

RABCHAK, P/O Julian John (J86259) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 2 October 1923; home in Winnipeg or Kamsack, Saskatchewan; enlisted Saskatoon, 28 November 1941 and posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 31 January 1942. To No.12 SFTS (guard duty), 13 February 1942. To No.2 ITS, 24 March 1942; graduated and promoted LAC, 23 May 1942 but not posted to No.19 EFTS until 4 June 1942; graduated 28 August 1942 and posted next day to No.12 SFTS; graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 1 January 1943; to RAF overseas, 25 January 1943. Commissioned 30 April 1944. Promoted Flying Officer, 30 October 1944. Repatriated 2 August 1945. Retired 4 October 1945. Award sent by registered mail, 24 February 1950. Died 27 June 2007 in Kamsack as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2007. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9025 has recommendation dated 15 July 1944 when he had flown 28 2/3 sorties (158 hours 45 minutes):

15 February 1944 - Berlin
15 March 1944 - Stuttgart
18 March 1944 - Frankfurt
22 March 1944 - Frankfurt
24 March 1944 - Berlin
30 March 1944 - Nuremburg
11 April 1944 - Aachen
18 April 1944 - Rouen
20 April 1944 - Cologne
22 April 1944 - Dusseldorf
24 April 1944 - Karlsruhe
26 April 1944 - Essen
27 April 1944 - Friedrichshaven
30 April 1944 - Maintenon
9 May 1944 - Mardyke
11 May 1944 - Hasselt
15 May 1944 - GARDENING
23 May 1944 - GARDENING
24 May 1944 - Aachen
27 May 1944 - Aachen
2 June 1944 - Calais
3 June 1944 - Wimeraux
5 June 1944 - St.Martins de Vavre
6 June 1944 - Vire
9 June 1944 - Flers
12 June 1944 - Gelsenkirchen
14 June 1944 - Le Havre
16 June 1944 - Sterkrade

17 June 1944 - Aulnoye

22 June 1944 - Calais

Since being posted to No.103 Squadron on 14th February 1944, Pilot Officer Rabchak, a Canadian, has completed 28 2/3 bombing sorties with a total of 158.56 flying hours. Included in these sorties are many attacks on industrial targets in the Ruhr and elsewhere in Germany in addition to railway marshalling yards, oil targets and operations in support of the invasion of France. These attacks have been carried out with precision and with complete disregard of the fiercest opposition from enemy defences.

Throughout his operational tour, he has shown outstanding skill, courage and devotion to duty. He is an excellent Captain of aircraft, whose calm and quiet manner cloaks a fine offensive spirit in action, and a dogged determination to reach his objective. The fine record of his crew is largely due to the leadership and ability of Flying Officer Rabchak and I strongly recommend that his achievement be recognised by the non-immediate award of the Distinguished Flying Cross.

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RABNETT, Anthony Augustus, G/C (C961, formerly Airman 401) - **Member, Order of the British Empire** - No.1 Aircraft Depot, Ottawa - awarded as per **London Gazette** dated 3 June 1935 in King's Birthday List and AFRO 196/35. Born in Shrewsbury, England, 18 September 1896. Served in Canadian Expeditionary Force, 23 January 1918 to August 1918; attended RAF School, Halton, August to November 1918; rigged Doplins, Avros, SE.5s. With No.1 Squadron, CAF Overseas, as Corporal and Sergeant, 19 November 1918 to 27 April 1920. "Also worked as a carpenter on the repair of the above aircraft. Was engaged in preparing and packing Avros, SE.5s, DH.4s D.9s, Fairey Seaplanes for shipment to Canada." On return to Canada, joined the Air Board, High River, 20 June 1920. Attested and enlisted in CAF, 1 November 1921 as Air Foreman Mechanic or Rigger (Aero) at High River Air Station (civil servant, paid \$ 1,800 annually). Taken on strength of CAF (paid), 1 January 1923. Promoted Flight Sergeant, 1 July 1923. Member of Permanent Force, RCAF, 1 April 1924 (Flight Sergeant, still at High River). Promoted WO2, 1 May 1924. Appointed Aircraft Examiner, 13 August 1927. Promoted WO1, 1 April 1928 (still at High River). On command to Winnipeg, 17 January 1928 on closing of High River. Returned to High River, 15 March 1928. To Ottawa Air Station, 30 April 1930. To No.1 Aircraft Depot, Ottawa, 1 March 1931 as Warrant Officer in charge of Aeronautical Inspection. This included assignments to inspect Fleet Aircraft and DeHavilland plants pending completion of contracts; issued flying kit for test flights with company pilots In June 1931 took a course in Parachute Inspection with Irvin Parachute Company. An example of his work was travel to

Shediac, May 1934 to inspect Fairchild 630 and 647 which had been damaged with particular attention to engine crankshafts. In April 1936 he was inspecting the first three Delta aircraft. He went to England in 1936 with the Vimy Pilgrimage, at which time he also observed all-metal flying boats under construction, Commissioned 1 March 1939. To Camp Borden as Technical Officer, 1 May 1939. Promoted Flight Lieutenant, 1 January 1940. To No.3 Repair Depot, Vancouver, 15 July 1940 as Commanding Officer. Promoted Squadron Leader, 1 October 1940. Promoted Wing Commander, 15 September 1941. To AFHQ, Ottawa, 18 April 1942 as Assistant Director of Repair and Maintenance. Promoted Group Captain, 1 September 1943. To Western Air Command, 10 March 1944 as Senior Aero Engineer Officer. Retired on medical grounds, 5 August 1945. Died in Richmond, British Columbia, 7 September 1983 as per British Columbia Vital Statistics.

Note: The closest one can come to a recommendation text is a letter dated 20 November 1934, G/C G.M. Croil (Senior Air Officer) to "A.G." re Rabnett:

If it is possible for another airman to receive consideration for an award in addition to Flight Sergeant H.J. Winny, whose name has already been submitted, it is desired to recommend the above-mentioned Warrant Officer.

Sergeant Major Rabnett is an exceptionally thorough, reliable and technically efficient Warrant Officer who has rendered outstanding service in the maintenance, inspection and repair of aircraft of the RCAF. He has served in the RCAF since its inception, with irreproachable character and conduct.

The assessment of Rabnett dated 18 January 1935 (by S/L R.J. Grant ? signature unclear) may have contributed to this:

A Carpenter A.R. by trade, this Warrant Officer has developed a sound knowledge of metal construction, engines, metal aircrews, welding, etc. He works and thinks, also, the result being that he has made many valuable suggestions for the improvement of the work at No.1 Depot. He is a very good Inspector, his knowledge commanding respect while his opinions are firm without being arbitrary.

As a technical officer he was often despatched on various errands. Examples of these:

4 May 1925 - "TD by road (Government motor vehicle) to forced landing of 'FU' at Section 16 Township 27 P.4 W.5 - 1400 hours."

13 June 1928 - "Proceeded on temporary duty by air to Lethbridge 0800 13.6.28 in connection

with inspection of Civil Aircraft G-CAHA. Returned same day. Entitled to flying pay.”

7 August 1928 - “Proceeded by rail TD 0926 to Calgary, inspection of two Moth aeroplanes, the property of Great Western Airways at Calgary.”

20 May 1929 - “Proceeded by air on TD to Calgary 1440, 20.5.29 for purpose of investigating crash of DH.60X Moth G-CALA property Calgary Aero Club - returned 1950 hours same day.”

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RABNETT, W/C Basil (C2819) - **Member, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Ottawa; enlisted there 11 October 1940 in Aero Engineer trade. At No.3 WS, 11 November 1940. Promoted Flying Officer, 28 February 1941. To AFHQ, 21 April 1942. Promoted Flight Lieutenant, 8 June 1942. Promoted Squadron Leader, 1 December 1942. Promoted Wing Commander, 1 June 1944. To Release Centre, 29 November 1945; retired 30 November 1945. Award sent by registered mail, from Government House.

This officer has displayed continuously a high degree of initiative and forethought in his particular engineering field, and by so doing, has contributed appreciably to his directorate. His contribution to research and development relative to aero engines, fuels and lubricants deserves special commendation. His administration of the engine development and maintenance section deserves high praise. He has long shown great enthusiasm and devotion to duty which have earned for him the admiration and co-operation of all with whom he has served.

