

QUALLE, Sergeant Richard Edward (R181818, later J91165) - **Distinguished Flying Medal** - No.427 Squadron - Award effective 31 January 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. Born in Beverley, Saskatchewan, 8 November 1920; home there (farmer; student in Agriculture at University of Saskatchewan); enlisted in Regina, 27 August 1942. To No.2 Manning Depot, 28 September 1942. To No.7 BGS, 14 November 1942. To No.23 Pre-Aircrew Education Detachment, 21 March 1943. To No.1 Air Gunner Ground Training School 16 April 1943. Promoted LAC and posted to No.9 BGS, 29 May 1943; graduated and promoted Sergeant, 23 July 1943. Posted that date to "Y" Depot. To United Kingdom, 2 August 1943. Commissioned 25 October 1944. Promoted Flying Officer, 25 April 1945. Repatriated 13 August 1945. Retired 1 October 1945. Continued farming after the war at Beverley, moving to Swift Current, Saskatchewan in 1964. Died in Swift Current, 9 September 2012. Award presented by King George VI on 11 August 1944. RCAF photo PL-32608 (ex UK-13710) taken during visit by King George to No.6 Group. See also entry for Alexander Clibbery.

This airman was the mid-upper gunner of an aircraft detailed to attack Magdeburg one night in January 1944. While over the target area the aircraft was attacked by a fighter. Sergeant Qualle sustained many cuts by flying splinters when the glass surrounding his turret was shattered by bullets, which also put one of his guns out of action. Although dazzled by searchlights, Sergeant Qualle coolly brought his remaining guns to bear on the attacker which was seen to burst into flames. Despite intense cold and the lack of oxygen he refused to leave his turret throughout the homeward flight. On his first operational flight this airman displayed determination, fortitude and devotion to duty of a high order.

Another version of this is in DHH file 181.009 D.1729 (Library and Archives Canada RG.24 Volume 20607:

Sergeant Qualle was the mid-upper gunner of an aircraft detailed to attack Magdeburg on the night of 21st January 1944. While this aircraft was making its bombing run it was attacked by an enemy fighter rendering the inner communication and oxygen systems unserviceable and at the same time shooting away one of Sergeant Qualle's guns and shattering all the perspex in the turret. Despite being dazzled by searchlights, cut by perspex, this gunner brought his guns to bear on the enemy fighter which was seen to burst into flames. Despite intense cold and the lack of oxygen during the return journey, Sergeant Qualle stuck to his post.

This gunner's fortitude and skilful handling of his guns under most trying conditions was instrumental in the successful completion of this sortie.

Note: The website "Lost Bombers" provides details of a crash in which he was involved. Halifax

LV086 (ZL-V), 10/11 May 1944, target Ghent. Airborne at 2130 hours, 10 May 1944 from Leeming, tasked to bomb the railway installations. Bombed the target from 10,600 feet at 2350. Homebound, badly shot about by a night-fighter. Diverted to, and crash-landed at 0100 at Woodbridge, where the Halifax was assessed as beyond economical repair. Crew consisted of WO2 A.R. Clibbery, DFM, RCAF, Sergeant R.E. Quaille, DFM, RCAF, Sergeant H.Pratt, Flight Officer R.E.Morrison, USAAF, Warrant Officer W.N.Nash, RCAF, Warrant Officer J.D.Jardine, RCAF and Sergeant B.L.Martin, RCAF.

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QUARNSTROM, F/O Roland Gustaf (J36386) - **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 8 August 1914 in McKees Port, Pennsylvania. Educated at Cherry Grove, Alberta, 1921-1924, Victoria and Winnipeg, 1924-1929, Collegiate Institute, 1929-1932, and United College, 1937-1940. Taught in Scandinavia, Manitoba, 1934-1936, Minnedosa, Manitoba, 1936-1937, and Altamont, Manikins, 1940-1942. Have his home as Norquay, Saskatchewan (teacher and principal); enlisted in Winnipeg, 27 October 1942 and posted to No.2 Manning Depot. To No.2 BGS (guard), 7 December 1942. To No.2 ITS, 20 February 1943; graduated and promoted LAC, 1 May 1943; to No.2 Air Gunner Ground Training School, 4 May 1943; to No.7 AOS, 15 May 1943; graduated and commissioned, 1 October 1943. To "Y" Depot, 15 October 1943. Embarked from Canada, 22 October 1943; disembarked in Britain 30 October 1943. To No.10 (Observer AFU, 22 February 1944. Promoted Flying Officer, 1 April 1944. To No.22 OTU, 4 April 1944. To No.61 Base, 6 July 1944. Attached to No.1666 Conversion Unit, 6 Buy to 31 August `1944. To No.434 Squadron, 31 August 1944. Repatriated 14 May 1945. Retired 29 June 1945. Navigator to F/L C.T. Alger. Award presented 11 June 1949 in Winnipeg. Died in Winnipeg, 27 October 1989. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.9 Vol.20612) has recommendation dated 17 April 1945 when he had completed 31 sorties (215 hours 30 minutes), 20 September 1944 to 24 March 1945.

This navigator has successfully completed a tour of thirty-one operational sorties against the enemy. At all times he displayed an abundant knowledge of practical operational navigation and guided his aircraft to many heavily defended targets such as Munich, Zoitz, Hannover, Merseberg, and the industrial Valley of the Ruhr. His determination and skill throughout have been an inspiration to all.

The sortie list was as follows:

20 September 1944 - Calais (3.45)
6 October 1944 - Dortmund (6.45)
9 October 1944 - Bochum (5.55)
14 October 1944 - Duisburg (5.25)
23 October 1944 - Essen (5.25)

28 October 1944 - Cologne (6.10)
30 October 1944 - Cologne (6.05)
2 November 1944 - Dusseldorf (5.50)
4 November 1944 - Bochum (5.35)
6 November 1944 - Gelsenkirchen (5.00)
2 December 1944 - Hagen (7.30)
18 December 1944 - Duisburg (6.10)
5 January 1945 - Hanover (5.15)
6 January 1945 - Hanau (7.00)
7 January 1945 - Munich (7.45)
14 January 1945 - Merseburg (8.50)
16 January 1945 - Zeitz (8.30)
28 January 1945 - Stuttgart (7.40)
2 February 1945 - Wiesbaden (6.25)
4 February 1945 - Bonn (6.30)
27 February 1945 - Mainz (7.10)
1 March 1945 - Mannheim (7.30)
2 March 1945 - Cologne (5.50)
5 March 1945 - Chemnitz (9.55)
7 March 1945 - Dessau (8.45)
11 March 1945 - Essen (6.00)
12 March 1945 - Dortmund (6.30)
13 March 1945 - Zweibrucken (6.50)
15 March 1945 - Hagen (7.05)
20 March 1945 - Heide (6.25)
24 March 1945 - Bottrop (6.00)

Notes: On repatriation form dated 7 May 1945 he stated he had flown 31 sorties (209 hours 20 minutes), the last on 24 March 1945 plus 219 hours 55 minutes non-operational. Types experienced were Anson (36.05), Wellington (81.55), Halifax II (44.10), Halifax III (90.35) and Lancaster X (176.30).

Application for Operational Wing dated 5 April 1945 stated he had flown 31 sorties (215 hours 30 minutes), 20 September 1944 to 24 March 1945.

Training: Course at No.2 ITS was 20 February to 30 April 1943. Courses in Mathematics (69/100), Armament (91/100), Signals (150/150), Anti-Gas (37/50), Meteorology (45/50), Aircraft Recognition (90/100), Drill (77/100), Law and Discipline (88/100), Navigation (124/150), and General Studies (82/100). Placed 14th in a class of 77. "This airman appeared rather nervous and reserved on his initial interview, but he seems to have overcome that to some extent. He has been applying himself well and is very enthusiastic about Navigation. He is very reliable and has been a good influence on the rest of the flight. With his education and teaching experience he should make a very good Navigator."

Course at No.7 AOS was 17 May to 1 October 1943. Anson aircraft (32.35 as first navigator by day, 28.40 as second navigator by day, 20/40 as first navigator by night, 16.10 as second navigator by night. Graded in Navigation air work by day (263/350), Navigation air work by night (135/200), Log Keeping (148/200), Reconnaissance (61/00), Photography air work (71/100), Meteorological Observations (44/50). Ground Work graded under Elements of Air Navigation (1500/200), Air Navigation Theory (154/200), Air Navigation Exercises (145/200), Meteorology (69/100), Signals, practical (93/100), Aircraft Recognition (43/50), Reconnaissance (44/50), Photography (43/50) and Armament (39/50). "Ground work has been better than average throughout. Final marks being well above average. Air work has been average with an improvement towards end of course. DF and Astro used with fair results," work fair."

Course at No.10 (Observer) AFU was 24 February to 3 April 1944. Anson aircraft - 18.50 as First Navigator by day, 17.15 as First Navigator by night. Aor Work graded as follows - Air Navigation, Day (71/100), Air Navigation, Night (76/100). Ground Work graded as follows - Air Navigation Exercises (80/100), Air Navigation Test (84/100). "Above average Navigator. Very keen waker in all subjects."

Course at No.22 OTU was 4 April to 6 July 1944. Flew 38.15 by day and 43.40 by night. This included two weeks in Ground School. Attended eight lectures in GEE and took part in 23 GEE ground exercises. Described as a "competent operator." Kept neat logs and good at track keeping.

