171 hours), 6 June to 23 October 1944.

Pilot Officer Pue has taken part in thirty-two attacks on enemy territory, many of which have been against the heavily defended districts of the Ruhr. He has at all times shown great enthusiasm for his work both in the air and on the ground. His cheerfulness under trying conditions has been most inspiring to the other members of his crew. He has been of great assistance both to his captain and to the Signals Leader of his squadron to whom he has given very willing co-operation at all times.

The sortie list was as follows:

6 June 1944 - Conde sur Noireau (6.15)  
7 June 1944 - Acheres (5.00)  
12 June 1944 - Arras (4.40)

21 June 1944 - Oisemonte (3.55)  
24 June 1944 - Bonnetet (4.15)  
25 June 1944 - Gorenflos (4.20)  
27 June 1944 - Wizernes (4.05)  
28 June 1944 - Metz (6.45)  
4 July 1944 - Villeneuve St. Georges (6.05)  
9 July 1944 - Ardouval (4.00)  
12 July 1944 - Acquet (4.10)  
18 July 1944 - Mondeville (4.10)  
20 July 1944 - Grande Bois (3.35)  
24 July 1944 - L' Hey (3.25)  
3 August 1944 - Foret de Nieppe (3.45)  
4 August 1944 - Bois de Casson (4.50)  
5 August 1944 - St. Leu d' Esserent (5.40)  
7 August 1944 - La Hogue (4.35)  
9 August 1944 - Prouville (4.00)  
12 August 1944 - Brunswick (5.40)  
15 August 1944 - Soesterburg (3.45)  
16 August 1944 - Gardening, Kiel Bay (5.35)  
25 August 1944 - St. Mathieu (5.55)  
13 September 1944 - sea search (4.35, no sortie)  
14 September 1944 - Wilhelmshaven (3.20, no sortie)  
15 September 1944 - Gardening, Oslo (6.30)  
20 September 1944 - Calais (2.55)  
24 September 1944 - Calais (5.00)  
27 September 1944 - Sterkrade (5.15)  
4 October 1944 - Gardening, Oslo (7.25)  
6 October 1944 - Dortmund (6.30)  
9 October 1944 - Bochum (6.00)  
11 October 1944 - Wanne Eickel (4.50)  
21 October 1944 - Hanover (4.00)  
23 October 1944 - Essen (6.15)

**Notes:** Course at No.6 (Observer) AFU was 17 November 1943 to 4 January 1944. Tested and graded in Morse and Aldis Lamp (sending and receiving), WT sets, fault finding, manipulation, loop work and log keeping, receiving and transmitting messages, DF homing and fixes. Marks sheet shows he flew 21.25 in Anson.

Course at No.22 OTU was 11 January to 23 March 1944. Wellington aircraft (50.05 by day, 46.05 by night). "Above average. A keen and competent WOP who has maintained a high standard throughout training. Not recommended for commission."

On repatriation form dated 28 November 1944 he stated he had flown 32 sorties (170 hours 20

minutes) plus 205.30 non-operational time; last sortie was 23 October 1944.

Application for Operational Wing dated 7 November 1944 confirmed 32 sorties, 6 June to 23 October 1944 (170 hours).

Assessed 23 November 1944 when he had flown 171 hours (all in last six months). "Had a consistently good standard of operating and conduct to his credit while on his first tour of operations." (F/L W. Dobson).

**Training:** Course at No.2 WS was 8 February to 10 August 1943. Flew 23 hours as First Operator, four hours 20 minutes as Second Operator in flying classroom (no time in two-seater machines). Ground courses in Theory (49/50), Radio Equipment (178/200), Morse (190/200), Procedure (184/200), DI and FF (45/50), Signals Organization (123/150), Visual (48/50), and Drill/Physical Training (38/50). Placed 57<sup>th</sup> in a class of 147. Authorized to wear Wireless Operator Badge, 20 August 1943. Described as "above average."

Course at No.7 BGS was 23 August to 4 October 1943. Flew in Bolingbroke and Anson aircraft (23 hours 30 minutes by day, six hours by night). Fired 375 rounds from Browning machine gun on 25-yard range. Operated Bristol turret in air; on ground operated Bristol turret (400 rounds on 200 yard range, three hours 20 minutes of turret manipulation, Frazer-Nash turret (400 rounds on 200 yard range, six hours 50 minutes of turret manipulation) and Boulton-Paul turret (400 rounds on 200 yard range, six hours 50 minutes of turret manipulation). Completed one cine exercise; fired 400 rounds air-to-ground in the air, 3.700 rounds air-to-air in the air (12 % hits in the air). Ground courses in Guns, Pyrotechnics, and Ammunition (149/200), Guns, practical (78/100), Sighting, written (205/250), Turrets, practical (156/200), Aircraft Recognition (138/150), Signals (80/100). "Good average, keen and steady worker."

Course at No.22 OTU was 11 January to 22 March 1944. Morse and Signals was 18 words per minute (Morse) and eight words per minute (Aldis); he met the Aldis standard and in Morse (with and without interference) achieved 20 words per minute. Scored 730/100 in air tests. On ground scored the following: Knowledge and Manipulation of WT and RT Equipment (200/300), WT Procedure and Organization (161/200), Special Equipment (132/200), and Log Keeping (70/100). In the air flew in Wellington aircraft with Marconi equipment (50.05 by day, 48.05 by night). In air had 23 HF/DF contacts at base, 264 HF/DF contacts not at base, ten MF/DF fixes, Loop Bearings (numbers mixed), 13 messages received, 66 messages transmitted, 37 Flying Control Contacts, 29 Daily Inspections and completed three GEE fixes. "Above average. A keen and competent WOP, who has maintained a high standard throughout training."