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RACETTE, WO Jean Fernand (R108311) - **Distinguished Flying Cross** - No.37 Squadron - Award effective 23 February 1944 as per **London Gazette** dated 3 March 1944 and AFRO 766/44 dated 6 April 1944. Born 30 December 1922 in Montreal; home there; enlisted there 23 June 1941 and posted to No.4 Manning Depot. To No.1 WS, 13 September 1941; promoted LAC, 14 October 1941; may have graduated 17 December but posted to Trenton, 29 December 1941. To No.4 BGS, 14 February 1942; graduated and promoted Sergeant, 30 March 1942. To “Y” Depot, 31 March 1942. To RAF overseas, 27 April 1942. Promoted Flight Sergeant, 1 February 1943. Promoted WO2, 30 March 1943. Commissioned 3 May 1944. Promoted Flying Officer, 3 November 1944. Repatriated 16 November 1944. Retired 23 January 1945. Rejoined RCAF as Flying Officer (Gunnery Officer), 1 October 1946 (20484). To No.1 Air Command, 8 June 1946. To Station Toronto, 21 March 1947. To Central Air Command, 18 May 1947. Retired 24 July

1951. Photo PL-25545L shows P/O J.R. Racette; PL-25545R shows F/O J.A.F. Meilleur. Award sent by registered mail, 3 January 1946.

Warrant Officer Racette has invariably completed his duties as rear gunner with keenness and outstanding vigilance. He has operated against the enemy in Africa, Sicily and Italy. In October 1943, after attacking dispersed aircraft at an enemy airfield, his aircraft was attacked by a Junkers 88. After a long combat during which Warrant Officer Racette displayed skill and coolness and undoubtedly saved his bomber from destruction, the enemy was driven off and probably destroyed. On one occasion when returning from a night attack on Viterbo airfield he sighted an enemy submarine and made a valuable report on its position. He has invariably discharged his duties in a most creditable manner.

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RACICOT, F/O Charles Bernard Joseph (J92018) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 3 July 1945 as per **London Gazette** of that date and AFRO 1453/45 dated 14 September 1945. Born in Montreal, 24 September 1924; home there. In Air Cadets, Montreal, before enlistment. Enlisted in Montreal, 25 September 1942 and posted to No.5 Manning Depot. Posted to uncertain location, 26 November 1942. To No.3 ITS, 17 April 1943; graduated and promoted LAC, 25 June 1943; posted next day to No.11 EFTS; may have graduated 20 August 1943 but not posted to No.13 SFTS until 4 September 1943; graduated and promoted Sergeant, 28 January 1944. To No.4 Aircrew Graduate Training School, 11 February 1944. To "Y" Depot, Lachine, 14 March 1944. Taken on strength of No.3 PRC, Bournemouth, 25 March 1944. Commissioned 23 October 1944; promoted Acting Flying Officer, 7 December 1944; confirmed as such, 23 April 1944. Shot down in the early hours of 19 March 1945. Repatriated 23 April 1945. To No.1 Air Command, 8 May 1945. To No.13 EFTS, 9 June 1945. To Release Centre, 3 September 1945. Retired 18 September 1945. Award presented in Montreal, 25 November 1949. DHist file 181.009 D.1763 (RG.24 Vol.20610) has recommendation which included much more detail of his being shot down and his subsequent experience as a POW.

One night in March 1945, this officer was detailed to attack Witten. On the bombing run his aircraft was illuminated in a cone of searchlights. Flying Officer Racicot flew clear, however, and resumed the bombing run. Immediately after the bombs had been released the aircraft was hit by enemy fire and sustained heavy damage. The engines on the starboard side were hit, the outer one being put out of action completely, while the inner engine caught fire; the propeller of the latter had to be feathered. Other damage sustained very badly affected the controls. The aircraft began to lose height rapidly. Although Flying Officer Racicot gave the order to prepare to abandon the aircraft, he remained at the

controls and finally succeeded in levelling out. Shortly afterwards it became necessary to leave the aircraft by parachute. Flying Officer Racicot came down safely, but in enemy territory. He was captured. Within a few days he escaped and later came in contact with the liberating forces. This officer has completed numerous sorties and has displayed exceptional ability, skill and cool judgement. He has at all times been a source of great confidence to his crew.

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RACINE, F/L Gerald Geoffrey (J5800) - **Distinguished Flying Cross** - No.263 Squadron - Award effective 19 September 1944 as per **London Gazette** dated 29 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 21 May 1920 in St.Boniface, Manitoba; educated in Winnipeg (1925-1929), Chicago (1930-31) and Montreal (1931-1938). Home in Montreal. Had trained as an artist, specializing in animation and was working for his father's firm, Vibra-Lite Limited. Also free-lanced as a commercial artist, 1940-1941. Enlisted in Montreal, 11 November 1940 (AC2). At No.2 Manning Depot, Brandon, 11 November to 11 December 1940; No.4 SFTS, Saskatoon (guard duty), 12 December 1940 to 4 January 1941. Trained at No.2 ITS, Regina (5 January to 7 February 1941; promoted to LAC on latter date; graduated 4 February 1941), No.8 EFTS, Vancouver (8 February to 29 March 1941, graduated latter date) and No.10 SFTS, Dauphin (10 April to 28 June 1941, graduated 21 June 1941). Graduated 7th in a class of 48 which included I.F. Kennedy and J.D. Mitchener. Commissioned 22 June 1941 (subsequently promoted to Flying Officer, 15 June 1942 and Flight Lieutenant, 21 December 1943). Attended Central Flying School, Trenton, 29 June to 18 September 1941; instructed at No.13 SFTS, St.Hubert, 19 September 1941 to 2 April 1943. Attended No.1 OTU, Bagotville, 3 April to 19 June 1943. Posted to Halifax, he embarked from Canada on 30 June 1943 and arrived UK on 7 July 1943. Further trained at No.59 OTU (27 July to 16 October 1943) and No.56 OTU (17 October to 28 October 1943). Posted to No.263 Squadron (Typhoons), 28 October 1943; reported missing 31 March 1944 (baled out at 15,000 feet, landed unhurt other than momentary concussion and sprained ankles). Exposed to moderate hardships sleeping in open in wet clothing; reached Britain 16 April 1944; the SIO at RCAF Headquarters suggested an award for his evasion but none forthcoming. Repatriated to Canada, 11 May 1944; at Station Trenton, 20 June to 18 July 1944; with No.124 (Ferry) Squadron, St.Hubert, 19 July 1944 to 6 February 1946; released 8 February 1946. Died in Calgary, March 1998; buried in Queen's Park Cemetery. He had been a competent instructor 1941-43 and the CO of No.124 Squadron recommended him for an AFC in July 1945, describing him as follows: "He has shown an extraordinary keenness to produce competent and successful pupils". No award followed. DFC presented 25 February 1949.

His actual victories are a problem. The citation to his DFC appears to be in error when saying that three enemy aircraft were "badly damaged" when they were in fact destroyed. DHist

records do not indicate victories prior to attack on Chartres airfield. Yet in November 1944 he applied for operational wings. He listed 18 sorties from 3 February 1944 (dive bombing Noball site, 55 minutes) to his being downed on 31 March 1944. In this form he claims several victories, none of which can be traced through the citation, combat report or intelligence reports. His list (with appropriate comments by Hugh Halliday), is as follows: **13 February 1944**, three Bf.109s destroyed on ground during Rodeo (confirmed by citation, combat report and intelligence reports); **23 February 1944**, one Bf.109 destroyed during ASR patrol (no confirmation from other sources); **3 March 1944**, one Bf.109G destroyed during invasion exercise (no confirmation); **12 March 1944**, one FW.190 destroyed during scramble (no confirmation); **31 March 1944**, one Me.410 destroyed on night low level sweep (listed on W/C F.H. Hitchins' RCAF Combat Cards and cited in DFC award).

This officer has taken part in many fighter operations against enemy airfields in France. In February, 1944, he participated in the destruction of an enemy aircraft and later in the same month badly damaged three Messerschmitt 109s on the ground during a determined attack on Chartres airfield. On another occasion an aircraft of his squadron was forced down onto the sea. Flight Lieutenant Racine remained circling in the area until forced to make a hazardous landing from lack of fuel. In March 1944, during a sortie against an enemy airfield in the Brest Peninsula, Flight Lieutenant Racine engaged an enemy aircraft and shot it down. His own aircraft was damaged and he was forced to abandon it by parachute. With great coolness and courage he evaded capture and succeeded in returning to his squadron. He has invariably displayed outstanding gallantry and as a flight commander has inspired his pilots with the utmost confidence.

NOTE: The ORB of No.263 has several interesting entries pertaining to him. Upon his arrival the squadron was flying the last of its Whirlwind operations and he did not operate on that type. The first Typhoons were delivered on 2 December 1943. The unit had a party on the 3rd, marking the end of the much-liked Whirlwinds. Training on the Typhoons began in earnest, with two pilots lost on 26 December 1943 (Flight Sergeant Handley, F/O Mogg). The unit attended an Armament Practice Camp at Warmwell (5-19 January). The squadron was declared operational on 1 February 1944. The first operation, a ship recco on the 2nd, was abortive owing to weather. Racine was appointed "B" Flight Commander in February 1944.

3 February 1944 - His first recorded sortie. Form 541 entry described it as dive bombing a Noball site, Ramrod 128, the second of the day, 1520-1620, eight Typhoons led by S/L Warnes, Racine in JR196; first attempt had failed due to weather:

Again impossible to reach the target through the cloud. Maupertus Airfield was

dive bombed as an alternative target, and five bursts were seen in the S.E. dispersal area. These were the first bombs dropped "id auger" [in anger ?] by Bomphoons of the squadron.