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QUEALE, F/L Linton Wilson (J24216) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 23 September 1915 at Stranraer, Saskatchewan; educated and home in Victoria; enlisted in Victoria, 28 May 1937 as Standard Apprentice (Airframe Mechanic) Took course as Carpenter at Camp Borden, December 1937 to April 1938 and classified as Rigger. Promoted AC1, 28 May 1938 and posted to Station Vancouver. Promoted LAC, 1 July 1939. To No.6 (BR) Squadron, 15 July 1939. Promoted Corporal, 1 September 1939. Followed No.6 (BR) Squadron to Alliford Bay. Promoted Sergeant, 1 June 1940. To Patricia Bay, 23 January 1941. To No.111 (Fighter) Squadron that date. Promoted Flight Sergeant, 1 February 1941. To No.10 SFTS, Dauphin, 16 February 1941. To No.15 SFTS, Claresholm, 10 June 1941. Remustered for aircrew training. Posted to No.4 ITS, 5 July 1942, course commencing 20 July 1942; graduated 11 September 1942 and posted to No.1 BGS, 13 September 1942; graduated 6 November 1942 when posted to No.10 AOS; graduated and commissioned, 5 March 1943. To No.34 OTU, 20 March 1943. To "Y" Depot, 13 June 1943. To RAF Trainee Pool, 22 June 1943. Disembarked in Britain, 1 July 1943. To No.23 OTU, 17 August 1943. Promoted Flying Officer, 5 September 1943. To No.405 Squadron, 12 November 1943. Attached to Night Training Unit, 12-25 November 1943. Promoted Flight Lieutenant, 23 June 1944. Shot down (wounded), 8 September 1944 but evaded capture and appears to have been back in Britain by 11 September 1944. Repatriated via Rockcliffe, 16 October 1944. To No.168 (Heavy Transport) Squadron, 11 December 1944. To AFHQ, 19 July 1945. Remained in postwar

RCAF (2196), retaining rank of Flight Lieutenant. To No.14 (Photo) Squadron, 16 February 1947; subsequently on detached operations to Calgary. Unit became No.414 Squadron. Posted to No.1 Radio and Communications School, Clinton, 4 January 1948. To Air Armament School, Trenton, 13 September 1948. To No.426 Squadron, 6 January 1949. To Station Lachine, 26 July 1950. To No.426 Squadron, 20 November 1950 for service on Korean airlift. Promoted Squadron Leader, 1 June 1951. To Staff College, Toronto, 1 September 1951. To Tactical Air Group, Edmonton, 5 May 1952. To AFHQ, 9 July 1954. Promoted Wing Commander, 1 July 1955. To Air Material Command Headquarters, Ottawa, 30 November 1955 as Staff Officer, Postings and Careers. To No.1 Air Division, 14 February 1959. To SHAPE, Metz, 1 August 1959. To AFHQ, 4 August 1962 (Plans and Intelligence Directorate). Retired 4 May 1965. Died in Ottawa, 18 November 1985; also reported in British Columbia Vital Statistics as dying that date in Victoria. Survived by son living in Ottawa, Michael. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9276 has recommendation dated 22 June 1944 when he had flown 31 sorties (170 hours 15 minutes), 27 October 1943 to 15 June 1944.

* counted as 1/3 operation

27 October 1943 - NICKELLING, Paris (4.10)
20 December 1943 - Frankfurt (5.40)
24 December 1943 - Berlin (7.30)
29 December 1943 - Berlin (6.15)
2 January 1944 - Berlin (7.05)
3 January 1944 - Berlin (6.30)
6 January 1944 - Stettin (8.30)
21 January 1944 - Magdeburg (6.25)
27 January 1944 - Berlin (7.15)
29 January 1944 - Berlin (7.45)
15 February 1944 - Frankfurt (7.05)
25 February 1944 - Augsburg (6.55)
2 March 1944 - Stuttgart (6.55)
15 March 1944 - Stuttgart (6.40)
18 March 1944 - Frankfurt (4.35)
22 March 1944 - Frankfurt (5.20)
24 March 1944 - Berlin (6.50)
30 March 1944 - Nuremburg (6.50)
18 April 1944 - Tergnier (3.00)*
20 April 1944 - Lens (3.00)*
24 April 1944 - Karlsruhe (5.45)
27 April 1944 - Friedrichshafen (7.00)
9 May 1944 - Haine St.Pierre (2.35)
10 May 1944 - Ghent (2.35)
11 May 1944 - Boulogne (2.15)
19 May 1944 - Le Mans (4.00)

22 May 1944 - Le Mans (3.30)
27 May 1944 - Rennes (3.40)
28 May 1944 - Marduck (1.40)
11 June 1944 - Amiens (2.40)
12 June 1944 - Cambrai (2.45)
14 June 1944 - Tours (4.55)
15 June 1944 - Lens (2.40))

This officer is an exceptionally capable navigator who has completed 31 operational sorties against such heavily defended enemy targets as Berlin, Stettin and Frankfurt. He has invariably displayed coolness and courage of the highest order and by his exceptional skill and devotion to duty, has contributed in no small way to the general operational efficiency of his crew.

QUEALE, F/L Linton Wilson, DFC (J24216) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 293/45 dated 16 February 1945.

Since the award of the Distinguished Flying Cross, this officer has completed many vital sorties during which he has displayed admirable coolness under fire together with efficiency and determination of the highest order. In addition to his excellent operational record Flight Lieutenant Queale has largely assisted in the training of less experienced navigators. His consistent devotion to duty both in the air and on the ground has been most praiseworthy.

Notes: Upon repatriation he stated he had flown 70 hours 25 minutes in Wellingtons at No.23 OTU, twelve hours 40 minutes on Lancasters at Night Training Unit, and 321 hours 45 minutes on Lancasters with No.405 Squadron (231 hours 40 minutes on operations).

Selected Assessments: "In his work here this officer has shown an exceptional grasp of details connected with his duties and keenness in acquiring information for trans-Atlantic flying. Amiable, alert, competent." (W/C L.G. Fraser, No.168 Squadron, 27 December 1944).

"Without a doubt one of the most able officers of his rank in the Service. Intelligence and clear thinking mark every move this officer makes on the ground and in the air. As Detachment Commander he has blended a fine balance of good-fellowship with an enthusiastic desire to do the best job possible. This officer is an outstanding example of a fine all-round officer as required in the Service. Detachment Commander and senior navigator, Dakota aircraft vertical photo operations." (S/L R.F. Milne, No.414 Squadron, 22 September 1947).

“Flight Lieutenant Queale until recently was employed as Squadron Navigation Officer at this unit. He proved to be very energetic, organizing and administering a very efficient section.” (S/L H.A. Morrison, No.426 Squadron, 31 August 1950).

“Squadron Leader Queale has been employed as Staff Officer Organization at this Headquarters. One month after his arrival he was made responsible for setting up and administering RCAF Detachment Watson Lake for Exercise Nugget, the base for 17 Auxiliary Wing, 402 and 403 (FB) Squadrons and 2403 AC and W Unit. His performance was most satisfactory on this job and he well earned the unstinted praise bestowed by all Auxiliary formations based there. This officer is thorough but never to the point of losing grasp of the policy or principals involved. He is popular yet respected at all times both on and off duty. Squadron Leader Queale shows every evidence of a long and worthwhile career in the RCAF.” (G/C M.P. Martyn, Tactical Air Command, 1 September 1952).

“Squadron Leader Queale is an outstanding officer in all respects. His staff work has been above reproach, he has kept himself well abreast and in good practice in his trade as navigator, and he is a definite asset to any social gathering. He has recently been transferred from this Headquarters and both he and his wife are the type that will be greatly missed by all. I can think of no shortcomings that can be attached to the work of Squadron Leader Queale. He will do well in, and be a credit to, any position commensurate with his branch. This officer was the coordinator for the Presentation of the Queen’s Colour and the Colour of the RCAF to 1 TAC by Chief of the Air Staff on 18 June 1954. He carried out this complicated and onerous assignment with complete confidence with the result that the ceremony and related functions were an unqualified success.” (G/C G.G. Ruttan, Tactical Air Command, 1 September 1954).

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QUESNEL, Sergeant Joseph Herve Leonel (R136383, later C19661) - **Distinguished Flying Medal** - No.432 Squadron - Award effective 8 January 1944 as per **London Gazette** dated 25 January 1944 and AFRO 410/44 dated 25 February 1944. Born in Parry Sound, Ontario, 22 May 1921; home in Reading, Berkshire (lathe operator); enlisted in Toronto, 27 October 1941 for General Duties and posted to No.2 Manning Depot. To No.7 BGS, 14 November 1942. To “Y” Depot, 2 January 1942. To RAF overseas, 7 January 1942. Remustered to aircrew and trained No.7 AGS and No.22 OTU, with course at Driffield. Promoted Sergeant, 12 June 1943. Commissioned 17 January 1944. Promoted Flying Officer, 17 July 1944. Repatriated 9 March 1945. To No.16 SFTS, 25 April 1945. To No.2 School of Flying Control, 1 May 1945. To Western Air Command, 18 June 1945. To No.5 OTU, 22 June 1945. To No.9 Release Centre, 12 September 1945. Retired 19 September 1945. Award sent by registered mail, 22 November 1950.

As rear gunner Sergeant Quesnel has taken part in several sorties and has proved

himself to be a cool and reliable member of aircraft crew. During a sortie one night in October 1943, his aircraft was attacked by enemy fighters. In the engagement Sergeant Quesnel fought with great resolution and destroyed one of the attackers. On another occasion in November 1943, his aircraft was attacked three times by enemy fighters. His turret was rendered unserviceable but he coolly directed his pilot's combat manoeuvres and the attacker was evaded. This airman has set a very fine example.

DHH file 181.009 D.5557 (RG.24 Volume 20668) has original recommendation drafted 30 November 1943 when he had flown six sorties (29 hours 46 minutes) as follows:

This Non-Commissioned Officer on two occasions has shown a high degree of courage and coolness when in danger.

On the night of October 7th/8th when attacked by enemy fighters during a mining operation, he succeeded in destroying one and damaging another.

On the night of November 26/27th, when the aircraft in which he was rear gunner was attacked three times by several enemy fighters, by his cooperation with the pilot and coolness in giving his information, the attacks were evaded. Although his gun turret was temporarily unserviceable he continued to work it until it was serviceable again. This Non-Commissioned Officer has shown a high degree of courage and coolness, an excellent spirit of cooperation both in operations and in training, and an inspiring example of devotion to duty, and is recommended for the award of the Distinguished Flying Medal.