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PUGH, F/L John Edwards, MC (C3059) - **Member, Order of the British Empire** - No.2 Recruiting Centre - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43

dated 15 January 1943. Born in Great Soughall, Chester, England, 29 April 1890, and educated there, 1896-1906. Joined Department of Indian Affairs, 1913. Served Canadian Expeditionary Force, 1914-1917 and in RFC and RAF, 1917-1918, flying FE2d (51 hours), Armstrong-Whitworths (165 hours) and DH.4s (218 hours); awarded MC, 22 June 1918 for services in No.25 Squadron. Postwar he returned to Indian Affairs; home at Cardston, Alberta. Joined RCAF at Calgary, 9 November 1940 with rank of Flying Officer in Administration Branch. To Trenton, 16 November 1940 for Administration Course. To Recruiting Centre, Edmonton, 20 December 1940 to be Interviewing Officer. Promoted Flight Lieutenant, 29 December 1941 when posted to No.2 Recruiting Centre, Calgary. Promoted Squadron Leader, 1 December 1942. To No.3 Recruiting Centre, Edmonton, 1 April 1944. To No.4 Training Command Headquarters, Calgary, 24 June 1944. Transferred to Class "E" Reserve, 17 August 1944 on return to duty at Blood Indian Reserve. Award presented by Governor general, 16 April 1943. Died in New Westminster, British Columbia, 28 May 1966 as per British Columbia Vital Statistics.

F/L J.E. Pugh, MC, has been engaged in recruiting duties in this Command for two years and for the past seven months has been Commanding Officer of a Recruiting Centre. During this time F/L Pugh has worked unusually hard and has cheerfully devoted all his time and energies to recruiting personnel for the RCAF. His efforts in creating and stimulating interest among the public has been notable, and as a result he has succeeded in filling the demands made on his Recruiting Centre in a most successful manner over a period of many months. The interests of the Service come first with Flight Lieutenant Pugh at all times. He is capable and efficient - a Commanding Officer who has the welfare of those serving under him at heart always.

Recommendation raised 4 November 1942 by A/C G.R. Howsam, No.4 Training Command; text essentially as above.

**Notes:** Interviewed at Calgary, 1 July 1940 by F/O R.H. Cowan who noted that although over-age, he came with a very favourable reputation as Indian Agent on the Blood Reserve.

His recruiting duties took him on Temporary Duty to many places such as Medicine Hat and Bow Lakes; several times he was recorded simply as being "mobile" and at least once in May 1943 he was at "Innis Jail, Alberta." Letter dated 22 April 1941, F/L H.E. Jones (Commanding Recruiting Centre, Edmonton) to Air Officer Commanding, No.4 Training Command (excerpt) reads:

This officer has been employed at this station since 24 December 1940 and in the past has been utilized as a Mobile Recruiting Officer, Attestation Officer, Administration Officer and has at times assumed temporary command of the station in the absence of the Commanding Officer. In all these duties his assiduousness has been commendable. He has good common sense, patience and personality. Moreover he exhibits a good grasp of Administration and could be

considered for promotion.

A memo dated 2 December 1941 (G/C H.P. Crabb to DPR) dealt with his posting from Edmonton to Calgary, noting: "Since it is highly desirable that there be an Interviewing Officer at Recruiting Centres with 'Wings' and since at present no officer other than the Commanding Officer at the Calgary Recruiting Centre is in possession of 'Wings', it is requested that F/O J.E. Pugh, C3059, be posted from the Edmonton Recruiting Centre to the Calgary Recruiting Centre."

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PULLAR, F/L William Stewart (J18049) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 22 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 1 February 1918 at Delia, Alberta; home there (truck driver, former member, Royal Canadian Artillery). Enlisted in Calgary, 19 December 1940 and posted to No.2 Manning Depot. To No.35 SFTS, Calgary (guard), 27 January 1941. To No.2 ITS, Regina, 17 March 1941; graduated and promoted LAC, 20 April 1941; posted next day to No.8 EFTS, Sea Island; graduated 9 June 1941 when posted to No.15 SFTS, Claresholm; graduated and promoted Sergeant, 20 August 1941. To "Y" Depot, Halifax, 22 August 1941. To RAF Trainee Pool, 14 September 1941. Taken on strength of No.3 PRC, 29 September 1941. To No.22 OTU, 28 October 1941. Promoted Flight Sergeant, 20 February 1942. To No.21 OTU, 21 April 1942. To Middle East Command, 24 May 1942. To No.40 Squadron, 26 June 1942. Promoted Warrant Officer, Second Class, 20 August 1942. To No.23 Personnel Transit Camp, 20 October 1942. To Home Establishment, 22 November 1942. To No.2 Personnel Despatch Camp, 23 November 1942. Promoted Warrant Officer, First Class, 1 January 1943. To No.22 OTU, 31 January 1943. Attached (dates uncertain) to No.3 Flying Instructor School but around 14 April 1943. Commissioned 26 June 1943. Promoted Flying Officer, 28 December 1943. To No.61 Base, 18 January 1944. Attached to No.1666 Conversion Unit, 27 January to 15 February 1944 (another document says No.1679). To No.408 Squadron, 1 March 1944. Promoted Flight Lieutenant, 16 May 1944. To Repatriation Depot, 10 July 1944. Embarked for Canada, 6 August 1944. Repatriated via Rockcliffe, 7 August 1944. He had already expressed a desire to return to Canada for transport flying. To No.168 Squadron, Rockcliffe, 19 September 1944. To Lachine, 1 November 1944. To RCAF Headquarters Overseas, 2 November 1944. To No.437 Squadron, 3 November 1944. Lost 15 December 1944 when a Fortress of No.168 (HT) Squadron disappeared. Medal presented to his mother, 1 December 1948.