4 February 1944 - Ramrod 124, dive bombing Noball, eight Typhoons led by S/L Warnes, 0903-1003, Racine in JR330.

Finding unsuitable weather our aircraft jettisoned bombs and flew an uneventful shipping recon to the Isle Marcouf area.

5 February 1944 - Ramrod 129 Part I, 0855-0955, described in Form 541 as "Repeat of previous days operations, 7/10 cloud prevented dive bombing." Racine on JR362. The fourth mission of the day was 1635 to 1740, Ramrod 129, Part 3, led by S/L Warnes; Racine flying "196". Form 541 read:

Dive Bombing of Noball target. Bomb bursts straddled the target from North to South and it is likely that some damage was done. Flak was accurate and holed F/O Tuff's aircraft.

13 February 1944 - Form 540 entry as follows:

Overcast and cold. Eafternoon, Rodeo 82. The Commanding Officer destroyed an ME.109F at Chartres and F/L G.G. Racine destroyed three more on the ground. Unfortunately Flight Sergeant G. Williams was shot down by flak at Etamps/Mondair Airfield; he must have been killed instantly. P/O W.E. Watkins aircraft was also hit flak; he pulled up successfully to bale out at 1,500 feet.

The Form 541 entry for the above indicates this was Rodeo 82 (1530-1730) led by S/L Warnes, six Typhoons, Racine flying "249"

This sweep of Chartres and Mondesir was carried out at its normal altitude at zero feet after crossing the coast at 8,000 feet. At Chartres airfield the C.O. chased and shot down a Me.109 while F/L Racine ground strafed five Me.109s which were refuelling. He destroyed three of them in a remarkable conflagration. P/O Purkis attacked covered shelters. Flak here was surprised and late. But at Etampes/Mondesir it was intense and too accurate. Flight Sergeant Williams was seen to go in from zero feet and is believed to have been killed. F/O Watkins aircraft streamed glycol and he baled out a few minutes later. His parachute opened fully at 1,500 feet.

At Chartres Airfield the CO chased at, shot down, a ME.109F while F/Lt. Racine ground strafed five ME.109Fs which were refuelling. He destroyed three of them in a remarkable conflagration.

22 February 1944 - On a sweep/shipping reconnaissance, Commanding Officer ditched near Guernsey. Other pilots orbited. Racine and F/O R.B. Tuff saw CO swimming to dinghy pack. Tuff thought CO was hurt, said he was going to bale out to help. Racine advised against it - but Tuff baled out anyway. Near home, Racine had trouble with fuel feed changing tanks, finally landed wheels up at Roborough.

12 March 1944 - Hist first sortie since the disaster of 22 February 1944 - an uneventful patrol on MN170, 1615-1714 hours.

17 March 1944 - On Ramrod 98, 1425-1605, Racine one of three Typhoons, he on MN120. Form 541 reads:

Sweep of Vire, Fougares, St. Malo, Channel Islands. Some flak from St.Malo but no enemy aircraft and no ships.

21 March 1944 - Flying MN170 he was leading four Typhoons on shipping recce, 1755 to 1900. Form 541 reads:

Recco of Cherbourg Harbour. They climbed from zero feet West to East to fly over the outer moles at 3,000 feet but surprised the flak out of the sun. It was late and inaccurate. No ships in the harbour which was thoroughly inspected.

31 March 1944 - Racine (MN170) led four aircraft (1904-2119) to catch Ju.88s at Vannes and Kerlin Bastard at last light as they came home from Biscay patrols. Went in at Ile Groix from sea at naught feet, patrolled between there and mainland under 10/10 cloud, visibility bad. In wandering, Racine separated from others who got home. He straggled, met flak near Morlaix, then reported missing. Search did not turn him up.

16 April 1944 - "In the evening we heard that 'Gerry' Racine, RCAF, had returned to London after being shot down near Morlaix on the night of 31st March. Later, we learnt from him that he had been attacked by a ME.410, had then got on its tail, and destroyed it with one long, true burst, then had found his controls jammed and had to bale out. The rest is, or must be, silence, but we believe that Gerry had some extremely remarkable adventures."

Public Record Office WO 208/3319 has his MI.9 evasion report based on interview of 17 April 1944. He had arrived in Britain the previous day (report states his OTU had been No.51 OTU,

Millfield). All map references were to France 1:250,000.

I was pilot of a Typhoon aircraft which left Predanack on 31 March 1944 at 1900 hours to patrol the Isle de Groux (Sheet 13, G.60) area.

At about 2100 hours, when approximately over the Isle de Batz (Sheet 7, R.33) I was attacked by a night fighter and, after an engagement in which I believe I shot him down, I was compelled to bale out.

I came down in an open field about three kilometres north of Plouezoch (R.4723). I hit the ground pretty hard and was knocked out for the moment. When I came yo I found I could not walk, so crawled into a ditch. I remained in this all night. I inflated my dinghy, and with the help of it and my parachute, erected a small tent which afforded me a certain amount of protection.

At about 1000 hours (1 April) I buried my parachute and dinghy. I had already removed my badges. I could see a farm about 300 yards away, and hid in a hedge and watched it till about mid-day. I saw that it appeared to be inhabited only by an old man and woman, and decided to approach them.

After some difficulty I got them to understand who I was and that I wanted to get into touch with somebody who spoke English. The old man, after having had a good look round to see that there were no Germans in the neighbourhood, provided me with an old raincoat and a beret and took me across a road to within 200 yards of a house, where he said I would find a teacher. I knocked at the door of the house. A voice said, "Entrez", and I entered, to find a lad of about 17. The family soon collected men and, although the mother was frightened and wanted me to go, the others insisted on keeping me, giving me food and drying my clothes.

I got one of the sons to pin-point my position on a map, and told them that I would like, if possible, to get a boat. Another son said he knew of a boat, and that he would get a man to come and see me next day. I was given a room and a bed for the night, but told to keep away from the windows, as there were Germans in the neighbourhood.

On the evening of 2 April a man and woman turned up to see me. The woman gave me to understand that I was to be taken to Morlaix within the next two or three days, and that I would be informed of the exact day. I was stripped of all my identification.

On 4 April at about 1300 hours I was given a forged identity card and a box of far produce, and taken to a deserted farm quite near. In about an hour's time the man who had come with the woman called for me in a car and took me to his house in Morlaix (R.41). From this point my journey was arranged for me.

The Montreal **Gazette** of 29 September 1944 has a photograph of him drawing something in crayon, plus the following story under the headline, FLIER GOES SIGHTSEEING IN PARIS UNDER NAZIS' NOSE; WINS DFC. It differs in significant ways from the above official account and may well be an embellishment:

A thrilling story of miraculous escape from a disabled Typhoon fighter over France and harrowing experiences with Nazi patrols in getting out of France, only part of which could be published before, was told here last night by Flight Lieutenant Gerald G. Racine, who was awarded the Distinguished Flying Cross according to an Ottawa announcement.

When called at his home, 4855 Coin St. Luc Road he had not yet heard of his award. He was surprised but not overly excited.

On the night of March 31 this year, Flight Lieutenant Racine took off with his Typhoon squadron to hunt enemy night fighters harassing Allied anti-submarine patrols over the Bay of Biscay. At dusk as they were returning the weather began to get bad and he became separated from his flight. His radio burned out and he was on his own. He climbed above the overcast and set out for England. The first thing he knew of enemy planes was cannon shells tearing through his wings from a night fighter. He got clear and coming around on the German, shot it down with one burst, bringing his score to four.

But all was not well with his plane. The controls locked and he began flying in circles. When the plane turned over on its back, that was time to get out, but the decision was easier than the act. His foot caught in the controls and he was left hanging half out of the cockpit with the slipstream tearing at him, thousands of feet up. He hung there for minutes that seemed like hours. Seconds after he fell clear of the stricken plane it blew up in the air.

He was not sure there was earth below, for he thought he was over the Channel. When he plunged through the clouds his hopes raised when he saw his plane burning on solid ground.

That was as far as he could go up until now. His story from there on was secret, until the Allies freed that area of France where he came down. Even now, at his request, the names of the towns excepting Paris will remain his secret, and the names of all the people.

He broke clouds at about 500 feet and before he had set himself, hit the ground in the dark. He didn't break any bones but the shock splintered his joints so that walking during the two weeks he was in France was a difficult but necessary operation.

It was then about half-past nine at night and dark as pitch. His first thought was to get into a ditch beside him. It started to rain. He pulled his parachute in after him and rigged a tent. He had just crawled into his improvised shelter when water began to flow down the ditch. He merely inflated his life raft and lay in that all night.