Combat report filed 9 October 1943 read:

On the night of 8-9th October 1943, while on a bombing trip to Hanover, Wellington aircraft "P", Serial No.LN.236, of No.432 Squadron had combat with an enemy aircraft identified as an FW.190 at a position 52 degrees 45"N 08 degrees 50'E at 0115 hours on a course of 103 degrees, speed 135 mph IAS. Visibility was good.

The enemy aircraft was sighted by the Rear Gunner, on the starboard quarters, slightly above at 200 yards. The Rear Gunner gave instructions to the Pilot for a diving turn to starboard and opened fire at the same time as fighter. The enemy aircraft was then at 100 yards range and tracers from the fighter passed to port. As soon as the Rear Gunner opened fire, the enemy broke away to port and was not seen again.

No damage was sustained by the Wellington and no strikes were observed on the enemy fighter. The rear gunner fired about 400 rounds with no stoppages.

The full crew on 26/27 November 1943 were Sergeant Peter W. Dennis (pilot, Fort William, awarded DFM), Sergeant Gordon Atkins (navigator, La Riviere, Manitoba), P/O John F. O'Gorman (bomb aimer, Perth Ontario, later awarded DFC), Sergeant P.B. Woolfenden (WOP/AG, RAF), Sergeant W.H. Kent (WOP/AG, RAF), Sergeant W. Piding (mid-upper gunner) and Sergeant J.H.L. Quesnel (rear gunner).

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

....While gardening off Neuwerk Island, Wellington aircraft "C" was attacked by two Me110s. Just at the end of our D.R. run I saw an aircraft below us with navigation lights burning. The bomb aimer observed a plane climbing toward us. The bomb doors were opened, the vegetables dropped, doors closed and the pilot put the aircraft into a violent dive to port, leaving the enemy aircraft in close range of my guns, directly below and astern. I opened fire and he flew through the cone and exploded into flames, falling through the clouds 1000 feet below. A flash of explosion was observed by (the wireless operator) in the astro-dome, and (those) in the cockpit. Approximately 1000 to 1200 rounds were fired at the enemy aircraft. A few seconds later an aircraft working in conjunction with the decoy opened fire dead astern at 30 to 50 yards range with cannon and machine gun fire. Our aircraft was hit on the starboard side and (the pilot) made another dive to port as I opened fire at close range. Hits on our aircraft resulted in loss of air speed indicator, damage to the flaps and hydraulics. The starboard tail plane and wing were badly damaged and various other hits were scored by cannon and machine gun fire. Signed Sgt Quesnel.

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

late of Reading, Berks, England.

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

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

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

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

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

Billie Woolfenden RAF (1318244), of London; Flight Engineer - Sgt Walter Harris Kent RAFVR (1403194), of Margate; Mid Upper Gunner - Sgt W Riding RAF (2216021).

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

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QUIGG, P/O Thomas Joseph Fergus (J92042) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 2 August 1922 in Ottawa; home in Quyon, Quebec (educated there 1929-1939; store clerk, 1938-1940; office boy, Department of Fisheries, 1940-41; clerk, Department of Munitions and Supply, 1941-1942); enlisted in Ottawa 24 August 1942 and posted to No.1 Manning Depot. To No.14 SFTS, 23 October 1942. To No.4 WS, 27 December 1942; promoted LAC, 28 January 1943. To No.6 BGS, 6 August 1943; graduated and promoted Sergeant, 20 September 1943. To "Y" Depot, 4 October 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943 (the actual date of his embarkation in New York). Disembarked in Britain, 16 October 1943. To No.9 (Observer) AFU, 9 November 1943 (Ansons, 36 hours 30 minutes). To No.24 OTU, 28 December 1943 (Whitley aircraft, 89 hours 20 minutes). To No.61 Base, 29 March 1944. Attended Dalton Battle School. Attached to No.1664 Conversion Unit, 12 April to 8 May 1944 (46 hours 20 minutes). To No.419 Squadron, 8 May 1944. Commissioned 2 September 1944. Attached to Headquarters, No.6 Group, 27 October 1944. To No.419 Squadron again, 5 December 1944. Repatriated 15 January 1945. To No.1 Air Command, 26 January 1945. To No.8 AOS, 26 February 1945. To No.3 Release Centre, Rockcliffe, 1 April 1945. Retired 10 April 1945. Award presented at Government House, 7 November 1949. Postwar became Vice-President, St.Lawrence Seaway Authority. Died in Cornwall, Ontario, 25 May 1995 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of October 1995. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C M.E. Ferguson dated 17 January 1945 when he had flown 32 sorties (189 hours 50 minutes), 24 May to 6 October 1944. Died in Cornwall, Ontario, 25 May 1995.

This Wireless Operator has finished 32 operational trips and has proved himself to be a courageous and efficient Wireless Operator. On numerous occasions he has shown splendid qualities of self-sacrifice and devotion to duty.

I consider that Pilot Officer Quigg's selfless devotion to duty and his operational record fully merits the award of the Distinguished Flying Cross.

The sortie list was as follows:

24 May 1944 - Bourg Leopold (5.05)
31 May 1944 - Mont Couple (3.35)
4 June 1944 - Calais (3.50)
6 June 1944 - Longue (5.20)
7 June 1944 - Achere (5.00)
9 June 1944 - Le Mans (6.00)
21 June 1944 - St. Martin l'Hortier (4.10, day)
22 June 1944 - Bientiques (4.35)
24 June 1944 - Bamieres (4.55)
27 June 1944 - Foret d' Eawy (3.55)
4 July 1944 - Villeneuve St. George (6.30)
9 July 1944 - Mont Condon (4.30, day)
18 July 1944 - Caen (4.30, day)
23 July 1944 - Kiel (6.10)
24 July 1944 - Stuttgart (9.20)
28 July 1944 - Hamburg (6.10)
8 August 1944 - Chantilly (5.45, day)
9 August 1944 - Acquet (4.10)
10 August 1944 - La Pallice (7.25)
12 August 1944 - Brunswick (6.10)
14 August 1944 - Falaise (5.10, day)
16 August 1944 - Stettin (8.45)
18 August 1944 - Bremen (6.40)
25 August 1944 - target name illegible on form (10.05)
29 August 1944 - Stettin (9.40)
12 September 1944 - Dortmund (6.05, day)
15 September 1944 - Kiel (6.05)
17 September 1944 - Boulogne (4.00, day)
18 September 1944 - Domburg (4.55, day)
26 September 1944 - Calais (4.35, day)
27 September 1944 - Duisburg (5.55, day)

6 October 1944 - Dortmund (7.25)

Notes: Application for Operational Wing, 20 October 1944, states he had flown 32 sorties (189 hours 30 minutes), 27 May to 6 October 1944.

Form dated 3 February 1945 on repatriation confirmed 32 sorties (189 hours 30 minutes); non-operational flying was 230 hours 40 minutes.

Training: Course at No.4 WS was 25 January to 6 August 1943. Flew 30 hours 45 minutes (27.40 as first operator). Tested in Morse and Visual Signalling - 20 words per minute in Morse (required, sending and receiving), 17 words per minute with Syko, three letters and one figure per group (required, sending and receiving) and eight words per minute with Aldis lamp. Graded in air work as follows - Air Operating Ability (167/350), Frequency Changing (187/300), D/F Loop Manipulation (114/200) and Log Keeping (102/150). Ground courses in Aural Morse (150/200), Visual Signals (41/50), Manipulation including D/F Loop (160/200), Procedure (156/200), Signals Organization (89/100), Technical, theory (88/100), Daily Inspections and Fault Finding (90/100), Drill and PT (27/50). Placed 88th in a class of 103.

Course at No.6 BGS was 9 August to 20 September 1943. Fired Browning guns from Bolingbroke (ten hours 50 minutes by day and one hour 20 minutes by night); used Bristol turret in the air, Bristol, Boulton-Paul and Frazer-Nash turrets on ground. Spent 14 hours 20 minutes in "turret manipulation." Fired 300 rounds air-to-ground and 3,000 rounds air-to-air (4.6 percent hits). Ground courses in Guns and Pyrotechnics (168/200), Guns, practical (74/100), Sighting, written (175/250), Turrets, practical (149/200), Aircraft Recognition (148/150), and Signals (65/100). "Tried hard but slow to grasp things. Should make average NCO."

Advanced W/T course (pre-OTU) was 9 November to 26 December 1943 (some overlap with OTU). Flew 36 hours 30 minutes in Anson (25.10 in W/T work).

Course at No.24 OTU was 22 December 1943 to 14 March 1944. Flew in Anson aircraft (6.10 day, 6.05 night) and Whitleys (32.30 day and 44.35 night). "A very keep WOP, very capable air operator, good at fault rectification. Has two Nickel operations to his credit."

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QUINLAN, F/O Austin Samuel (J24971) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 4 October 1919 in Toronto, reportedly on a kitchen table in Cabbagetown; home there (former member of Royal Canadian Artillery); attended Jarvis Collegiate and Ontario Agricultural College. Enlisted in Halifax, 4 February 1942 and posted to

No.5 Manning Depot. To No.5 ITS, 6 June 1942; graduated and promoted LAC, 1 August 1942 but not posted to No.13 EFTS until 12 September 1942; may have graduated 20 November 1942 but not posted to No.16 SFTS until 5 December 1942; graduated and commissioned, 2 April 1943. To "Y" Depot, 16 April 1943. To RAF overseas, 8 May 1943. Promoted Flying Officer, 2 October 1943. Repatriated 15 November 1944. To Central Flying School, 6 January 1945. To No.4 Release Centre, 20 February 1945. Retired 21 March 1945. Postwar with Ontario Provincial Police and Ontario Hydro. Died in Owen Sound, Ontario, 3 December 2011. Obituary stated he had completed 37 missions. 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.1633 (RG.24 Vol.20603) has recommendation dated 6 September 1944 when he had flown 29 sorties (140 hours 36 minutes), 22 March to 30 August 1944.