Flight Lieutenant Pullar is a keen and efficient captain whose example of courage and resolution has been well reflected in the fine fighting spirit of his crew. He has attacked many heavily defended targets and his successes are an excellent tribute to his ability and tenacity. He has set a fine example to all.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600) has original recommendation by W/C R.A. McLernon, drafted 2 July 1944 when he had flown 58 sorties (36 on first tour, 22 on second tour - the latter comprising 109 hours eight minutes); no sortie list but text



as follows:

Flight Lieutenant Pullar has completed 58 operational sorties against the enemy. His first tour was carried out in the Middle East Command, and during it he proved himself to be an exceptionally keen and capable captain. His second tour of operations was carried out in the European theatre of war.

During his second tour Flight Lieutenant Pullar completed many operational sorties against the most heavily defended targets in Germany including Essen, Nuremberg, Friedrichshafen and Karlsruhe. Against all targets he has shown exceptional qualities of operational aggressiveness.

This fine offensive spirit was typified by an attack on Coutrance, shortly after D Day when the accuracy of every bomb dropped counted so much. Flight Lieutenant Pullar, knowing the importance of destroying the objective, although the glow of markers was plainly visible through a low lying layer of cloud, descended to 1,000 feet regardless of the danger of heavy light flak and bombed with extreme accuracy, unobstructed by any cloud.

This pluck and determination in the face of the enemy have set a splendid example to the whole squadron. Therefore I recommend that he be awarded an immediate Distinguished Flying Cross.

**Circumstances of Death:** Aircraft was last heard of at 0318 GMT, 35.30 West or about 390 miles from French Morocco, heading west. Immediately it was considered overdue, search aircraft were despatched by no trace was found.

**Accident:** Involved in accident, 1030 hours, 15 July 1943 at No.22 OTU (Wellington HF812) during a formation flying exercise. Damaged category "E" (write-off). Crew were R77774 Warrant Officer W.S. Pullar (captain and instructor), R128764 Sergeant A.B. Wilson (pilot), R145981 Sergeant L.G. Riley (navigator), R128484 Sergeant D.M. Gourlay (bomb aimer), 1332948 Sergeant J.N. MacDonald (WOP/AG) and 1554133 Sergeant T. Rennie (air gunner). No injuries. At the time he was recorded as having flown 223 hours on type and 346 hours on all types. Pullar wrote, "Pupil pilot had flown for 45 minutes when I ordered him to change seats. While doing this aircraft swung to starboard and lost 200 feet. Suspected engine troubles and opened up both throttles but could only get 1,500 revs and plus ½ boost on starboard engine with full throttle and fully fine pitch. Checked petrol cocks and pulled up balance cock A. This made no difference. Indicated Air Speed had dropped and height approximately 600 feet. Feathered starboard prop and ordered crew to take up crash positions. Left port engine flat out but could not maintain height so headed for a field but did not lower undercarriage as high tension cables were in my path and only just cleared them with undercarriage up."

A further report by the Wing Commander in charge of Training Wing, No.22 OTU, dated 17 July 1943, stated:

A. Accident occurred whilst carrying out formation flying by day.

B. Failure of starboard engine.

C. Whilst carrying out formation flying at height of 800 feet owing to cloud base of 1,000 feet, screened captain decided that after 45 minutes pupil should be rested and he told him to change seats. During the change over the aircraft was felt to swing to starboard and commenced to lose height. Screened captain once in the pilot's seat checked switches, petrol cocks, revs and boost, and finally pulled the balance cock A, but engine did not pick up. As the speed of the formation was 130 m.p.h., by the time the screened captain had settled himself in the pilot's seat, speed had dropped and owing to low altitude he did not deem it safe to put nose down in order to regain aircraft flying speed. Starboard prop was feathered and a crash landing was carried out in a field. Undercarriage was not lowered as high tension cables on top of a hill was in the path of the aircraft, which only just cleared them with the undercarriage up. I do not recommend any action against this pilot.

**Notes:** Application for Operational Wing, 8 December 1943, stated he had flown 36 sorties (258 operational hours) with No.40 Squadron, 22 May to 11 October 1942.

Application for Bar to Operational Wing drafted 28 June 1944 noted that he had flown 22 sorties (108 hours 55 minutes) with No.408 Squadron, 7 March to 23 June 1944 and listed the following sorties:

7 March 1944 - Le Mans (4.55)  
25 March 1944 - Aulnoyes (5.20)  
26 March 1944 - Essen (5.30)  
30 March 1944 - Nuremberg (7.25)  
10 April 1944 - Lyon (4.40)  
20 April 1944 - Cologne (5.50)  
22 April 1944 - Dusseldorf (5.05)  
24 April 1944 - Karlsruhe (6.25)  
27 April 1944 - Friedrichshafen (8.15)  
8 May 1944 - St. Pierre (4.10)  
10 May 1944 - Ghent (3.40)  
11 May 1944 - Boulogne (3.10)  
22 May 1944 - target not stated (4.25)  
5 June 1944 - Longues (4.35)  
6 June 1944 - Coutance (5.55)

8 June 1944 - Medenne (6.45)  
12 June 1944 - Cambrai (4.30)  
14 June 1944 - St. Pol (3.55)  
15 June 1944 - target not stated (3.25)  
16 June 1944 - Sterkrade (4.30)  
21 June 1944 - St. Martin (3.55)  
23 June 1944 - Bientique (3.50)

Upon repatriation (11 July 1944) he filed a form stating he had flown Oxfords (71.45), Wellingtons (787.55), Halifax (20.05), Lancaster (167.40), Martinet (20.00) and Defiant (50 minutes). Two operational tours totaling 58 sorties (366.20 operational hours) and one non-operational tour.