He didn't sleep well. Every little sound of wind and rain kept waking him. In the morning he crawled out to look over the country. It didn't look good from the ground and it was still raining . . . "just like these last two days here." "There was a farm house a little way off and I began watching it", he continued. "We had been told to watch houses before we went up to them. If they looked to be prosperous people, they were more likely to be collaborationists. This one didn't look prosperous. I burned everything that might give me away and then hobbled over to the door. A little girl came and let me in right away."

The people of the house were friendly, but made him understand they were frightened and he must go away. There were two old people, a man and a woman, and the little girl. After he was warmed in front of the fire and fed he made them understand he wanted to speak to someone who could understand English. The old man took him to the door and pointed to a house about four or five fields away on the other side of a road and volunteered to help him to the road.

The road wasn't wide, but looked wide. There was a fence on both sides, too high to climb. He walked into a German patrol. He never had a chance. They frisked him, took him to a little village to get a car, and to a larger town. There they left him with a corporal and a private at the railway station and he made out that he was going to a larger city for questioning.

“We were standing waiting for a train when I made my break. It was a station you usually find in small towns. Something like the one at St. Lambert. There was a small waiting room and the door was half open right behind me. I don’t know yett what made me do it, but I jumped backwards through that door and ran across the waiting room to a door at the back, because the guards were firing like mad. I ran down the street faster than I thought I could with my legs swollen and sore. I ran up an alley and flopped on my face. The guards ran right past the alley. I lay there with my face buried in my arms, thinking what a fool I was. I was free for a time, perhaps, but if a patrol picked me up, I “had it” for they had taken my only identification, my dog tags.

“I lay for quite a while, when suddenly a hand caught me by the shoulder. It was a boy of about 17. He motioned me to follow and took me to an attic in the house behind me where six or seven other boys were gathered,” he said.

That was his first meeting with terrorists - “boys escaped from labour gangs who go around killing Germans and garrotting anyone that may have money, French, German, anyone.” They showed him the piano wire articles of their trade, but treated him well. They got him a suit of civilian clothes, a passport and work card from a murdered Frenchman and fed him for two days. The passport was made out in the name of Ben Ali Keller, painter, of Algeria. The work card was made out as a civilian guard of a large hotel used as a German barracks . . . “Naturally I didn’t show up for work.”

On the second day he left, walking out to the country and began watching houses again. He picked one and knocking at the door said, “I am English, can you help me?” They took him in, treated him and brought a doctor. From that time on the story became a spy thriller in life form.

On the second day he set out to meet the doctor. The doctor met him and took him into his car. He was to move to the home of the nurse in the far end of the city.

The girl looked after him for several days but someone began to talk about him in a public place. Luckily a “high ranking Maquis” heard and investigated. Only after he had identified himself as knowing England and America very well and using English words and terms no German could know, were they both satisfied and decided to move.

He was taken to Paris to identify an American who had been in England too about a time to know anything about the country and had been shot down on his first operation. After questioning about American training routine he approved the chap, who arrived in England two months later.

"I had a few hours wait before my train left Paris so I did the town as much as I dared. They took me to see many of the well known sights including the Arc de Triomphe and right under the nose of the Nazis Triomphe," he said.

It was decided that he should travel to another town on a motor bike. Getting on the machine he ran into trouble. The Germans had gas lines laid from a dock across the street and not being able to read the detour sign he ran right over them. An armed guard stripped him. He showed his bogus pass again, and after pretending he couldn't make out the German's French, he found he was to pay a fine. How he counted the money he doesn't know.

On the way to the coast he passed robot bomb platforms, airfields he had bombed, harbours and Jap subs and bomb and ammunition dumps. All this he memorized.

He found his contact in the coastal village. He was briefed, given arms and told to meet three Maquis who were going over with him, after night. They knew the way to the boat but he was shown a rough sketch of the route.

That night they started. For the third time he ran into a patrol. This one was of eight men and a dog. The dog spotted them and the men fired flares. In the light of the flares shots began to ring out. The four escaping men won out and killed all the Germans "not because of my good shooting, I was just firing in the general direction."

It was a run for it then. They ran to the edge of a high cliff and down to the beach. As they were getting the boat into the water a searchlight from above picked them up and they were fired on. The French were all killed and he alone got back to England.

"It took me more to convince them there who I was than it did the French, but I was home."

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RACKHAM, F/O Paul Remby (J14658) - **Distinguished Flying Cross** - No.120 Squadron - Award effective 16 May 1944 as per **London Gazette** dated 16 May 1944 and AFRO 1296/44 dated 16 June 1944. Born 21 July 1915; home in Summerside, Prince Edward Island or in Nassau, Bahamas; enlisted in Halifax 26 August 1941 and posted to No.1 Manning Depot. To No.31 Radio School (guard duty), 12 September 1941. To No.6 ITS, 10 November 1941. Graduated and promoted LAC, 2 January 1942; posted next day to No.10 EFTS. Ceased training and posted to Trenton, 24 January 1942. To No.1 AOS, 25 February 1942; to No.1 BGS, 20 June 1942; may have graduated 1 August 1942 but not posted to No.1 ANS until 15 August 1942; graduated and commissioned 21 September 1942. To No.1 GRS, 23 October 1942. To No.111 OTU, 26 December 1942. Promoted Flying Officer, 21 March 1943. Overseas as of May 1943. Promoted Flight Lieutenant, 21 September 1944. Repatriated 2 August 1945. Retired 2 October 1945. Award presented 12 November 1948. Cited with F/L Harold F. Kerrigan (RCAF pilot, awarded DSO).

In March 1944, these officers were pilot and navigator respectively of an aircraft which successfully attacked two U-Boats. In the fight against the first of these vessels intense and accurate anti-aircraft fire was encountered. The aircraft was hit and one engine was set on fire. Despite this, Flight Lieutenant Kerrigan pressed home his attack and the explosion of his depth charges completely enveloped the submarine. Almost immediately the second submarine was sighted. Although the starboard engine was still burning, Flight Lieutenant Kerrigan promptly prepared to attack and made his run in the face of withering fire. The aircraft was repeatedly hit and sustained extensive damage. Flying Officer Rackham was wounded in the head, body and leg but bravely remained at his post to continue his navigational duties. Throughout the long flight home the aircraft was difficult to control but Flight Lieutenant Kerrigan flew it safely to this country. This officer displayed outstanding skill, courage and determination in his fight against the enemy's underwater craft. Flying Officer Rackham also proved a gallant and resolute member of aircraft crew. Although suffering acutely he did everything within his power to assist his pilot to reach home.

The following account of events of 6 March 1944 is from a medals and memorabilia auction catalogue:

Liberator V "B" (BZ764) of 120 Squadron, flown by Flight Lieutenant H.F. Kerrigan, had a hard struggle to get home on 6 March 1944 following an encounter with U-737. Harold Kerrigan RCAF was an experienced pilot, and in October the previous year had helped sink U-470. On this March day he and his crew, operating out of Meek's Field, Iceland, investigated a radar contact and found U-737 on the surface.

The aircrew recorded the action at 1748 hrs in position 6857/0316 west of the Lofoten Islands, Norway. During the approach intense flak from the uboat hit and set fire to the No.4 engine, the Lib's guns fired back, hitting the conning tower. In spite of the damage the attack was carried out and a stick of six D/Cs released, which the uboat recorded fell within ten metres, then she dived. The U-Boat's KTB also noted that the right outside motor of the four-engined aircraft was seen to be on fire and trailing smoke.

The U-Boat surfaced again and Kerrigan went into the attack but once more the boat put up a curtain of flak and the Lib was hit again in several places including the nose cupola. Both navigators were wounded (2nd nav. Hatrick had been seriously wounded) and the bomb sight and D/C release gear put out of action, so that the D/Cs failed to drop.

Kerrigan was given no choice but to head immediately for home, helped by his wounded navigator, Paul Rackham; despite wounds to his head, legs and body the man remained at his position. Because of the damage and with wounded aboard, he was diverted to Skitten, Scotland, where he successfully belly landed on two engines. The aircraft was so severely damaged that she was scuttled.

Kerrigan later received the DSO for his efforts, and the senior navigator, Paul Rackham, the DFC.

U-737 was damaged during this attack and returned to port.

Liberator crew:

F/L Harold Fleming Kerrigan, RCAF - Pilot.
F/O A M McLennan - second Pilot.
F/O Paul Remby Rackham, RCAF - first Nav.
F/O W J Hartrick - second Nav.
Sgt P. Cole - Engineer.
W/O J T Foy - 1st WOP/AG.
F/S T Levinsky - 2nd WOP/AG.
F/S J J Grassam - 3rd WOP/AG.
F/S T W Chapman - WOM.