Flying Officer Quinlan has completed a very large number of sorties in four-engined bombers. Many of these trips took him to such heavily defended targets deep in Germany as Berlin, Stuttgart, and Hamburg. On all occasions Flying Officer Quinlan pressed home his attacks with great determination and he seldom returned without an excellent photograph of the target attacked. Throughout his tour he has displayed exceptional keenness to operate and come to grips with the enemy and by his keenness has inspired his crew and all members of the squadron.

Flying Officer Quinlan, by virtue of his fine spirit and operational ability has been a great asset to this squadron and [I] consider that his fine operational record fully warrants an award of the non-immediate Distinguished Flying Cross.

The sortie list was as follows:

22 March 1944 - Frankfurt (second pilot, time ?)
24 March 1944 - Berlin (second pilot, 7.25)
9 April 1944 - Villeneuve St. George (5.12)
1 May 1944 - St. Ghislain (4.00)
9 May 1944 - Calais (3.38)
11 May 1944 - Boulogne (3.25)
22 May 1944 - Dortmund (4.35)
24 May 1944 - Aachen (4.26)
27 May 1944 - Bourg Leopold (4.50)
5 June 1944 - Longue (4.44)
6 June 1944 - Coutances (6.12)
7 June 1944 - Acheres (4.41)
21 June 1944 - St. Martin (4.10)

24 June 1944 - Bamieres (4.15)
4 July 1944 - Villeneuve St. George (5.00)
5 July 1944 - Siracourt (4.20)
7 July 1944 - Caen (4.20)
12 July 1944 - Creil area (4.50)
17 July 1944 - Caen (4.25)
18 July 1944 - Wesseling (4.55)
23 July 1944 - Kiel (5.15)
24 July 1944 - Stuttgart (8.45)
27 July 1944 - Hamburg (5.45)
1 August 1944 - Ferme de Forestel (3.50)
2 August 1944 - Bois de Casson (4.25)
14 August 1944 - Bons Tassilly (4.35)
25 August 1944 - Brest (4.55)
27 August 1944 - Mimoyecques (2.55)
30 August 1944 - Ile de Cezembre (5.05)

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QUINLAN, P/O Bryan Albert (J16969) - **Distinguished Flying Cross** - No.458 Squadron - Award effective 24 September 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943. Born 24 September 1922. Home in Calgary; enlisted in Edmonton, 8 May 1941. To No.2 Manning Depot, 26 May 1941. To No.2 ITS, 14 July 1941; graduated and promoted LAC, 19 August 1941 when posted to No.6 EFTS; may have graduated 4 October 1941 but not posted to No.4 SFTS until 9 October 1941; graduated and promoted Sergeant, 2 January 1942. To "Y" Depot, 3 January 1942. To RAF overseas, 23 January 1942. Promoted Flight Sergeant, 2 July 1942. Commissioned 5 March 1943. Promoted Flying Officer, 5 September 1943. Promoted Flight Lieutenant, 1 January 1945. Invested with award by King George VI, 29 June 1945. Repatriated 2 August 1945. Retired 18 September 1945. Rejoined as pilot (Auxiliary) in Vancouver, 28 July 1952 (131716); released 27 May 1953. Photo PL-25522L (left) shows him on repatriation to Canada. Photo PL-45011 shows him. Photo PL-44892 taken after investiture with F/O W.F. Griffiths.

This officer has taken part in numerous anti-submarine and shipping strikes. He has also displayed exceptional ability on escort duty and mine-laying sorties. In March 1943 he delivered an effective attack on an enemy destroyer escorting a merchant vessel. In July 1943 he sighted a large merchant vessel escorted by three destroyers between Corsica and Sardinia. In spite of heavy anti-aircraft fire he succeeded in sinking the cargo ship. This officer has invariably displayed high courage and endurance.

Australian National Archives has the following recommendation drafted 26 July 1943 by Lieutenant-Colonel B.R. McKenzie (SAAF), when Quinlan had flown 716 hours, 282 hours in previous six months, 247 of them operational (32 sorties).

As a sergeant, this officer joined the squadron on the 4th March 1942 from No.38 Squadron where he had been doing anti-submarine and mine laying work.

He was commissioned on the 31st March 1943 and has now completed an operational tour showing exceptional ability as a pilot and has proven himself a steady worker.

On the night of the 15th March 1943, while on a bomber diversion strike N.W. of Maritimo, 10 x 250-lb bombs were dropped and a confirmed hit was obtained on a destroyer escorting a M/V, thus facilitating the task of the torpedo strike aircraft. On the night of 13th/14th July 1943, whilst on torpedo strike he sighted an 11,000 ton M/V cargo liner type, escorted by three destroyers, between Corsica and Sardinia. In spite of intense flak an attack was delivered and two torpedoes were dropped, both scoring hits. The Motor Vessel blew up and sank, the destroyers being seen by other aircraft picking up survivors.

See also entry for E.L. Nielson. The ORB Forms 540 and 541 differ. The 540 entry for 15 March 1943 does not mention the strike described above, but the Form 541 lists sorties which include Wellington U/458, HX747 (F/O E.L. Nielson, R69466 Sergeant H.T. Conlin as Special Equipment Operator, J10019 P/O S.A. Winchester as WOP, and R97044 Sergeant McKinsey was WAG; also Wellington J/458, LB180 with Sergeant Quinlan and an RAF crew, 1905-0500 hours, "Shipping strike." However, the Form 540 has the following under date of 13 March 1943:

On the night of the 13/14th March 1943, in conjunction with Wellingtons of 221 Squadron and torpedo-carrying Albacores of 898 Squadron FAA, a force of one torpedo carrying and two bomb carrying Wellingtons of this squadron were ordered to attack an enemy convoy previously sighted by special Wellingtons of 221 Squadron. The captains were F/O Neilson [sic] and Sergeant Quinlan (bombers) and F/O Reid (torpedo Wellington). At 0215 hours the Albacores found four M/Vs and five destroyers, seven miles west of Maritimo, course SW, speed 10 knots and attacked. The two bomber Wellingtons of 458 Squadron aimed 21 x 250 lb TFI and two x 100 lb A.S. bombs at vessels in the convoy and it is believed that one vessel was hit and three bright blue flashes and a cloud of black smoke from the D.R. attacked by Sergeant Quinlan. Intense accurate flak was encountered from the destroyers. The torpedo carrying Wellington (F/O Reid) which was slightly damaged by flak, did not find a suitable opportunity to

attack and brought its torpedo back to base. The result of the operation was that one M/V was left in flames, two other vessels were seen to have been damaged, one being down by the stern and emitting black smoke and the other having a heavy list to starboard. The remaining ships of the convoy when last seen had altered course from South West to North East.

The torpedo aircraft was K/458 (HX522) piloted by J9685 or J9685 F/O M.D. Reid (RCAF) with R87454 Sergeant R. Powell (Special Equipment Operator) and four members of the RAAF.

The Form 540 for July 1943 appears to be missing but the Form 541 has an entry of 15 July 1943 (not 13/14 July 1943) describing a sortie by Wellington L/458 (serial not given), F/O Quinlan as pilot, F/O Kermot (second pilot), Sergeant Stevens (navigator), Sergeant Beer (WOP/AG), Sergeant Cooper (WOP/AG), another Sergeant Stevens (WOP/AG), 2325-0530 - "Strike, attacked convoy with two torpedos, hit amidships of M/V, 3-5,000 tons. Weather very good, sea slight."

RCAF photo PL-42574 (ex-UK-19366) registered 15 March 1945 has the following caption. "The 50,000th member of the RCAF to register at the Reception Centre at the Knightsbridge Branch of RCAF Overseas Headquarters, London, since its inauguration on February 16th, 1944, was F/L B.A. Quinlan, DFC, Calgary, Alberta (2 Laurier Lodge), veteran of a tour of operations in the Middle East. He is shown above on the right registering with the receptionist, LAC A. Christianson, Lac du Bonnet, Manitoba, on March 2nd, 1945. Quinlan came overseas in March 1942 and flew in Wellington bombers all over the Mediterranean theatre of war, including Egypt and Malta. He is engaged to Miss Eleanor Williamson of Calgary. During his operations, Quinlan's bomber, with the help of another piloted by F/L R. Bell of Vancouver, B.C., sank an Italian troop ship."

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QUINLAN, F/O Gerald Joseph (J88459) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 12 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 22 May 1921 in Saint John, New Brunswick; home in Verdun, Quebec; enlisted in London, Ontario, 5 February 1941 as Wireless Operator/Air Gunner and posted to No.2 Manning Depot; to No.1 Manning Depot, 28 February 1941. To Rockcliffe, 2 May 1941. To No.1 WS, 23 June 1941. Promoted LAC, 25 July 1941. To Trenton, 5 October 1941. Reclassified as Technical Assistant, 23 January 1942. To No.5 ITS, 4 March 1942. Promoted LAC, 25 April 1942. To No.1 ITS, 20 May 1942. To Halifax, 6 June 1942. To No.1 ITS, 13 July 1942. Remustered to aircrew and posted to No.20 EFTS, 3 April 1943; graduated 28 May 1943 when posted to No.17 SFTS; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Commissioned 27 July 1944.

Promoted Flying Officer, 27 January 1945. Repatriated 5 August 1945. Retired 20 September 1945. RCAF photo PL-32032 (ex UK-14188 dated 24 August 1944) shows WO Don Hendrie (Kipp, Alberta), left and FS Gerald Quinlan (London and Verdun) having coffee and a cigarette at interrogation after bombing Falaise.

This officer has completed a very large number of bombing missions during which he has successfully attacked such targets as Kiel, Essen, Duisburg and Bremen. In September 1944 he piloted an aircraft in an attack on Wanne Eickel. During the operation his aircraft was badly hit. The flight engineer was injured about the head and the wireless operator was wounded in the leg. In spite of this Flying Officer Quinlan pressed home a most vigorous attack and afterwards flew his badly damaged aircraft back to this country. This officer is a model captain whose exemplary conduct has greatly inspired his crew.