### **Assessments:**

While on staff at No.22 OTU he took a recategorization course at Flying Instructor School (95 minutes on Wellington). Assessed on 2 September 1943 by S/L Ewart V. Asplin who wrote, "A very conscientious type of instructor who has recently been promoted [word missing]. He gave detailed explanations of exercises without being boring and demonstrated them in a most convincing manner. His Flight Commander reported him hard working and most reliable, a report which seemed justified throughout the test. I recommend that P/O Pullar be recategorised to 'Q' Category." He was reported as having flown about 840 hours, 200 instructional.

Assessed 15 January 1944 by G/C J.K.M. Cooke, No.22 OTU, noting he had reported 26 June 1943. "This officer overcame his earlier dislike of his job in a most commendable manner and proved himself a keen and capable instructor."

Assessed 15 July 1944 by S/L F.H. Hales who noted he had flown 367 hours, 108.55 in previous six months. "Exceptionally good pilot and an asset to any unit."

**Training:** Interviewed by F/O E.J. Christie, Calgary Recruiting Centre, 23 September 1940 who wrote, "Fine type of boy. Healthy and good build. Clean, neat, mature and very pleasant. OK any position of aircrew. Recommend pilot."

Course at No.2 ITS was 17 March to 10 April 1941. Courses in Mathematics (78/100), Armament, practical and oral (63/100), Signals (95/100), Hygiene and Sanitation (29/40), Drill (74/100) and Law and Discipline (47/60). Scored 65 in Visual Link. Ranked 40<sup>th</sup> in a class of 72. "Former truck driver; appears average on alertness and determination. May be restless and self-conscious. Has been moderately active in sports. Approximately four months Non-Permanent Active Militia."

Course at No.8 EFTS was 22 April to 9 June 1941. Flew Tiger Moth aircraft (21.15 dual, 30.10 solo plus 6.05 on instrument flying. Logged ten hours in Link. Graded "average" in flying tests. Ground school courses were Airmanship (125/200), Airframes (69/100), Aero Engines (80/100), Signals,

practical (78/100), Theory of Flight (64/100), Air Navigation (150/200), Armament, oral (149/200). Qualities as officer deemed to be 90/200; not suitable for a commission. Placed 26<sup>th</sup> in a class of 27. "Conduct excellent. Average ability in flying and ground school subjects. Should make a good Service pilot with more experience."

Course at No.15 SFTS was 9 June to 20 August 1941. Flew Anson aircraft (48.30 day dual, 34.50 day solo, 3.15 night dual, 7.45 night solo. Of this 20.35 on instruments. Also logged 20 hours in Link. "This pilot has lots of ability but is careless at times thus spoiling his complete competence." Ground school courses in Airmanship and Maintenance (133/200), Armament, written (81/100), Armament, practical (76/100), Navigation and Meteorology (121/200), Signals, written (81/100), and Signals, practical (42/50). "Slow in Ground School, average ability, not exacting in Ground School, tends to let things slide." In Armament Air Exercises (done only in twin-engine schools) he was graded in "Wind Speed and Direction Finding" (average) and "Straight Runs Over as Pilot" (average).

At No.22 OTU (28 October 1941 to 29 April 1942) logged 4.45 day dual as first pilot, 23.35 as second pilot by day, 15.55 as captain by day; 2.30 night dual, 5.50 as second pilot by night, and 8.40 as captain by night; of these times, one hour was instrument flying. Also logged 14 hours in Link. Marked as "average" in all flying tests (Natural Aptitude, Skill in Landing, Airmanship, Cockpit Drill, Instrument Flying, Night Flying, Map Reading and Flying for Bombing). The following points were noted under "Distinctive Qualities":

**Persistence:** Does he keep on trying or is he easily discouraged ? ("Average")

**Sense of Responsibility:** Has he common sense or is he over-confident ? ("Average")

**Endurance:** Does he put up a consistently satisfactory performance under conditions of strain ? ("Average")

**Leadership:** Has he taken the lead in any activities ? Would he make a good captain of aircraft or Flight leader ? ("Average".)

**Method:** Does he work systematically to a plan ? ("Average")

**Deliberation:** Does he act decisively for reasons or on impulse ? ("Average")

**Initiative:** Does he want to try things on his own ? ("Average").

**Dash:** Is he quick and decisive in action ? ("Average").

**Distribution of Attention:** Does he find it difficult to do more than one thing at a time ? ("Average")

**Self-Control:** Does he get flustered ? ("Average")

**General Assessment of Suitability as Operational Pilot:** ("Average")

A further course at No.22 prepared him for his second operational tour. This was 14 December 1943 to 18 January 1944. No ground school, but took air tests: General Flying (350/400), Applied Flying (175/200), Instrument Flying (200/250), Night Flying (100/100) and Link (40/50). Leadership assessed as 80/100. Flew Wellingtons (all as captain), 18.35 day and 35.10 night. Of this, 22.10 on instruments. During the course he flew three daylight cross-country and five night cross-country exercises. Two BULLSEYE and three Fighter Affiliation exercises. "An ex-instructor at this unit, and an experienced operational pilot, who has completed one tour of operations Middle East. His flying ability has left nothing to be desired. As an instructor he has been above the average. Has always shown much initiative and drive, and has commanded respect from ground staff and pupils, both as a pilot and as an officer. As soon as he was allocated a crew he put all his energy into making a keen and first class crew."