Kerrigan, with Foy, Grassam and Chapman, had helped to sink U-470, 16 October 1943

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RADFORD, FS Sidney Charles Stanley (R52489) - **British Empire Medal** - No.8 OTU - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Middlesex County, England, 20 March 1919. Home in Chatham, Ontario; enlisted in Galt, Ontario, 30 March 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 3 May 1940. Promoted AC1, 1 July 1940. To No.1 BGS, 14 August 1940. Promoted LAC, 1 October 1940. To No.5 BGS, 13 May 1941. Promoted Corporal, 1 June 1941. Promoted Sergeant, 1 March 1942. Promoted Flight Sergeant, 1 May 1943. To No.36 OTU, 22 May 1944; to No.8 OTU, 30 June 1944. To Release Centre, 8 September 1945; retired 17 September 1945. Died at Rockwood, Tennessee, 5 May 2004. Award presented 28 May 1947.

This non-commissioned officer has demonstrated leadership and endeavour above that normally required. During a period of changeover from Royal Air Force to Royal Canadian Air Force at this unit, his superior knowledge of the equipment under his supervision and his ability to work his maintenance crews under pressure without deterioration of their morale, was a main factor enabling sufficient serviceable aircraft being maintained to meet the unit's flying commitment.

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RADLEY, FS Sidney Alan (R141955) - **Mention in Despatches** - No.433 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 18 November 1920. Home in Fort Saskatchewan, Alberta; enlisted as a Radio Mechanic in Montreal, 13 November 1941 when posted to No.1 Manning Depot. To "Q.U.", 8 December 1941. To No.1 Manning Depot, 28 March 1942. To No.31 Radar School, 26 April 1942. To No.31 Personnel Depot, 31 May 1942. To RAF overseas, 19 July 1942. Attained rank of Sergeant, 15 November 1943. Repatriated by air, 18 June 1945. To No.8 OTU, 19 June 1945. To Release Centre, 11 September 1945. Retired to Montreal, 21 September 1945. DHist file 181.009 D.2908 (RG.24 Vol.20633) has recommendation sent to Station Skipton, 20 July 1944 stating he had served eight months in Canada, two years overseas. Radar mechanic.

This Non-Commissioned Officer has been with this squadron since its inception and has been in charge of the Radar Section during that time. He has proven to be an exceptional leader of the personnel working beneath him, a great organizer, and one who receives full co-operation from his section with the result that a very high standard of serviceability on our aircraft has been maintained.

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RAE, F/O Cuthbert David (J35124) - **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 5 May 1922 in Cupar, Saskatchewan; home there; enlisted Regina 19 November 1940 as an Airframe Mechanic and posted to No.2 Manning Depot, Brandon. To School of Technical Training, St. Thomas, 1 January 1941; promoted AC1, 24 May 1941; to No.6 SFTS, Dunnville, 28 May 1941; to No.14 SFTS, Aylmer, 3 July 1941; promoted LAC, 24 August 1941; to No.132 Squadron, 19 April 1942; to Tofino, 15 October 1942. Remustered for aircrew and posted on 24 December 1942 to No.4 ITS, Edmonton (graduated 19 March 1943); to No.6 EFTS, Prince Albert, 21 March; washed out and was posted to No.4 Manning Depot, 9 April 1943; to No.7 BGS, Paulson, 30 April 1943; graduated 23 July 1943 and posted next day to No.5 AOS; graduated and commissioned, 3 September 1943. To "Y" Depot, 17 September 1943; embarked from Canada, 8 October 1943; disembarked in Britain, 16 October 1943. To No.2 (Observer) AFU, 28 December 1943 (Anson aircraft, 17 hours 30 minutes). To No.24 OTU, 22 February 1944 (Whitley aircraft, 70 hours). Promoted Flying Officer, 3 March 1944. Attendee Battle School, 7 May 1944. To No.61 Base, 12 May 1944. Attached to No.1659 Conversion Unit, 22 May to 18 June 1944 (Halifax, 32.15). To No.434 Squadron, 18 June 1944 (Halifax aircraft, 200 hours). Repatriated 15 January 1945. To No.2 Air Command, 26 January 1945. To No.7 BGS, 5 March 1945. To Moncton, 20 May 1945. To No.7 BGS, 30 May 1945. To No.6 Release Centre, 27 June 1945. Retired 29 June 1945. Served with RCAF Air Cadets as an Education Officer, 20 September 1959 to 25 January 1961 (71250) and released at Estevan. Died in Jasper, Alberta, 17 January 1990. Award presented 18 June 1949. RCAF photo PL-31961 (ex UK-14215 dated 24 August 1944) is captioned as follows: "Both bomb aimers of the Bluenose Squadron of RCAF Bomber Group, F/O H.O. Hayes of Winnipeg (left) and F/O C.D. Rae of Cupar, Saskatchewan, compare notes after bombing Kiel." Bomb aimer for F/O N.E. Currie's crew. DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 10 December 1944 when he had flown 33 sorties (167 hours 45 minutes), 20 April to 28 October 1944. Sterkrade incident was 27 September 1944.

Flying Officer Rae has completed a tour of operations during which he has as bomb aimer participated in many operational sorties. At all times he has displayed great tenacity and a fine fighting spirit which combined with his outstanding keenness and devotion to duty have been most praiseworthy. On one occasion when engaged on a mission against Sterkrade his aircraft was subjected to intense anti-aircraft fire. During the bombing run the nose of his aircraft was shattered and Flying Officer Rae sustained cuts to his face and hands. Undaunted by these harassing circumstances this courageous officer returned to his position immediately and successfully completed the bombing

run. His tenacity and fine example have been an example to other members of the squadron.

The sortie list was as follows:

20 April 1944 - Nickel raid (4.15)
24 June 1944 - Bonnetet (3.50)
25 June 1944 - Gorenflos (4.10)
27 June 1944 - Wizernes (3.50)
1 July 1944 - Biennais (4.15)
4 July 1944 - Biennais (3.55)
18 July 1944 - Caen (4.50)
18 July 1944 - Vaires (3.50)
20 July 1944 - Anderbelck (4.00)
23 July 1944 - Donges (5.55)
25 July 1944 - Stuttgart (8.20)
28 July 1944 - Hamburg (5.45)
3 August 1944 - Foret de Nieppe (4.05)
4 August 1944 - Bois de Casson (5.05)
7 August 1944 - La Hogue (4.50)
9 August 1944 - La Breteque (4.25)
12 August 1944 - La Neuville (4.15)
14 August 1944 - Falaise (4.45)
15 August 1944 - Soesterburg (3.30)
16 August 1944 - Kiel (5.05)
18 August 1944 - Bremen (5.45)
6 September 1944 - Emden (4.10)
10 September 1944 - Le Havre (4.30)
11 September 1944 - Castreaux (5.15)
15 September 1944 - Kiel (6.15)
27 September 1944 - Sterkrade (5.20)
6 October 1944 - Dortmund (6.40)
9 October 1944 - Bochum (6.55)
14 October 1944 - Duisburg (6.00)
14 October 1944 - Duisburg (6.35)
23 October 1944 - Essen (5.55)
25 October 1944 - Hamburg (5.25)
28 October 1944 - Cologne (6.05)

Notes: Application for Operational Wing dated 1 November 1944 states he had flown 33 sorties

(115 points), 168 hours 30 minutes, 20 April to 28 October 1944.

Training: Attended No.4 ITS, 1 January to 19 March 1943. Courses in Mathematics (78/100), Armament (40/50), Signals, buzzer (75/150), Navigation (128/200), Airmanship, Theory of Flight, Engines (77/100), Drill (75/100), Law and Discipline (80/100), Meteorology (44/50), Aircraft Recognition (91/100) and Anti-Gas (49/50).

Attended No.7 BGS, 2 May to 23 July 1943. Bombing training on Anson aircraft - 36.10 by day, 2.55 by night. At high level dropped 81 bombs by day and ten by night; low level dropped 27 bombs. Gunnery in Bolingbroke aircraft (18.20). Fired 3,885 rounds. Spent 17 hours in Turret Manipulation, Examined in Bombing, written (217/250), Bombing, oral (197/250), Gunnery, written (89/100), Gunnery, oral (89/100), Aircraft and Ship Recognition (42/50) and Signals (50/50). Placed 13th in a class of 48. "Conscientious, very dependable and willing, Works hard and succeeds well."

Attended No.5 AOS, 26 July to 3 September 1943. Anson aircraft - 19.10 by day (plus 3.35 on Photography) and 17.45 by night. Air work graded as follows - Air Navigation, Day (136/200), Air Navigation, Night (140/200), Bombing (207/300) and Photography (234/300). Ground work as follows - Air Navigation, Elements (147/200), Aircraft Recognition (250/250), Signals, Practical (150/250), Reconnaissance (101/150), and Phonography (138/150).