DHH file 181.009 D.5526 (Library and Archives Canada RG.24 Vol.20667) has recommendation drafted 11 November 1944 when he had flown 28 sorties (174 hours five minutes); sortie list and submission as follows:

6 July 1944 - Biennais (4.3.0)
18 July 1944 - Vaires (4.50)
1 August 1944 - Precy-en-Monthien (4.00, Boomerang)
3 August 1944 - Foret de Nieppe (3.50)
4 August 1944 - Bois de Casson (5.05)
5 August 1944 - St.Leu d'Esserent (2.10, Boomerang)
7 August 1944 - Caen (4.05)
8 August 1944 - Foret de Chantilly (4.50)
9 August 1944 - La Breteque (3.50)
12 August 1944 - La Neuville (3.55)
14 August 1944 - Falaise (4.05)
15 August 1944 - Soesterburg (3.45)
16 August 1944 - Kiel (4.45)
18 August 1944 - Bremen (5.55)
25 August 1944 - Brest (4.50)
27 August 1944 - Pas de Calais (3.25)
9 September 1944 - Le Havre (3.50)
10 September 1944 - Le Havre (3.55)
12 September 1944 - Wanne Eickel (4.40)
15 September 1944 - Kiel (6.00)
18 September 1944 - Dutch coast (3.50, Boomerang)
19 September 1944 - Domberg (2.20, Boomerang)

20 September 1944 - Pas de Calais (3.00)
25 September 1944 - Pas de Calais (4.20)
26 September 1944 - Pas de Calais (3.50)
27 September 1944 - Sterkrade (5.35)
28 September 1944 - Cap Gris Nez (3.55)
9 October 1944 - Bochum (6.10)
14 October 1944 - Duisburg (6.10)
15 October 1944 - Duisburg (6.20)
23 October 1944 - Essen (5.20)
25 October 1944 - Homburg (5.00)

This officer, a captain of an aircraft, has participated in 28 trips against the enemy. On one occasion, while raiding Wanne Eickel, 12th September 1944, his aircraft was badly shot up. His engineer was cut in the head and his wireless operator cut in the leg. Though the escape hatch was torn out and the aircraft suffered numerous flak holes, including the main spar being hit, this pilot and crew pressed home the attack and the mission was completed and the aircraft returned to base. Successfully attacking such defended targets as Kiel, Essen, Duisburg and Bremen, Flying Officer Quinlan has consistently shown courage of a high order. An outstanding aircraft captain, whose devotion to duty is exemplary, I strongly recommend that this officer be awarded the immediate Distinguished Flying Cross.

RCAF Press Release No. 8141 dated 14 December, 1944 from Vic Baker/McDonald reads:

WITH RCAF BOMBER GROUP IN BRITAIN: - Returning from Sterkrade recently with one fuel tank holed and an engine of his bomber damaged. Flying Officer Gerry Quinlan, 1250 Woodland Avenue, Verdun, Quebec, was prepared to celebrate his wedding anniversary in the English Channel. His RCAF Iroquois Squadron crew, undismayed at the prospect of 'ditching', cheerfully sang "Happy Anniversary to You" over the intercom. Fortunately, the wedding anniversary was not marred by a dip in the cold Channel. Quinlan was able to keep his bomber airborne and went on to land at his base with a tiny amount of fuel left.

F/O Quinlan has now completed his first tour of operations. He has been awarded an immediate DFC. The accompanying citation says his "exemplary conduct has greatly inspired his crew". He won his decoration in an attack on a synthetic oil refinery in the Ruhr. Two flak shells burst underneath his four-engined bomber and riddled it. The flight engineer was sent somersaulting down the passage when a flak fragment cut him in the head. Later, he found bits

of metal sticking in his helmet. The flight engineer was slightly injured in the leg. Both continued with their duties. The escape hatch over Quinlan's head was torn out and the windscreen in front of his face shattered. The mid-upper gunner's turret sustained a big hole while more flak lodged just under his seat. The damaged throttles were jammed open so that Quinlan couldn't shut them off when he landed. So he cut the engines off altogether and touched down perfectly. Unable to stop in the ordinary way, he ground-looped his big aircraft to a skidding halt.

F/O Quinlan, 23-years of age, is married to a Verdun girl. His navigator, F/O Tom Rowe, comes from another Montreal suburb, (4347 Harvard Avenue), Notre-Dame-De-Grace.

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QUINN, FS Charles Joseph (R64433, later J23456) - **Distinguished Flying Medal** - No.108 Squadron - Award effective 14 September 1942 as per **London Gazette** dated 18 September 1942 and AFRO 1653/42 dated 16 October 1942. Born in Ottawa, 7 February 1917; home described as there (civil servant) or Liberty, Saskatchewan; enlisted in Hamilton, 2 July 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 22 October 1940 when posted to No.1 EFTS; ceased training, 21 November 1940; to No.1 BGS, 27 November 1940. To Rockcliffe, 22 December 1940. Classified as Air Gunner, 1 February 1941 when promoted Sergeant. To Eastern Air Command, 5 February 1941. To RAF overseas, 7 February 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 November 1942. Commissioned 12 January 1943. Promoted Flying Officer, 12 July 1943. Repatriated via No.31 Personnel Depot, Moncton, 5 September 1943. To No.34 OTU, 8 September 1943. To No.36 OTU, 8 November 1943. To No.15 EFTS, 25 February 1944. To No.2 BGS, 25 June 1944, To No.10 SFTS, 11 August 1944. Promoted Flight Lieutenant, 12 January 1945. To No.3 Release Centre, 4 April 1945. Retired 9 April 1945. City Alderman, 1964 to 1972 and Director of Central Canada Exhibition. Died in Ottawa, 5 October 2008. Award presented 28 February 1946. Photo PL-37605 taken with wife after investiture.

This airman is a cool and skilful air gunner. His prowess has many times caused destruction to enemy equipment and at the same time saved his aircraft.

NOTE: Public Record Office Air 2/9596 has recommendation communicated on 4 August 1942 to Air Ministry by Group Captain W.J.M. Akerman (Headquarters, Royal Air Force, Middle East).

This Air Gunner was posted to No.108 Squadron on 7th August, 1941, after completing his training as Air Gunner in Canada and an Operational Training Unit

in England. He has since carried out 37 operational raids and 382 operational hours. Through his coolness and excellent shooting he has many times caused destruction to enemy equipment and at the same time saved his aircraft from destruction. Whilst on a raid on Benghazi in October 1941, his aircraft was caught and held in searchlights at a very low level. With great coolness he proceeded to dispose of the defences from the rear turret, destroying one searchlight and probably destroying several others, also silencing several flak positions. The remaining searchlights were turned off and the aircraft left alone. A similar instance occurred over Tmimi in November 1941, when his aircraft was caught by searchlights at a low level. He destroyed two searchlights and the remaining two were switched off when he fired at them. He also silenced several light flak positions. The remaining ones became very inaccurate without the searchlights and in the face of such unexpected opposition. By his coolness and courage in the face of such strong opposition he undoubtedly saved his aircraft from possible destruction or at least serious damage.

During offensive reconnaissance on the Derna-Barce and Derna-Tocra, Barce-Elabiar roads on November 3rd and March 11, 1942, Flight Sergeant Quinn and the front gunner between them disposed of a considerable amount of enemy motor transport moving on the roads. All motor transport moving on the roads in the above-mentioned area on the nights stated were wrecked through excellent shooting.

The examples quoted are but a few of the cases in which the marksmanship of Flight Sergeant Quinn has succeeded in destroying enemy equipment. He has always been an excellent example to his fellow gunners, keeping his turret and guns in perfect condition. He is now acting as Assistant Gunnery Leader as well as carrying out operations and is passing on his keenness and valuable knowledge to the new gunners.

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QUINN, WO2 Francis Paul Desmond (R82607) - **Mention in Despatches** - No.101 Squadron (deceased) - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Born in Ottawa, 5 January 1916. Home in Ottawa; worked at O'Brien Gold Mines, Kewagama, Quebec, November 1936 to October 1940. Enlisted in Ottawa, 20 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 19 February 1941. To No.5 SFTS, 2 March 1941 (guard). To No.3 ITS, 3 May 1941; graduated and promoted LAC, 3 July 1941 when posted to No.11 EFTS; graduated 12 September 1941 and posted next day to No.8 SFTS; graduated and promoted Sergeant, 5 December 1941. To "Y" Depot, Halifax,

5 December 1941. Embarked from Canada, 9 February 1942. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 20 February 1942. To No.12 (P) AFU, 24 April 1942; to No.20 OTU, 3 June 1942 (but shown as attending No.1514 Beam Approach Training Flight course, 1-8 June 1942); to No.101 Squadron, 8 September 1942. Killed in action 8 December 1942 (Lancaster ED382).

Record of training, No.1514 Beam Approach Training Flight: He flew Oxford I aircraft and logged the following times: day dual- 10.05; beam flying - 10.05; instrument flying - 7.45; passenger - 1.00; Link Trainer - 5.00. Rated as average in Knowledge of Receiver Operation and in Application; rated at below average in Knowledge of Beam Procedure and in Instrument Flying. Overall described as "Reactions slow and has difficulty in forming a mental picture of the system".

Note: Dave Wallace, consulting No.101 Squadron Operational Record Book, stated that he reported to the unit on 12 September 1942 from No.11 OTU. His comments on operations are as follows:

Did second dickey trip to Wilhelmshaven 14.9.42 with Ollier/Lewis

19.9.42 op to Saarbrucken in a Wellington

His next op was not until November 28 when he went to Turin in Lancaster W.4782 "J". This was when 101 was converting to Lancasters and they flew relatively few sorties in Oct. & Nov

Dec.2/42 - Frankfurt in W.4322 "O"

Dec. 8/42 Gardening on ED.382 "J" failed to return.

There is nothing mentioned in the 101 ORB out of the ordinary for any of his operations, they seemed to be successful but routine.