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PURA, Corporal Paul (R80129) - **Mention in Despatches** - No.427 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 14 September 1914 in Winnipeg; attended St. John's Technical High School and University of Manitoba. Enlisted in Winnipeg, 29 October 1940 as Wireless Electrical Mechanic with rank of LAC. To Embarkation Depot, 24 January 1941. Date of posting overseas uncertain. Promoted Corporal, 20 September 1941. Promoted Sergeant, 1 October 1942. Repatriated 23 March 1945. To No.2 Air Command, 3 April 1945. To No.6 Release Centre, 28 May 1945. Discharged 29 May 1945. Returned to Manitoba and married Rose P. Dressler (1914-1987) on 22 September 1945. The couple had four children. He continued his career in education and was Teaching-Principal at Steeprock School (?-1950) and Whytewold Beach School (1950-1952). He was then Principal of Woodhaven School (1952-1964), Birchwood School (1960-1964), Assiniboine School (1964-1965), and Britannia School (1966-1979) in the St. James School Division. He also served as President of the St. James chapter of the Manitoba Teachers' Society. He died at the St. Boniface Hospital on 25 February 1999. DHist file 181.009 D.2617 (RG.24 Vol.20627) has recommendation dated 16 July 1943. (NOTE: documents spell the name as "Pura" and "Purna".

Corporal Pura has carried out his duties with such zeal and enthusiasm that he has contributed to a great extent to the success of Signals Sections of 427 Squadron. At all times his work has been outstanding, and his stamina and devotion to duty during particularly busy periods have encouraged and heartened other members of the squadron.

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PURCELLO, F/L William Michael (C22330) - **Air Force Cross** - No.2 FIS - Award effective 21 April 1945 as per **London Gazette** dated 24 April 1945 and AFRO 802/45 dated 11 May 1945. Born 2 April 1913. Home in Rossland, British Columbia. Enlisted in Vancouver, 8 October 1940 as Elementary Flying Instructor. To Trenton, 26 October 1940. Granted rank of Sergeant, 16 December 1940 and posted to No.16 EFTS. Granted Leave Without Pay until 13 June 1942 when restored to active service list, still at No.16 EFTS. To No.15 EFTS, 31 July 1942. Commissioned 8 December 1942. Promoted Flying Officer, 8 January 1943. To No.34 EFTS, 31 December 1943. To No.2 Flying Instructor School, 25 March 1944. Promoted Flight Lieutenant, 1 October 1944. To No.301 Communications Unit, 23 December 1944. To No.6 OTU, 27 April 1945. To "Y" Depot, 21 August 1945. To United Kingdom, 5 September 1945. Repatriated 17 June 1946. Retired 5 August 1946, Medal presented 10 October 1947. As of award had flown 3,600 hours, 2,900 as instructor, 800 in previous six months.

This officer has almost 3,000 instructional hours to his credit. The zeal and energy displayed towards his flying duties have been outstanding. He has shown endless perseverance both to his pupils and brother officers alike and he has set an example in accordance with the best traditions of the service. By his splendid devotion to duty this officer has made a valuable contribution to the success of the British Commonwealth Air Training Plan.

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PURKIS, F/O Robert Sydney (J38089) - **Distinguished Flying Cross** - No.437 Squadron - Award effective 8 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born 15 November 1924; home in Salmon Arm, British Columbia (creamery hand); enlisted Vancouver 17 November 1942 and posted to No.3 Manning Depot. To No.10 Repair Depot, 5 February 1943. To No.4 ITS, 6 March 1943; graduated and promoted LAC, 14 May 1943 but not posted to No.5 EFTS until 29 May 1943; graduated 23 July 1943 and posted next day to No.3 SFTS; graduated and commissioned 12 November 1943. To No.34 OTU, 26 November 1943. To "Y" Depot, Lachine, 8 April 1944. Taken on strength of No.3 PR, Bournemouth, 29 April 1944. Promoted Flying Officer, 12 May 1944. Repatriated 27 September 1945. Retired 13 November 1945. Became a doctor; spent 30 years at St. Paul's Hospital (Vancouver), which included being the founding Head of the Department of General Practice and the Head of the Department of Emergency Medicine. He was especially proud of his role in founding the CFPC Emergency Residency Training Program at St. Paul's. He loved to teach and was fondly remembered by many of his physician students to this day. Recipient of the 1998 Canadian Medical Association Honorary Membership award for physicians who "are humanitarians who have put into practice the aims and ideals of the medical profession". Died in Vancouver, 2 January 2018. Medal presented 29 May 1947. DHist file 181.009 D.4855 (RG.24 Vol.20657) has recommendation dated 1 April 1945 when he had flown 735 hours (240 in previous six months), 260 operational hours (40 sorties). Noted that he had "always flown as No.2 to the Squadron Commander, never failing to maintain

close formation despite the intensity of enemy opposition."

This officer has served in the squadron since its formation and he has displayed the highest standard of keenness and determination and has proved a most valuable asset. Flying Officer Purkis has taken part in several airborne operations and his skilful and devoted efforts contributed materially to the successes achieved.