Attended No.2 (Observer) AFU, 5 January to 21 February 1944. Anson aircraft - flew 7.30 on day bombing, 12.10 day on combined exercises, seven hours night combined exercises. Dropped 14 bombs at medium level. Simulated bombing with photography by day - three; simulated bombing with infra-red by night - four,

Attended No.24 OTU, 22 February to 2 May 1944. By day he flew 6.00 on local bombing; 5.30 on cross-country exerciser in Anson and 19.05 in Whitleys. By night flew 3.10 cross country in Ansons and 24.45 cross country in Whitleys. Other flying was 21.20 (day) and 8.50 (night). By day dropped 24 bombs high level, ten bombs in stick, did 16 photo bombing simulations (eight successful). By night dropped 24 bombs high level, 16 stick, and three infra-red bombing simulations (one successful). Fired 600 rounds air-to-sea by day. Air Work graded as follows - Bombing, day (120/150), Bombing, night (110/150), Map Reading, day (150/200), Map Reading, night (150/200), Photography, day (70/100), Photography, night (75/100). Ground marks in Bomb Sights (86/100), Panel Manipulation and Drill (80/100), Map Reading in AMBT (39/50), Photography (36/50), Pyrotechnics (41/50) and Bombs (42/50). "This pupil officer worked quite keenly during the training with satisfactory results. He takes an interest in his work and with further experience should become a very capable Air Bomber. Has been unlucky with Infra-Red bombing as cross-countries were done when cloud obscured targets most trips," (W/C G.A. Roy and G/C G.V. Lane).

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RAE, F/L John Arthur (J15493) - **Distinguished Flying Cross** - No.416 Squadron - Award effective 12 August 1943 as per **London Gazette** dated 27 August 1943 and AFRO 2322/43 dated 12 November 1943. Born in Winnipeg, 14 May 1921; home in Toronto (later in Tunbridge Wells, England); enlisted in Toronto, 6 November 1940. To Trenton, 22 December 1940. To No.2 ITS, 21 February 1941; graduated and promoted LAC, 29 March 1941 when posted to No.12 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 Trainee Pool, 14 September 1941. Commissioned 5 May 1942. Promoted Flying Officer, 3 November 1942. Promoted Flight Lieutenant, 3 June 1943. Repatriated 23 September 1943. To Recruiting Centre, 31 October 1943. To No.1 Composite Training School, 6 July 1944. To No.4 Release Centre, 12 October 1945. Retired 18 October 1945. 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 [Aylmer]." Award presented 17 June 1945. Postwar entertainment personality in Britain and Canada. Issue of **Flight** dated 8 March 1962, Leslie Hunt mentions that one day he was detailed to fly British ATC Cadets in the squadron Magister. That meant 21 flights around the area. "I flopped into bed, tired out, but was awakened early next morning for the Dieppe Operation. Twenty-five times airborne in 24 hours !" Credited with the following victories: **19 August 1942**, one Ju.88 damaged; **3 April 1943**, one FW.190 damaged; **5 April 1943**, one FW.190 damaged; **13 May 1943**, one FW.190 destroyed; **27 June 1943**, one FW.190 destroyed (shared with F/O R.D. Phillip); **18 July 1943**, one Bf.109 destroyed (shared with W/C Chadburn); **2 August 1943**, one Bf.109 destroyed. Chris Shores, **Aces High** (2nd edition) explains that confusion of this officer with a New Zealand officer, J.D. Rae, has resulted in some writers attributing as many as eight confirmed victories to the Canadian.

This officer has completed sixty sorties and throughout has displayed skill and determination of a high order. He has taken part in many telling attacks on shipping, while in combat he has destroyed at least two enemy aircraft. His fine fighting qualities and excellent leadership have contributed materially to the high standard of operational efficiency of his flight

Public Record Office Air 2/4995 has recommendation drafted 26 July 1943 by S/L F.E. Grant.

This officer has been with the squadron since its formation in November 1941. He has shown at all times the keenest enthusiasm to seek out and destroy the enemy. As Flight Commander, his skill in leadership has given him the confidence of officers and men in his flight. He has completed 60 operational fighter sweeps over enemy territory, many Rhubarbs, Jim Crows and Shipping

Strikes. He has personally destroyed at least two enemy aircraft and damaged three others as well as many effective attacks on shipping. He has completed 200 operational hours.

That same day (26 July 1943), G/C E.A. McNab (Officer Commanding, Station Digby) added his remarks:

This officer has showed himself to be a skilful and aggressive leader. He has instilled his keenness and enthusiasm into his flight thus building up a valuable striking unit. I consider he has earned through his efforts the Distinguished Flying Cross.

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

NOTE: A news release dated 4 January 2002 from Government House announcing appointments to the Order of Canada (Companions, Officers and Members), included under "Members" the following:

John Arthur (Jackie) Rae, CM, DFC, Toronto, Ontario - At the age of three, he began performing as one of the Three Raes of Sunshine, touring the North American vaudeville circuits. As a teenager, he was already a reasoned veteran of the stage. After serving his country as a pilot in World War II, he returned home a decorated hero and resumed his career as a producer with the CBC at the vanguard of the television era. In the years that followed, he produced scores of programs including the popular Wayne and Shuster Show and returned to the spotlight as the singing host of his own series. Now retired, he brings the healing power of music to patients at Princes Margaret Hospital with regular performances of The Spitfire Band, a musical group he founded.

Died in Toronto, 5 October 2006. The obituary notice read, in part :

After the war, he became a CBC variety producer, creating radio shows in the 1950s starring acts such as Wayne and Shuster. He was head of CBC radio and TV variety from 1952 to '56.

In 1956, he became host of his own variety show "The Jackie Rae Show" on CBC-

TV, which lasted two seasons. In the late 1950s, Rae moved to London and became involved in BBC and Granada TV shows including "Jackie Rae Presents" and "Sunday Night at the Palladium".

As a songwriter, Rae had an international hit in 1969 when Eddie Arnold recorded his "Please Don't Go" and Andy Williams sang his "Happy Heart", a song that has since been covered by numerous artists.

He often collaborated with other songwriters, including Les Reed, on works such as "I've Got My Eyes on You", "When There's No You", recorded by Engelbert Humperdinck, and "Dream Just a Dream", recorded by Tony Bennett. He performed in English cabarets in the 1960s and returned to Toronto in 1976, where he became executive producer of the Canadian Talent Library, a non-profit trust that produced works by Canadian artists.

"In love with the business"

In 1981 he formed the Spitfire Band, a dance band that entertained all over Canada and made several recordings. Rae was vocalist and master of ceremonies. "He was in love with the business -- show business," said trumpeter Micky Erbe, co-founder of the band with Rae and trombonist Laurie Bower.

With his fourth wife, television actress Patricia McKinnon, Rae chaired a weekly concert program for cancer patients at Princess Margaret Hospital in Toronto. Rae received the Order of Canada in 2002 for his contributions to radio and television.

Rae's nephew Bob Rae, former NDP premier of Ontario and a federal Liberal leadership candidate, did a reading at his funeral Tuesday. Rae's wife died five years ago. He is survived by four children and four grandchildren.

A more witty obituary, by Joanna Smith, appeared in the Toronto **Star**, 13 October 2006:

Jackie Rae's life began and ended with music, from a childhood vaudeville act to his 75 years in show biz. And, in between, he shot down enemy planes in World War II, and won the Order of Canada and more than enough cherished friends and family. His career began just three years after he was born John Arthur Rae in Winnipeg touring the continent with his older siblings Saul and Grace, as the Canadian Vaudeville act the Three Little Raes of Sunshine.

Often standing in the wings was his mother Neil, a Scottish immigrant, holding up quarter to bribe her young ham offstage after he's stolen more than enough bows.

Rae worked as a talent scout for a radio show after graduating from high school at 16. He auditioned amateur artists - including Canadian jazz legend Oscar Peterson - every Saturday before enlisting in the Royal Canadian Air Force. Although the newspapers on the home front lauded his prowess at shooting down enemy planes in the cockpit of his Spitfire - including over the beaches of Dieppe - Rae was light-hearted and fairly tight-lipped about his World War II experiences. After receiving the Distinguished Flying Cross in 1943, Rae told the **Star**, "The old wingco (wing commander) must have put the beans in a bottle and picked me out - there certainly wasn't anything specific about my decoration."

Nephew Bob Rae, former NDP premier of Ontario and federal leadership candidate, remembers his uncle didn't really start sharing his war stories until the 50th anniversary of D Day jogged some memories.

"The loss of great friends, for all of his life, he found very difficult", he said.

John Rae, Bob's brother and a long-time political advisor to former prime minister Jean Chretien, recounted in his eulogy how the war stories his uncle told him during Remembrance Day phone calls were often full of humour.

"The toughest fight he ever had in the war" was outside a bar in Halifax, he said. Rae and three air force buddies bumped into a bunch of drunken sailors who had the nerve to ask, "How are you doing, butterflies?"

"The version I have from my uncle is that he won and they deserved it", John Rae told friends and family gathered at Rae's funeral Tuesday.

Always the entertainer, Rae jumped straight back into show business when he returned to Toronto with a young English war bride, with whom he had two children. They later divorced. He became a producer at the CBC, which put him at the helm of comedy duo Wayne and Shuster's radio show for the nine years it was on the air.