The website "Lost Bombers" describes his last sortie as follows: note that it does not agree with other sources including Dave Wallace and RCAF Casualty Cards as to serial number but does agree with Wallace as to aircraft letter. Lancaster serial shown as W4782, No.101 Squadron (SR-J), gardening operation, 8/9 December 1942. W4782 was delivered to No.101 Squadron 21 October 1942; it took part in the following operations: Turin 20/21 November 1942 (No.101 Squadron's first Lancaster operation); Stuttgart 22/23 November 1942; Turin 28/29 November 1942; Gardening, Silverthorn, 8/9 December 1942 (lost). When lost this aircraft had a total of 40 hours. Airborne from Holme-on-Spalding Moor to lay mines in the Great Belt (Asparagus

Area). Hit by flak and crashed near Novrup, 4 km E of Esbjerg, Denmark. Crew were Sergeant F.P.D.Quinn , RCAF (killed), Sergeant D.A.Milliagan, RAAF (killed), Sergeant W.E.Currier, RCAF (POW), Flight Sergeant E.C.McLean, RCAF (killed), Sergeant D.F.MacDonald , RCAF (POW), Sergeant R.F.Johncock (POW), Sergeant R.O.S.Lucas (POW).

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QUINN, F/L Gerald Samuel (J12473) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 1 March 1920 in Prince George, British Columbia; educated there; home there. Chairman and instrument man with provincial Department of Roads, 1938-1939; sheet metal worker with Noorduyn Aviation, 1940-1941; enlisted in Montreal, 30 August 1941 and posted to No.1 Manning Depot. To Rockcliffe, 12 September 1941. To No.1 ITS, Toronto, 26 October 1941; graduated and promoted LAC, 20 December 1941 when posted to No.3 EFTS, London; graduated 14 March 1942 when posted to No.14 SFTS. Aylmer; graduated and commissioned, 3 July 1942. To No.1 Flying Instructor School, Trenton, 1 August 1942. To No.9 SFTS, Centralia, 3 October 1942. Promoted Flying Officer, 1 April 1943. To "Y" Depot, 27 September 1943. Embarked from Halifax, 22 October 1943. Disembarked in Britain, 30 October 1943. Attached to No.24 OTU, 16 February to 7 March 1944. To No.14 (Pilots) AFU, 7 March 1944. Attached to No.1544 Beam Approach Training Flight, 11-25 April 1944. To No.82 OTU, 23 May 1944. Promoted Flight Lieutenant, 3 July 1944. To No.61 Base, 4 August 1944. Attached to No.1664 Conversion Unit, 5 August to 14 September 1944. To No.428 Squadron, 14 September 1944. To RCAF Overseas Headquarters, 1 May 1945. Repatriated via Yarmouth, 23 July 1945. Retired 27 September 1945. Died in White Rock, British Columbia, 13 December 1996. Award sent by registered mail 4 April 1950. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 20 April 1945 when he had flown 36 sorties (256 hours 20 minutes), 4 October 1944 to 25 March 1945.

As Captain of aircraft this officer has shown great courage, determination and devotion to duty. Throughout his operational tour he has displayed a keen desire to press home the attack and has participated in attacks on many heavily defended targets. On each he has shown an utter disregard for personal safety and has carried on against all opposition.

His obvious ability as a pilot created a high standard of morale in his crew and undoubtedly contributed to a major degree to the operational efficiency of the squadron.

The sortie list follows; with the exception of 4 October 1944 it is identical to that of Edwin F. Marritt:

4 October 1944 - Bergen (6.05)
6 October 1944 - Dortmund (6.15)
14 October 1944 - Duisburg (6.00)
14 October 1944 - Duisburg (6.25)
15 October 1944 - Wilhelmshaven (5.35)
19 October 1944 - Stuttgart (7.45)
23 October 1944 - Essen (6.40)
25 October 1944 - Essen (6.05)
28 October 1944 - Cologne (4.40, duty not carried out)
30 October 1944 - Cologne (6.10)
1 November 1944 - Oberhausen (6.15)
6 December 1944 - Osnabruck (6.50)
15 December 1944 - Ludwigshaven (6.25)
18 December 1944 - Duisburg (6.40)
21 December 1944 - Cologne (7.00)
24 December 1944 - Dusseldorf (4.45)
5 January 1945 - Hanover (5.55)
6 January 1945 - Hanau (6.35)
14 January 1945 - Merseburg (9.00)
16 January 1945 - Zeitz (8.10)
28 January 1945 - Stuttgart (8.00)
1 February 1945 - Ludwigshaven (7.40)
2 February 1945 - Wiesbaden (7.00)
4 February 1945 - Bonn (6.40)
7 February 1945 - Hassun (6.40)
13 February 1945 - Dresden (10.00)
27 February 1945 - Mainz (7.00)
28 February 1945 - Neusse (2.40, recalled)
1 March 1945 - Mannheim (7.35)
2 March 1945 - Cologne (6.10)
5 March 1945 - Chemnitz (10.20)
7 March 1945 - Dessau (9.10)
11 March 1945 - Essen (6.00)
14 March 1945 - Zweibrucken (7.10)
15 March 1945 - Hagen (7.00)
22 March 1945 - Hildesheim (5.50)
24 March 1945 - Mathias-Stinnes (6.10)

25 March 1945 - Hanover (6.00)

Notes: Assessed 31 December 1942 - "A junior flying instructor of average ability." (S/L E.W.T. Webster, No.9 SFTS).

Assessed 24 March 1943 - "This officer is a conscientious and reliable instructor. He has shown a great deal of interest in his flight and is respected by his students. Therefore recommend this officer for promotion to Acting Flying Officer." (F/L K.E. Porter, No.9 SFTS).

Incident, 0130 hours, 28 July 1944, No.82 OTU, Wellington X, serial MF685. Took off at 2300 hours of the 27th for special exercise (Bullseye). At about 0130 the starboard engine failed while cruising normally at 17,000 feet. Engine temperatures, oil temperatures and pressures all normal. Engine back fired and cut out 1,200-1,500 r.p.m. Ran rough even at lower boost and heavy flames from oil, cooler and exhaust. Immediately feathered and switched off and jettisoned all but 240 gallons of petrol. Turned back and returned to base. W/C R.M. Cox wrote of this, "The Captain carried out the correct single engine drill and prepared the crew for dinghy stations. He displayed exemplary ability and determination in returning to base with one engine. The aircraft was landed at base without further damage. A successful forced landing after engine failure." Quinn at the time had flown 59 hours 30 minutes on Wellingtons (32.15 solo at night). His crew included J38725 P/O J.A. Bacon (navigator, later DFC), J36873 P/O E.F. Marritt (air bomber, later DFC), screened instructors J16236 F/O J. Pratt and J18967 F/O P.L. Stevenson.

Training: Interviewed 30 August 1941 in Montreal by F/O D.A. Stevenson. "Excellent type. Good qualifications. Should be very suitable."

Attended No.1 ITS, 28 October to 20 December 1941. Scored 47 percent in Link. Courses in Mathematics (137/150), Law and Discipline (80/100), Armament (practical and oral), Airmanship, Theory of Flight (87/100), Drill (80/100), Signals (149/150), and Aircraft Recognition (84/100). Placed 20th in a class of 80. "Dependable, steady, hard working type. Good student, fine spirit, calm, takes work seriously. Not the leader type but nevertheless the type on whom could be placed responsibility. Above average in ability."

Attended No.3 EFTS, 22 December 1941 to 27 February 1942. Fleet Finch aircraft - 31.05 dual, 29.00 solo. Was 10.15 on instruments. Logged ten hours in Link, 71 percent). "Average pilot. Keen and enthusiastic type. Had a little difficulty on turns." (H.S. Wright, Chief Flying Instructor). Ground courses in Airmanship (141/200), Airframes (70/100), Engines (73/100), Signals, practical (85/100), Theory of Flight (79/100), Air Navigation (104/200), Armament, oral (100/200), and Aircraft Recognition (65/100). Placed fifth in a class of 26. "Flying should improve with experience. Has the ability. Needs a bit of pushing. Academically very good."

Conduct and deportment satisfactory.”

Attended No.14 SFTS, 16 March to 3 July 1942. Harvard and Yale aircraft - 50.10 day dual, 78.10 day solo, 5.25 night dual, 10.50 night solo. Was 26.45 on instruments. Logged 27 hours in Link. “A keen and conscientious student who should be very much more above average with experience. Must pay more attention to operation of engine, temperature, etc.” (F/L A. Martin). Ground courses in Airmanship and Maintenance (173/200), Armament, written and practical (166/200), Navigation and Meteorology (121/200), Signals, practical (133/200). Placed third in a class of 49. “Very keen and conscientious student. With experience should make an above average pilot. Ambitions and a hard worker.”

Attended Central Flying School, 3 August to 6 September 1942. Flew 68 hours. “An above average pilot who has shown slow progress in last stages of course. Fair knowledge of all sequences, below average as instructor, should improve with instructor’s responsibility.” (P/O R.W. Eggert). Tested in Flight Administration (61/100), Airmanship (76/100), Engines (92/100), Air Navigation (53/100) and Meteorology (mark not clear). Tested in a Cessna Crane 6 September 1942 by F/L G.F. Silke and assessed as follows: Sequence (average), Voice (weak), Manner (ordinary), Ability to Impart Knowledge (low average), Ability as Pilot (average with exception cross wind landings which are low average). Remarks - “Should develop deeper pitched voice.” Awarded Category “C” twin engine.

Tested by F/L F.D. McKechnie on an Anson, 22 February 1943 when he had flown 250 instructional hours at No.9 SFTS. Assessed as follows: Sequence (high average), Voice (clear high), Manner (pleasant), Ability to Impart Knowledge (high average), Ability as Pilot (average). Remarks - “A capable twin engine instructor.” Awarded Category “B” twin engine.

Attended No.14 (Pilots) AFU, 7 March to 23 May 1944. Oxford aircraft - 2.30 day dual to first day solo, 16.20 total day dual, 16.00 solo day, 1.00 night dual to first night solo, 4.55 total night dual, 10.30 night solo. Was 4.55 on instruments and logged 7.50 in Link. Flying tests in General Flying (300/400), Applied Flying (150/200), Instrument Flying (160/250), Night Flying (70/100) and Link (35/50). “An ex-instructor who had made full use of his experience to complete an above average course. He is confident, capable, well disciplined and should make an excellent operational pilot.” (G/C A.H. Peck).