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PURVES, F/L James Kent Blair (J4342) - **Distinguished Flying Cross** - No.21 Squadron - Award effective 19 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 17 March 1922 at Truro, Nova Scotia; home in Halifax (formerly in COTC while attending Dalhousie University). With Halifax Rifles Cadets where he was a noted marksman. Enlisted in Truro, 27 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 14 October 1940 when posted to No.9 EFTS; graduated 11 December 1940 when posted to No.5 SFTS; graduated and commissioned 12 March 1941). Posted to No.113 Squadron, 16 December 1941; attained rank of Flight Lieutenant, 12 March 1943. To "Y" Depot, 14 October 1943; taken on strength of No.3 PRC, 31 October 1943. Service in Middle East, Malta and Burma; witnessed D Day. Repatriated 8 July 1945. Retired 12 September 1945. Completed one year of pre-med and was accepted into Medicine at Dalhousie University. Graduating in 1951, he specialized in General Surgery under the mentorship of Dr. Alan Curry and Dr. Eddie Ross, leading to a long and successful career as a surgeon and associate professor of surgery at Dalhousie University that spanned 35 years. Rejoined RCAF Auxiliary as a pilot or medical officer, 1 May 1948 (151504); to No.426 Squadron, 1 June 1948. Reclassified as Medical Officer, 1 July 1951 with rank of Squadron Leader and assigned to No.4009 Medical Unit (Auxiliary). To Maritime Group Headquarters, 22 September 1951. Promoted Squadron Leader, 7 December 1953. Retired from Auxiliary, 31 July 1962. Died in Halifax, 14 June 2015. Award sent by registered mail 7 August 1949.

This officer has completed many sorties on his second tour of operational duty. In the course of his assignments he has attacked a wide range of targets including enemy airfields, shipping and transport and other objectives. He has displayed great skill and determination, setting an excellent example.

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PURVES, F/L Robert Windsor Victor (J35595) - **Distinguished Flying Cross** - No.153 Squadron - Award effective 4 December 1945 as per **London Gazette** of that date and AFRO/431 dated 8 August 1947. Born 2 June 1923 at Toronto; home there (student). Enlisted there, 28 September 1942. To No.6 ITS, 24 January 1943; graduated and promoted LAC, 2 April 1943. To No.20 EFTS, 3 April 1943. To No.1 SFTS, 29 May 1943; graduated and commissioned, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Promoted Flying Officer, 17 March 1944. Repatriated 5 August 1945. Retired 14 September 1945. Medal

presented in Toronto 30 November 1949, No citation other than "completed numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 3/8772 has recommendation dated 30 May 1945 when he had completed 30 sorties (179 hours 20 minutes) as follows:

30 October 1944 - Cologne  
4 December 1944 - Karlsruhe  
12 December 1944 - Essen  
17 December 1944 - Ulm  
22 December 1944 - Coblenz  
28 December 1944 - Bonn  
29 December 1944 - Gelsenkirchen  
31 December 1944 - Osterfeld  
2 January 1945 - Nuremburg  
16 January 1945 - Zeitz  
22 January 1945 - Duisburg  
3 February 1945 - Bottrop  
7 February 1945 - Cleve  
8 February 1945 - Politz  
1 March 1945 - Mannheim  
2 March 1945 - Cologne  
6 March 1945 - Chemnitz  
11 March 1945 - Essen  
13 March 1945 - Gelsenkirchen  
16 March 1945 - Nuremburg  
19 March 1945 - Hanau  
22 March 1945 - Hildesheim  
4 April 1945 - GARDENING  
22 April 1945 - Bremen  
25 April 1945 - Berchtesgaden  
29 April 1945 - MANNA (The Hague)  
1 May 1945 - MANNA (Rotterdam)  
3 May 1945 - MANNA (Rotterdam)  
7 May 1945 - MANNA (Rotterdam)  
8 May 1945 - MANNA (Rotterdam)

Flight Lieutenant Purves, a Canadian, has carried out thirty sorties during his operational tour as pilot and captain of aircraft. Many of these sorties were attacks on very distant and heavily defended targets in Germany, such as Nuremburg, Chemnitz and Berchtesgaden. At all times Flight Lieutenant Purves has proven himself to be an excellent captain of aircraft on operations, filling his crew with a confidence in his own abilities and setting a most gallant example to them for



enthusiasm and fearlessness in the face of heavy opposition.

His skill as a pilot is of high order, and his cheerful enthusiastic manner has infused not only his crew but has had a marked effect on Maintenance personnel.

I submit that the great service performed by this officer and the sterling qualities he has displayed would be suitably recognised by the award of the Distinguished Flying Cross.

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PUSKAS, P/O Stephen (J86956) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 24 June 1922 in Czechoslovakia; home in Hamilton, Ontario; enlisted there 19 January 1942. To No.1 Manning Depot, 5 February 1942. To No.5SFTS (guard), 28 March 1942. To No.6 ITS, 6 June 1942; graduated and promoted LAC, 31 July 1942 but not posted to No.9 EFTS until 15 August 1942; may have graduated 9 October 1942 but not posted to No.5 SFTS until 24 October 1942; graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, 2 April 1943. To RAF overseas, 15 May 1943. Promoted Flight Sergeant, 19 September 1943. Commissioned 16 May 1944. Promoted Flying Officer, 16 November 1944. Repatriated 1 February 1945. To No.1 Air Command, 13 February 1945. To No.1 WS, 19 March 1945. To No.4 Release Centre, 12 June 1945. Retired 15 June 1945. Taken on strength as a Chipmunk Instructor, Hamilton, 1 November 1950 (131493) in rank of Flying Officer; transferred to Reserve, 10 January 1953. Living in Waterdown, Ontario at the time. Medal presented in Hamilton 27 July 1949. Died 17 July 2000 in Waterdown, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2000. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 19 August 1944 when he had flown 38 sorties (191 hours 30 minutes) from 15 February to 15 August 1944.