He then became the singing host of **The Jackie Rae Show**, which had a rocky start when it debuted in 1956. CBC pulled the plug for budgetary reasons after

the second season.

Although the show had what one critic called a “woefully obvious” laugh track, at-home audiences certainly missed the joke during one episode after hearing a thud and scream off-camera during a knife-throwing act. Rae came back on to say, “The show will be four minutes short. Oh, well, that’s show business.” Police and CBC phone lines soon jammed with frantic calls from viewers who didn’t realize it was all part of the act.

The joker showed his more serious side after he snatched up a TV offer from London, England in 1958. Returning to Toronto after about 15 successful years and two more marriages - first to an English starlet and then a woman with whom he had two more children - Rae became executive producer of the Canadian Talent Library Trust, a non-profit that produced recordings by Canadian artists and composers for radio and commercial release..

“He was in love with the business - show business”, said trumpeter Mickey Erbe, who along with the trombonist Laurie Bower co-founded the Spitfire Band with Rae in 1981, a throwback to the big-band era. Rae had another great love - his fourth wife television actress Patricia McKinnon Rae. Her brother-in-law, Don Harron, an old friend and colleague of Rae’s known as the comic Charlie Farquharson, introduced the couple.

She’d been diagnosed with Hodgkin’s lymphoma in 1973, three years before the fell in love. They married in 1988.

The pair was an adored mainstay at the Princess Margaret Hospital where they chaired a weekly concert program for cancer patients. Rae was at his wife’s side when she died of lung cancer five years ago. “Jack crumbled”, Harron said. “He missed her like crazy every time I went to see him.”

Still, he carried on, bolstered by the company of loved ones and his enduring love for showbiz, receiving the Order of Canada in 2002 for his contributions to radio and television.

Rae died October 5 at 84 years old while sleeping in his Toronto home.

In the old chapel where Rae’s funeral was held, “Amazing Grace” wailed from Erbe’s trumpet before dissolving into the jazzy strains of “No More Dancing”, the Spitfire Band theme song Erbe wrote and Rae co-wrote.

Rae leaves his four children and their families, including four grandchildren , his stepdaughter, nieces and nephews and their families.

Text of RCAF Press Release No. 1498, London, 27 April 1943

Flying Officer John Arthur Rae of 760 Spadina Avenue, Toronto, is the way he is probably referred to around R.C.A.F. headquarters. But it's "Young Boomer" if you're looking for him at the dispersal hut of the City of Oshawa fighter squadron.

Nobody seems to know quite where the "Young Boomer" stuff originated – maybe he thought it up himself, he's that kind of a guy – but it stuck, and that's whom you ask for when you want to see Jackie Rae in a hurry.

People often do want to see Jackie in a hurry, too. If you want a considered opinion on a swing band, or a snap judgment on the pedigree of your dog, or a rapid retort on almost any subject, he's your man. If you're not holding your sides and gasping for breath within 30 seconds, Boomer is having an off day.

Well, maybe he's not quite that funny, but around the City of Oshawa squadron, Boomer is the guy who keeps laughing on a dull day, imitating a band leader, mimicking some character known to the squadron, or dashing off snatches of popular songs.

Besides that, he relegates Confucius to the bush leagues when it comes to coining phrases, most of which mean nothing to the uninitiating but have become famous in Air Force parlance.

Boomer's background is no hindrance when it comes to holding other people's attention. Ever since, he was one of the "three Raes of Sunshine" in Canadian Vaudeville. At the mature age of about five, this fighter pilot with the unruly blonde hair and the infectious grin has been around the entertainment game.

He was born in Winnipeg in May 1922, and he and his brother and sister were experienced troupers before they knew many words of more than two syllables.

From Ottawa to Vancouver they appeared on the Famous Players circuit, singing, playing the piano, learning the business from the ground up.

He started school in Toronto, later attending Jarvis Collegiate, where he

graduated in 1939. After that, for a year or so, he was in radio in Toronto, and at one time sang over the airlines with Horace Lapp's orchestra.

One of his experiences, he relates, was auditioning talent for Ken Sobel's Sunday shows. This was done in town studios all over the province. Every Saturday, he heard 50 amateurs do their stuff, while hundreds more clamored outside for a chance.

Then, in November 1940, he signed up with the R.C.A.F. in Toronto. He completed initial training there, took elementary flying at Goderich and graduated from Camp Borden, as a sergeant, in August 1941.

The same month, he was posted overseas. Six months later, he received a promotion to Flight Sergeant and in May 1943 received his commission.

His entire operational career has been spent with the same squadron, first under Squadron Leader L.V. Chadburn, DFC, of Aurora, Ontario, and later under Squadron Leader F. H. Boulton of Coleman, Alberta.

Low-level attacks on targets in France, high-altitude forays to protect bombers, and other types of operations, including the Dieppe show, are all recorded in his log book, where he has about 30 operational sweeps recorded.

Recently he was married to Assistant Section Officer Susanna Mitchell, of the W.A.A.F., whose home is in Tunbridge Wells, Kent. The ceremony was performed by Flight Lieutenant J.J. Jolley, R.C.A.F. chaplain, in Nutfield Paris Church, not far from his station. Squadron Leader Chadburn, who then commanded the squadron, was best man.

Since he came overseas, Jackie has found little time for athletics, but at home he was noted as a "comer", held junior titles in swimming and badminton and played on a city championship rugby team in high school.

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RAFTER, F/O George Charles (J29110) - **Mention in Despatches** - No.422 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 St. James, Manitoba, 17 September 1922. Graduated from Daniel McIntyre Collegiate. Home in Winnipeg; enlisted Regina, 31 August 1942. To No.2 Manning Depot, 28 September 1942. To No.2 WS, 3 December 1942; promoted

LAC, 11 January 1943; graduated 25 June 1943 when posted to No.7 BGS; graduated and commissioned 9 August 1943. To Eastern Air Command, 12 August 1943; to No.5 (BR) Squadron, 1 September 1943; to "Y" Depot, 28 December 1943; taken on strength of No.3 PRC, 1 January 1944. Promoted Flying Officer, 9 February 1944. Repatriated 8 August 1945; released 28 September 1945. Upon formation of the Air Reserve in 1951, he joined 3052 Technical Training Unit at 17 Wing Headquarters in Winnipeg and later was appointed Honourary Colonel of Air Navigation School. In 1963 he was appointed Aide-de-Camp to the Lieutenant Governor of Manitoba. He was re-appointed and served seven terms as Aide and Senior Aide. He spent 32 years in this volunteer position. In 1981 he was invested as a Member of the Order of Canada and in January, 1991 the Province of Manitoba made him a member of the Order of The Buffalo Hunt, it's highest honour. Died in Winnipeg, 23 April 2012. Certificate sent to Winnipeg, 10 August 1948. RCAF photo PL-28625 (ex UK-8151 dated 22 February 1944) taken at Canadian Red Cross Maple Leaf Club (London) - Miss Ruth Tinker (Toronto, member of the Red Cross for three years) serves coffee in lounge to P/O Charles Rafter (left, Winnipeg, "a very recent arrival in Winnipeg"), P/O Fred Weir on his left (Omeme, Ontario, observer "who has done a tour in Egypt and Malta and whose aircraft has four enemy boats to its credit") and F/O Bill Wildman (Peterborough, "a wireless air gunner in the same crew as Weir who has also completed a tour in Egypt and Malta." RCAF photo PL-33688 (ex UK-15419, 29 September 1944) shows "Beulah", a donkey recently acquired by an RCAF Sunderland squadron in Ireland. F/O G.C. Rafter holds feeding bottle while F/L J.W. Langmuir holds the animal down following bath and fitting with underwear.

Awarded Member, Order of Canada, 22 June 1981 (invested 21 October 1981) with the following citation:

Honorary Aide-de-Camp to the Lieutenant Governors of Manitoba over a long period. A former Air Force Officer, he has helped to organize several Commonwealth Air Crew reunions in Winnipeg. His work in a wide variety of church and community activities has been of great benefit to his fellow citizens.