Attached to No.1544 Beam Approach Training Flight, 12-25 April 1944. Oxford aircraft - 15.45 dual, all on instruments and on beam flying; also 5.45 in Link. Rated in Beam Approach Procedure and Q Codes (Link, 145/200), Receiver Operation (56/100), Instrument Flying (145/250) and General Application of Beam Approach Procedure in Flying (125/200). “Quite satisfactory although his reactions to kicker and aural beam indications could be faster with advantage. Instrument flying good. Average.”

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QUINN, WO (now F/O) Ivan Boyd (R56295/J96003) - **Mention in Despatches** - No.405 Squadron (AFRO says only "Overseas" - Award effective 28 December 1945 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born in Little Current, Ontario, 10 July 1917. Tourist Camp guide, 1932-1936, salesman for various companies thereafter. Educated in Sault Ste Marie until 1936, McGill University (Medicine), 1936-1940 when he was Manager of the hockey team, President of the Inter-Fraternity Council and President of Delta Upsilon Fraternity. Home in Little Current, Ontario; enlisted in Montreal, 14 August 1940. To No.7 Equipment Depot, 9 October 1940. To No.2 ITS, 28 October 1940; graduated and promoted LAC, 15 November 1940 when posted to No.9 EFTS; to No.10 EFTS, 14 December 1940; graduated 16 January 1941 when posted to No.8 SFTS; graduated and promoted Sergeant, 22 April 1941. To Embarkation Depot, 5 May 1941. To RCAF overseas, 8 May 1941. To No.22 OTU, 7 June 1941. To No.405 Squadron, 6 August 1941. Reported to have been shot down on first sortie; 28/29 August 1941 (see notes below), "made his escape on one occasion at least but was recaptured." Learned to speak German. Carried out law studies in camp. Assumed responsibilities for fellow NCO POW business and was elected "Man of confidence." Commissioned with effect from 1 December 1943 as per Appointments, Promotions and Retirements dated 23 July 1945. Promoted Flying Officer with effect from 1 June 1944 as per Appointments, Promotions and Retirements dated 31 August 1945. Liberated by British Second Army, 16 April 1945. Safe in United Kingdom, 28 April 1945. Repatriated 21 May 1945. To No.1 Air Command, 31 May 1945. To St. Hubert, 13 July 1945. To No.4 Release Centre, 14 August 1945. Retired 23 August 1945. Attended McGill University, Osgoode Hall and was in the first University of British Columbia University law class, graduating in 1948. He was a lawyer with Bull, Housser and Tupper (Vancouver) for 50 years and past-president of the Air Cadet League of Canada. As a member of the RCAF Association in AFHQ he received the Queen's Coronation Medal, 26 October 1953. Died in Vancouver, 15 October 1995.

...for distinguished service while [prisoner] of war.

The website "Lost Bombers" provides the following details of his becoming a POW. Wellington W5488 (LQ-B) of No.405 Squadron, target Duisburg, 28/29 August 1942. Airborne at 2350 hours, 28 August 1941 from Pocklington. Crew consisted of P/O E.M.Watts (killed), Sergeant I.B.Quinn, RCAF (POW, held in Camps 3E, L3, and 357), Sergeant D.M.Hughes, RCAF (killed), Sergeant J.W.T.Davies (killed), Sergeant R.J.Hollobone (killed), Sergeant D.S.MacLeod (POW).

Note: He was a prolific letter-writer while a POW. An on-line geneological website, quoting from a Manitoulin Island scrapbook of notes and clippings, said..

The most intriguing local account of life as a POW was furnished through the

letters of Sergeant Ivan Quinn of Little Current. Like Captain McKessock during World War I, he was captured in the early war years and, like the latter, was very articulate in his letters to the folks back home.

After training in Manitoba and later receiving his wings in New Brunswick in the spring of 1941, Sergeant Quinn was reported missing over enemy territory in the late summer of the same year. The Quinn family members were relieved to learn that Ivan was declared to be a prisoner of war over a German shortwave newscast sergeant Quinn subsequently recounted that only two of a crew of six survived after being shot down on a raid over Duisberg - is only mission. A letter from his RCAF squadron informed Mrs. Parsons that the contents of the parcel sent by the Overseas Comforts Committee were being shared by his comrades.

Letters from Sergeant Quinn began arriving that fall. He wrote that prisoners were limited to [page missing] .

While at Stalag Luft 3 in Sachn, Germany, Mr. Quinn rose to the rank of senior Non-Commissioned Officer among the prisoners.

But in early 1943 he was transferred to Stalag Luft 1, a permanent Royal Air Force PoW camp. Here the prisoners, many of whom had mechanical and electrical training, made a crystal radio receiver set using smuggled in air force helmets. The flying helmets had earphones in them," Mr. Quinn said of the raw materials used to make the radio.

"Almost every night we got the news from London," he recalled, "and someone would take it down in shorthand." As well, the prisoners also received broadcasts from Berlin and were permitted access to three German newspapers. "From this point on, until the end of the war, we knew exactly what was going on. At Stalag Luft 1 we listened to reports of the desert and Russian warfare."

Since the prisoners had access to an office and a typewriter, officially for conducting PoW business and correspondence with relief agencies, the shorthand notes were transcribed onto typewritten rice paper "Ten copies would be made,: Mr. Quinn remembered, "and taken back to the barracks and passed out during the Germans' lunch hour. If we ever got caught, we'd just eat the rice paper," thus destroying the evidence.

Of the news the prisoners received from England and Germany, Mr. Quinn said: "Frankly, the German reports were more accurate than the British. They didn't

propagandize that aspect of the war to their people." Especially when the Russians began driving the Nazi troops back towards Germany, Mr. Quinn figured that the reports of the Russians' war efforts were meant to cause fear within Germany and rouse its troops to the offensive.

In June, 1943, Mr. Quinn and a number of other prisoners found themselves on the move again, this time to Stalag Luft 6, near the town of Heydekrug in East Prussia. Not only did the prisoners move, though; the radio went with them, built into a gramophone that the Germans allowed the prisoners to have.

Upon entering Stalag Luft 6, the prisoners were made to strip and submit to searches "One of the guys in charge of the radio took off his clothes and danced naked across the compound with the gramophone on top of his head," Mr. Quinn recalled. "The Germans thought it was so funny they never bothered to check the gramophone."

Once in the barracks, the gramophone provided the prisoners with some entertainment, as well as a hiding place for the radio. "If the Germans ever came in the barracks while we were listening to a broadcast, we'd just put a record on," he said.

Later in 1943, the Germans again transferred the prisoners, this time to a camp in Poland, as the Russian soldiers continued their push west. Mr. Quinn found himself imprisoned with members of the British Army Corp, who had been captured during raids on Dunkirk early in the war. "They were 'old sweats, regular soldiers,'" said Mr. Quinn, adding, "The big difference between us volunteers and regular army is they took orders" He noted that these 'seasoned' prisoners had adapted well to their situation and put in part of their time by making furniture.

Before 1943 was over, Mr. Quinn would be moved for the last time before he was liberated. "We were taken to western Germany," he remembered, "to Camp 357 near Fallingbostel," Fallingbostel is located in the centre of a triangle bordered by the cities of Hanover, Bremen and Hamburg. "It wa a big camp," Mr. Quinn said, "with some Russian prisoners of war"

Although no one knew it at the time, Mr. Quinn and his fellow prisoners were within five miles of the infamous Belsen concentration camp, where, he said, "Jews were worked to death or experimented on."

Their time at Fallingbistel was very uneventful until near the end of the war in the spring of 1945. However, as the Allies clearly got the upper hand and began their final push across Europe, Hitler began emptying some of the PoW camps, marching the prisoners south to be bargained for as hostages.

Camp 357 was one such camp. But as each barrack was moved out in an orderly fashion, Mr. Quinn and three other prisoners kept slipping from group to group. "We hid under the floor boards in one of the barracks," he said. They had other prisoners sprinkle mustard in the cracks to throw the guard dogs off the scent, and then dust was swept back over the boards.

When they emerged from their hiding place, everyone was gone except for some key guards protecting the property, and the sick bay. "The four of us had the camp to ourselves," Mr. Quinn said. "The guards didn't care. They were World War I vets, and they were sick and tired of the war, which they knew they'd lost."

The prisoners looked around the camp for food, but could find no rations, so the guards let them go into Fallingbistel regularly for three or four days. Although there were few Germans around, there were still a few SS soldiers in the woods. "We'd come back at night," he said. "It was the safest place to be."

Mr. Quinn spoke of one such trip into town just before the European conflict ended on May 7, 1945. We got ...from a retired German colonel and then he told us to go back to camp." Before they left the town, though, they heard tremendous activity as a German 'rear guard action' moved closer to the town. "The colonel phoned the soldier in charge of the retreating forces and we were given safe passage back to camp," he recalled.

During these few days, a number of sick PoWs were returned to Camp 357, along with some British doctors who had been captured on the Island of Crete.

"The next day all hell broke loose," Mr. Quinn said, "It was like a live movie, watching the planes strafing the countryside, as we crouched on the roof of our barracks." Bailey bridges had been built by the advancing Allied forces, and soon the prisoners could see tanks rolling across the countryside. "Snipers were after the tank commanders (who were standing up in the tank turrets)," he said. "Then the tanks would turn and fire, and there'd be no more sniper."

Following the tanks were armoured car divisions full of Allied soldiers. Camp 357 was liberated by the British Army under Field Marshal Montgomery, and the

armistice, in fact, was signed close by.

"They (the British Army) rolled into camp with a mobile baker." Mr. Quinn recalled happily. "We had white bread for the first time in four years. It was like angel cake after the heavy German brown bread"

The prisoners were deloused with DDT powder and provided with new uniforms.