This officer has completed a notable tour of thirty-eight attacks on enemy targets, including attacks on such heavily defended targets as Berlin, Leipzig, Stuttgart, Karlsruhe and Dusseldorf. Throughout his tour he has shown a keen offensive spirit and a great desire to come to grips with the enemy. he has been an outstanding captain of aircraft and has encouraged and trained his crew so that they have invariably carried out their duties satisfactorily...

The sortie list was as follows:

15 February 1944 - Berlin (7.25)

19 February 1944 - Leipzig (4.40, abortive sortie)

15 March 1944 - Stuttgart (7.10)  
25 March 1944 - Aulnoye (5.35)  
26 March 1944 - Essen (5.00)  
9 April 1944 - Villeneuve St. George (6.05)  
10 April 1944 - Ghent (3.55)  
18 April 1944 - Le Bourget (5.00)  
20 April 1944 - Lens (5.00)  
22 April 1944 - Dusseldorf (5.05)  
24 April 1944 - Karlsruhe (6.50)  
10 May 1944 - Ghent (4.10)  
11 May 1944 - Boulogne (2.55, abortive sortie)  
12 May 1944 - Louvain (4.45)  
19 May 1944 - Le Clipon (4.00)  
22 May 1944 - Le Mans (5.00)  
24 May 1944 - Aachen (4.25)  
27 May 1944 - Bourg Leopold (5.35)  
31 May 1944 - Au Fevre (4.30)  
4 June 1944 - Calais (3.25)  
5 June 1944 - Merville (4.45)  
14 June 1944 - Cambrai (4.00)  
15 June 1944 - Boulogne (3.55)  
16 June 1944 - Sautrecourt (3.50)  
21 June 1944 - Ousimont (4.25)  
25 June 1944 - Gorenflos (4.05)  
25 June 1944 - Wizernes (3.55)  
28 June 1944 - Metz (6.40)  
4 July 1944 - Villeneuve St. George (5.55)  
6 July 1944 - Siracourt (3.50)  
18 July 1944 - Mandeville (4.10)  
28 July 1944 - Hamburg (5.10)  
31 July 1944 - Conquereaux (4.15)  
3 August 1944 - Foret de Nieppe (4.10)  
4 August 1944 - Bois de Casson (4.30)  
5 August 1944 - St. Leu d' Esserant (4.55)  
7 August 1944 - La Hogue (3.40)  
9 August 1944 - La Neuville (3.45)  
13 August 1944 - Aisy (4.25)  
15 August 1944 - La Rochelle (6.40)

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PUTERBOUGH, F/L Carl Cooper (J21296) - **Distinguished Flying Cross** - No.214 Squadron - Award

effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 20 February 1919; home in Norland, Ontario (carpenter, truck driver); enlisted Toronto 24 February 1941. To No.1 Manning Depot, 14 March 1941. To "elsewhere", 10 April 1941. Posted to No.1 ITS, 27 May 1941; graduated, promoted LAC and posted to No.9 EFTS on 3 July 1941. To No.5 SFTS, 1 September 1941. Graduated 21 November 1941 and promoted Sergeant. To Trenton on 22 November 1941 and Rockcliffe on 17 February 1942. To Station Mountain View, 23 April 1942. Promoted Flight Sergeant, 31 May 1942. Commissioned 13 November 1942. To "Y" Depot, Halifax, 23 November 1942. To RAF overseas, 22 December 1942. Promoted Flying Officer, 31 May 1943. Promoted Flight Lieutenant, 1 October 1944. Repatriated to Canada, 22 January 1945. To No.1 Air Command, 2 February 1945. To No.1 SFTS, 5 March 1945. To Composite Training School, 5 April 1945. To No.4 Release Centre, 25 August 1945. Released 30 August 1945. Medal presented 22 June 1949. Died 10 May 1999 in Uxbridge, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1999. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Office Air 2/8881 has recommendation dated 17 September 1944 when he had flown 27 sorties (132 hours), 27 June 1943 to 10 September 1944.

\* denotes mission as "Special Duties", not further defined

27 August 1943 - Nuremburg (7.50)  
 27 June 1943 - NICKLING, Paris (4.15)  
 15 September 1943 - Montlucon (6.15)  
 21 September 1943 - GARDENING, Frisians (3.30)  
 22 September 1943 - Hanover (5.00)  
 17 October 1943 - GARDENING, Bay of Biscay (4.20)  
 24 October 1943 - GARDENING, Frisians (4.00)  
 19 November 1943 - Leverkusen (4.30)  
 30 November 1943 - GARDENING, San Sebastian (9.00)

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4 January 1944 - France (3.15)\*  
 20 April 1944 - Brussels (3.00)\*  
 30 April 1944 - France (3.30)\*  
 7 May 1944 - Tours (5.15)\*  
 19 May 1944 - Tours (5.10)\*  
 31 May 1944 - Saumar (5.25)\*  
 17 June 1944 - Aulnoye (3.30)\*  
 12 July 1944 - Culmont-Chalindray (8.00)\*  
 23 July 1944 - Kiel (4.30)\*  
 25 July 1944 - Ruhr (3.00)\*  
 29 July 1944 - Patrol (2.15)\*  
 8 August 1944 - Patrol (4.10)\*

12 August 1944 - Brunswick (5.00)\*  
16 August 1944 - Kiel (4.30)\*  
26 August 1944 - Patrol (4.15)\*  
27 August 1944 - Patrol (4.25)\*  
29 August 1944 - Stettin (8.45)\*  
10 September 1944 - Patrol (4.45)\*

This pilot and captain of aircraft has completed twenty-seven operational sorties, attacking a variety of targets in enemy and occupied territory. On one occasion, due to intensive evasive action, his aircraft was found to be in an upside down position; by coolness and fine control he righted his aircraft and returned to base safely.