Before leaving Germany, Mr. Quinn collected a few souvenirs of the war. Although everyone was looking for pearl handled daggers, pistols and cameras, Mr. Quinn found a German sword, a camouflage jacket and a nickelplated sculpted head of a German soldier.

Transport trucks took the prisoners out of the camp. "They had to take us clear across Germany and into Holland to find an aerodrome to land the big Dakota transport planes," Mr. Quinn said. According to him, all of the airports in Germany had been bombed too heavily to land the large planes.

"We were flown to the south of England, to a repatriation camp at Bournemouth," he remembered. "as we got off the plane there was a line of Canadian Red Cross girls handing out things like pajamas and toothpaste." There in line he saw Jane Russel, the sister of his friend Hughie, whom he had joined the air force with in 1940 in Montreal.

"I'd met Jane in 1940 through Hughie," he said. Upon returning to Montreal, Mr. Quinn married her on September 1, 1945. The happy occasion was tempered though, by the fact that Hughie had been killed in action during the war.

Strangely enough, Mr. Quinn never went back to finish his medical studies. Instead he became a lawyer. After graduation, he moved with his wife to Vancouver, where he has practiced law ever since, returning to the Island occasionally to visit his sister, Vera Petch, and some old friends. Mr. and Mrs. Quinn raised four children, two boys and two girls, all of whom are now grown and married.

Notes: On repatriation form dated 16 May 1945 he confirmed he had flown one sortie (three operational hours) and had 70 non-operational hours before being shot down.

On 22 August 1945, on the verge of being released, he was described as follows: "Is definitely above average chap. While a POW did invaluable work as a Liaison man between Prisoners and Canadian and German authorities. Is an aggressive go-getter." It was also noted, "In view of

rich experience in counselling POWs and his higher education, this chap would make a valuable addition to DVA as a counsellor.”

Training: Course at No.2 ITS was 24 October to 15 November 1940. Courses in Mathematics (94/100), Armament, practical and oral (79/100), Drill (86/100) and Law and Discipline (78/100). Scored “A” in Visual Link. Placed ninth in a class of 95. “Dependable and self assured. Good material.”

Course at No.10 EFTS was 17 November 1940 to 4 January 1941. Finch II aircraft - 28 hours 40 minutes dual, 23 hours ten minutes solo; logged five hours 20 minutes in Link. “Keen, aggressive, stresses desire to be a fighter pilot. Should make good as service pilot.” Ground courses in Airmanship (136/200), Airframes (147/200), Aero Engines (141/200), Signals, practical (47.5/50), Theory of Flight (62/100), Air Navigation (109/200), Armament, oral (164/200), and graded 166/200 on “Qualities as an Officer.” Placed 23rd in a class of 31. “Ability and conduct average. Inclined to be overconfident when flying. Should develop into good service pilot with more instruction.”

Course at No.8 SFTS was 16 January to 22 April 1941. Anson aircraft - 45.50 day dual, 42.45 day solo, 2.30 night dual, 7.30 night solo. Logged eleven hours in Link. “Not too good on low flying. Doesn’t look around enough while flying. Good average on instruments but requires constant practice.” (F/L K.L.B. Hodson). Ground course is Airmanship (147/200), Armament, written (78/100), Armament, practical (68/100), Navigation (167/200), Signals, written (93/100), Signals, practical (47/50). “Clean and neat. Seems to be studious. Inclined to want to do what he pleases.” Placed 20th in a class of 20.

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QUINN, P/O Reynold Norman (J16157) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 14 May 1943 and AFRO 1035/43 dated 4 June 1943. Born Grand Falls, Newfoundland, 9 January 1915. Educated at St. Patrick Academy (Sherbrooke, Quebec), Bishop’s University (Lennoxville), and Institute of Industrial Arts (Cardevale, Quebec). Home in Brompton, Quebec where he was employed by Brompton Pulp and Paper Company (time keeper, pulp tester and paper tester). Enlisted in Montreal, 13 November 1940 and posted to No.2 Manning Depot, Brandon. To No.11 Equipment Depot, Calgary, 17 December 1940. To No.2 ITS, Regina, 28 January 1941; graduated and promoted LAC, 3 March 1941; to No.3 AOS, Regina, 4 March 1941; to No.2 BGS, Mossbank, 27 May 1941; graduated and promoted Sergeant, 7 July 1941. To No.1 ANS, Rivers, 9 July 1941. To “Y” Depot, Halifax, 6 August 1941. To RAF Trainee Pool, 23 August 1941. Taken on strength of No.3 PRC, Bournemouth, 2 September 1941. To No.16 OTU, 23 September 1941. Apparently retained there. To No.97 Squadron, 28 April 1942. Promoted Flight Sergeant, 1 July 1942.

Commissioned 13 September 1942. To No.1660 Conversion Unit, 20 October 1942. To No.19 OTU, 6 March 1943. Promoted Flying Officer, 13 March 1943. To No.24 OTU, 29 June 1943. Promoted Flight Lieutenant, 14 October 1943. Posted that day to No.50 Squadron. Promoted Squadron Leader, 23 March 1944 on posting to No.53 Base.. Repatriated to Canada, 23 April 1945. To No.1 Air Command, Trenton, 26 June 1945. Retired 28 June 1945. He sought operational employment with TCA but could not get an opening. He then became a household appliance salesman with his own company in Montreal. Rejoined RCAF as a Reservist, 12 October 1951 for Administrative duty at Air Defence Command Headquarters, St. Hubert, serving to 29 October 1951. Further similar service, 27 October to 10 November 1952 and 13 October to 12 November 1953 (Squadron Leader rank). Invested with award by King George VI, 7 December 1943. Died in Montreal 8 January 1960 as per **Legionary** of March 1960.

Pilot Officer Quinn has participated in sorties against heavily defended targets in Germany, including Essen and Berlin. His skilful navigation and courage have set an excellent example and contributed to the many successes achieved.

NOTE: Public Record Office Air 2/8950 has recommendation dated 26 March 1943 when he had flown 31 sorties (198 hours 20 minutes). Although the text does not add materially to the above, the sortie list tells more of his career.

25 July 42 - GARDENING (6.45)
26 July 42 - Hamburg
29 July 42 - Saarbrucken (4.45)
6 August 1942 - Duisburg (4.25)
9 August 1942 - Osnabruck (4.10)
11 August 1942 - Mainz (5.20)
12 August 1942 - Mainz (6.00)
16 August 1942 - GARDENING (7.40)
24 August 1942 - Frankfurt (6.05)
28 August 1942 - Nuremburg (6.50)
8 September 1942 - Frankfurt (6.35)
10 September 1942 - Dusseldorf (4.20)
13 September 1942 - Bremen (6.10)
14 September 1942 - Wilhelmshaven (4.40)
18 September 1942 - GARDENING (9.30)
23 September 1942 - Wismar (8.10)
20 November 1942 - Turin (8.45)
28 November 1942 - Turin (8.40)
20 December 1942 - Duisburg (4.15)
21 December 1942 - Munich (8.35)

2 January 1943 - GARDENING (9.00)
8 January 1943 - Duisburg (4.50)
12 January 1943 - Essen (4.35)
16 January 1943 - Berlin (8.05)
21 January 1943 - Essen (5.10)
27 January 1943 - Dusseldorf (5.05)
31 January 1943 - Hamburg (6.25)
3 February 1943 - Hamburg (5.50)
14 February 1943 - Milan (9.35)
16 February 1943 - Lorient (6.50)
18 February 1943 - Wilhelmshaven (6.35)

This officer has taken part in many successful sorties. He has attacked many of the most heavily defended targets in Germany including Essen and Berlin; also Italian towns and other targets. His navigational skill and courage have always been at a high level and he has set a fine example to others.

This recommendation was endorsed by the Air Officer Commanding, No.5 Group, on 2 April 1943.

QUINN, S/L Reynold Norman, DFC (J16157) - **Bar to Distinguished Flying Cross** - No.53 Base - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 293/45 dated 16 February 1945. Award presented 24 April 1948.

Squadron Leader Quinn has acted as station navigation officer on many operational sorties during which he has participated in attacks against major targets in Germany and enemy occupied territory. He has displayed consistent keenness to operate against the enemy, inspiring leadership and outstanding navigational skill worthy of high commendation.

Assessments: Assessed on 10 November 1943 at No.24 OTU, Honeybourne, report covering period from 1 July 1943 to 14 October 1943. He had by then flown 548 hours 50 minutes overseas (27 in period of assessment). "This officer is a most reliable navigator; his work has been above average. He is keen and willing at all times and shows fine qualities of zeal and leadership in the execution of his duties. He will make a good Station or Squadron Navigation officer." (W/C T.J. Gunn).

At Station Skellingthorpe, 10 June 1944, described as follows: "Squadron Leader Quinn is filling the appointment of Station Navigation Officer. His excellent operational record and his sincere ambition to become a pilot justify his recent application which I most strongly recommend."

At No.53 Base, 19 January 1945, reported to have flown 694 hours 30 minutes (57 hours in previous six months). "An officer of more than average ability who takes a real interest in his work. His general knowledge of operations outside of his specialist category is considerable and he has proved his worth both in the air and on the ground. He is of very good manner and appearance and is a popular member of the officers' mess." (G/C R.G. Forbes).

Note: Application for operational badge, 2 September 1944, stated he had flown on operations from 25 July 1942 to 18 February 1943 (31 sorties, 198 operational hours).

Application for Bar to Operational Badge was dated 24 April 1945, stating he had flown 15 sorties (97 hours), 15 October 1943 to 23 March 1944.

A report dated 5 April 1945 (on repatriation) stated he had flown his last sortie on 23 October 1944 and had a total of 46 sorties to his credit - which does not quite square with the application for the Bar to the Operational Badge.

On 9 April 1945, he listed his overseas types and hours - 293 hours 45 minutes on operations, 280 hours five minutes non-operational, 46 sorties and he last on 23 October 1944. Aircraft types he had experienced were Anson (51.25), Hampden (59.15), Wellington (17.05), Stirling (11.25), Manchester (24.25) and Lancaster (410.15).

He had two brothers in the RCAF.