He has throughout his tour shown a high standard of flying ability and determination always to complete the operation ordered.

NOTE: To the above, on 18 September 1944, the station commander adds:

A captain of aircraft who has displayed much determination and outstanding flying ability throughout his tour of operations. An excellent leader who has always inspired confidence, completing his missions to schedule in a most exemplary manner.

RCAF Press Release No. 8321 dated 18 January 1945 from F/O George Sinclair reads:

WITH RCAF IN BRITAIN: - The RAF's heaviest bomber, the four-engined Stirling, makes a very poor glider, according to F/L C.C. Puterbough, DFC., Norland, Ontario.

Over Nuremburg, the Stirling Puterbough was piloting was attacked by three German fighters at once. Cannon shells and machine-gun bullets made a sieve of the bomber in a few seconds and all four engines cut out at once. "We dropped like a bomb", declared Puterbough. "For many seconds, there wasn't a cough from any of the engines and the silence from the engines was really frightening." At only 900 feet above the ground, two engines picked up, and by straining them, Puterbough coaxed the big bomber up to 2500 feet, expecting to have to bail out. Then, he managed to get a third engine running and safely reach Britain, despite the loss of part of the wing, tail-plane and rudder from the fighters shells.

F/L Puterbough was awarded the DFC for his work on secret missions carried out in Stirlings and Fortresses of the R.A.F. Now, at an RCAF Repatriation Depot on his way home, he hopes to continue flying with the Air Force.

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PYNE, FS Dermot Ronald (R210040) - **Distinguished Flying Medal** - No.405 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 5 June 1925 in Winnipeg; home there (student); enlisted there 8 December 1942 and granted leave without pay. To No.2 Manning Depot, 10 May 1943. To No.4 WS, 27 May 1943. To No.2 Air Gunner Ground Training School, 20 July 1943. Promoted LAC, 2 October 1943. To No.3 BGS, 5 October 1943. Promoted Sergeant, 12 November 1943. To "Y" Depot, Halifax, 26 November 1943. Taken on strength of No.3 PRC, Bournemouth, 13 December 1943. Repatriated to Canada, 1 June 1945. Released 14 October 1945. Medal presented 14 May 1948. See his article, "A Night on the Ruhr", **Airforce**, December 1983. Died 30 April 2004 in Richmond, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2004. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9070 has recommendation dated 20 February 1945 when he had flown 46 sorties (218 hours ten minutes), 20 April 1944 to 14 February 1945.

\* denotes counted as one-third of a sortie

20 April 1944 - Lens (4.40)\*  
24 April 1944 - Karlsruhe (5.50)  
26 April 1944 - Essen (5.15)  
27 April 1944 - Aulnoye (4.45)\*  
30 April 1944 - Le Mans (4.40)\*  
1 May 1944 - St.Ghislain (4.45)  
9 May 1944 - Haine St.Pierre (4.10)  
10 May 1944 - Ghent (4.20)  
27 May 1944 - Bourg Leopold (4.15)  
31 May 1944 - Au Fevre (4.20)  
2 June 1944 - Neuf Chatel (3.25)  
6 June 1944 - Coutrances (4.30)  
7 June 1944 - Acheres (5.05)  
9 June 1944 - Le Mans (5.50)  
14 June 1944 - St.Pol (4.00)  
15 June 1944 - Boulogne (3.40)  
17 June 1944 - Oisemont-Nouvelle-au-Bois (4.10)  
21 June 1944 - St.Martin (4.10)  
24 June 1944 - Bamieres (3.50)  
27 June 1944 - Foret d'Eawy (4.50)  
4 July 1944 - Biennais (4.10)  
6 July 1944 - Biennais (3.30)  
17 July 1944 - Caen (4.20)  
18 July 1944 - Cologne (5.20)

20 July 1944 - Ferme du Forrestal (4.05)  
24 July 1944 - Ferfay (3.30)  
25 July 1944 - Stuttgart (1.45), DNCO  
14 August 1944 - TRACTABLE (2.35)  
15 August 1944 - Melsbroeck (4.35)  
16 August 1944 - Kiel (8.05)  
26 August 1944 - Kiel (5.30)  
29 August 1944 - Stettin (8.15)  
20 September 1944 - Calais (2.00)  
5 October 1944 - Saarbrucken (4.40)  
14 October 1944 - Duisburg (3.25)  
15 October 1944 - Wilhelmshaven (4.00)  
19 October 1944 - Stuttgart (5.10)  
9 November 1944 - Wanne Eickel (3.45)  
18 November 1944 - Munster (3.45)  
20 November 1944 - Koblenz (4.25)  
21 November 1944 - Aschaffenburg (5.00)  
27 November 1944 - Freiburg (5.40)  
2 December 1944 - Hagen (5.40)  
4 December 1944 - Urft Dam (5.00)  
6 December 1944 - Merseburg (6.25)  
28 January 1945 - Stuttgart (5.25)  
8 February 1945 - Politz (7.45)  
13 February 1945 - Dresden (7.30)  
14 February 1945 - Chemnitz (7.00)

Flight Sergeant Pyne is a capable and efficient Air Gunner who has completed many operational attacks on such strongly fortified enemy targets as Stuttgart, Hannover, Dortmund and Mannheim. On all these missions this Air Gunner has shown courage and devotion to duty of the highest order. His ability and personality have made him a very valuable crew member.

Strongly recommended for the non-immediate award of the Distinguished Flying Medal.

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