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RAILTON, F/L Charles Spencer (J26609) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 28 May 1917 in Vancouver; home there (office clerk and commercial traveller); enlisted there 26 May 1942. To No.3 Manning Depot, Edmonton, 16 June 1942. To No.3 WS, Winnipeg, 2 August 1942; promoted LAC, 3 September 1942; graduated 6 February 1943; posted next day to No.3 BGS, Macdonald; graduated and commissioned 14 May 1943. To "Y" Depot, 29 May 1942; to RAF overseas, 15 June 1943, embarking from Canada 16 June 1943. Disembarked in Britain, 24 June 1943. At the time he was boarding the ship for overseas, he

tripped and fell, sustaining a broken leg and apparently back injuries. He was admitted to hospital on arrival in Britain and not discharged until 19 November 1943; had been promoted Flying Officer, 14 November 1943. To No.1666 CU, 9 December 1943 (not clear why this was delayed). To No.425 Squadron, 5 January 1944. To No.408 Squadron, 2 August 1944. Promoted Flight Lieutenant, 4 August 1944. To No.22 OTU, 18 February 1945. Repatriated 13 June 1945; released 6 September 1945. Award presented in Vancouver, 22 October 1949. Died in Penticton, British Columbia, 18 January 1987 as per **Airforce Magazine** of July-August-September 1987 and in British Columbia Vital Statistics. RCAF photo PL-40042 (ex UK-16347 dated 11 November 1944) is captioned, "After an encounter with a Ju.88 over Germany, F/L Chuck Railton, Vancouver, gunnery leader of the Goose Squadron of RCAF Bomber Group in Britain, examines a model of the German fighter." RCAF photo PL-40043 (ex UK-16348 dated 11 November 1944) is captioned as follows: "Ready to start out for a briefing, P/O F.J. Ward (left), Toronto, rear gunner and F/L Chuck Railton, Vancouver, gunnery leader of the Goose Squadron of the RCAF Bomber Group in Britain pause for a picture." 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 of W/C J.F. Easton dated 5 November 1944 when he had flown 29 sorties (143 hours 25 minutes), 24 February to 15 October 1944. Squadron Gunnery Leader.

A skilful air gunner who has at all times displayed outstanding devotion to duty. Flight Lieutenant Railton has participated in attacks on such major targets as Berlin, Schweinfurt, Stuttgart, Essen and Dusseldorf. In all these sorties, his coolness and fine offensive spirit have been an inspiration to the other members of his crew.

Flight Lieutenant Railton's alertness in spotting enemy fighters, and his prompt directions for evasive action have more than once saved his aircraft from destruction.

This officer's outstanding leadership marked him for appointment as Gunnery Leader of the squadron. During the period he has held this position, his efforts in the interest of training and operational flying have been tireless.

I consider that his splendid record of achievement fully merits the award of the Non-Immediate Distinguished Flying Cross.

The sortie list was as follows:

22 February 1944 - Schweinfurt (8.15)

1 March 1944 - Stuttgart (7.15)

22 March 1944 - Frankfurt (6.15)
24 March 1944 - Berlin (7.05)
26 March 1944 - Essen (5.00)
30 March 1944 - Nuremburg (1.15, duty not carried out)
9 April 1944 - Villeneuve St. George (3.30)
10 April 1944 - Ghent (4.10)
18 April 1944 - Noisy-le-Sec (5.05)
20 April 1944 - Lens (4.20)
22 April 1944 - Dusseldorf (5.00)
7 May 1944 - St. Valery (3.30)
8 May 1944 - Haine St. Pierre (4.30)
9 May 1944 - Calais (3.30)
19 May 1944 - Merville (4.15)
5 June 1944 - Houlgate (4.50)
6 June 1944 - Coutances (4.35)
8 June 1944 - Mayenne (4.50)
14 June 1944 - St. Pol (3.45)

RAILTON, F/L Charles Spencer, DFC (J26609) - **Mention in Despatches** - No.408 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Unit identified in AFRO only as "Overseas"; proper unit identified in DHist file 181.009 D.1725 (PAC RG.24 Box 2067). Another source has given unit as No.432 Squadron. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) gives unit as No.408 Squadron and has recommendation submitted 3 February 1945, when he had served 13 months in Canada, 19 months overseas. Squadron Gunnery Leader.

A skilful air gunner who has at all times displayed outstanding devotion to duty, Flight Lieutenant Railton has been over many heavily defended targets deep in the heart of enemy territory such as Berlin, Schweinfurt, Essen, Dusseldorf and Stuttgart. On all these sorties his coolness and fine offensive spirit have been an inspiration to all members of his crew. His promptness in spotting enemy aircraft and his alertness have been responsible on many occasions for saving the aircraft from destruction. As Gunnery Leader of the squadron he has been an inspiration to one and all and he has been exceptionally competent.

NOTE: An example of the Air Gunner's work is a combat report for Halifax "T", serial NP756, 15 October 1944; action at 2016 hours, height 4,000 feet. The Mid-Upper gunner was Flight Sergeant A.A. Bulbeck (later awarded DFC). Railton fired 400 rounds (600 yards to 500 yards) and Bulbeck fired 200 rounds (575 yards to 500 yards). Narrative as follows:

The Rear Gunner first saw a red light which appeared to be following slightly down dead astern at approx. 1,000 yards for a few minutes; this light appeared to go out as a green light appeared. This light moved to the starboard quarter up and a 45 degrees being silhouetted against the light part of the sky. The Rear Gunner identified the light as being on the nose of a Ju.88 at 600 yards. The enemy aircraft appeared to be positioning itself for an attack. The Rear Gunner gave the order "Corscrew Starboard Go" and immediately opened fire. A second later the Mid-Upper Gunner joined fire. This enemy aircraft did not appear to press home his attack - the nose light went out and the enemy aircraft was last seen disappearing down on the port quarter. Because of the range of the attack no damage could be assessed.

Training: He specifically volunteered for air gunner. No record of his training at No.3 Wireless School (appears to have failed Morse), but at No.3 BGS he flew 24 hours 30 minutes in Battle aircraft (15 hours 30 minutes in turre) and placed first in a class of 63. On the ground he spent three hours 30 minutes in turret manipulation, harmonization etc. Turrets were Bristol (air), Bristol, Boulton Paul and Fraser Nash on ground. At Stage I, ground courses in Armament, oral (80/100), Armament, written (257/300), Anti-Gas (85/100), Aircraft recognition (98/100), Navigation (92/100), Mathematics (50/50), Law, Administration and Hygiene (95/100), Signals (85/100). At Stage II he was further tested in Gunnery, written (135/150), Gunnery, practical and oral (85/100), Aircraft recognition (89/100), and Signals (75/100). Fired 200 rounds by day and 244 by night on skeet range, 700 rounds by day on 25-yard range, 1,000 rounds by day and 200 rounds by night on 200-yard range, 400 rounds air-to-ground and 3,650 rounds air-to-air (7.6 percent hits).

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RAINES, F/L Llewellyn Wilfred (C6358) - **Mention in Despatches** - Western Air Command Headquarters - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born in Unbridge, Ontario, 21 April 1892. Educated in Toronto, 1899-1906, Winnipeg, 1906-1910, and Vancouver, 1910-1911. Employed in Customs Department, Vancouver, 1912 to 1922 with wartime service interruption as follows: appointed Staff Sergeant, Canadian Veterinary Corps, 8 April 1915 (R.689). Appointed Cadet, Royal Air Force, 14 May 1918 and posted to No.2 Officers Cadet Wing; to No.5 Officers Cadet Wing, 25 May 1918; to No.1 School of Aeronautics, 5 July 1918; to Observers School, Westgate-on-Sea, 28 September 1918; to No.2 Observer School, 21 October 1918; granted commission as Temporary Second Lieutenant, RAF, 15 February 1919; to Boscombe Down, 18 February 1919; to No.5 School of Aeronautics, 26 April 1919; to Repatriation Camp, Shorncliffe, 29 May 1919; repatriated to Canada, 30 June 1919; struck off strength of RAF, 13 July 1919. Employed by Consolidated Exporters Corporation, 1922 to 1926;

Dennison and Raines Customs Brokers, 1926 to 1941. Home in Vancouver; enlisted there as Equipment Officer, 8 August 1941 in rank of Flying Officer and posted to No.1 Manning Depot, Toronto; to AFHQ, 25 August 1941; to Eastern Air Command Headquarters, 11 September 1941; to Western Air Command Headquarters, 10 October 1941 for remainder of the war, with frequent Temporary Duty at ports such as Seattle, San Francisco, Los Angeles and Portland; promoted Flight Lieutenant, 24 March 1942. Released 16 February 1945. Died in Vancouver, 9 November 1951, age 58 as per British Columbia Vital Statistics.

Flight Lieutenant Raines, during his employment on embarkation duties, which comprised movements of entire flying units with their equipment, was responsible for movements of large parties of Australian and New Zealand officers and airmen from American ports to Vancouver and other Canadian points, and in this connection has been highly commended by American Customs.

First recommended on 9 September 1943 as follows:

Flight Lieutenant Raines is employed on embarkation duties, which have comprised movements of entire flying units with their equipment. He is also responsible for movements of large parties of Australian and New Zealand officers and airmen from American ports to Vancouver and other Canadian points, and in this connection has been highly commended by American Customs, Railway and Army Officials. He has consistently shown high qualities of resourcefulness and courtesy.

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RAINVILLE, FS (now P/O) Guy Henri (R55373/J15751) - **Distinguished Flying Medal** - No.419 Squadron - Award effective 16 June 1942 as per **London Gazette** dated 22 September 1942 and AFRO 1653/42 dated 16 October 1942. Born in Montreal, 12 June 1913; home in Quebec (agriculture student); enlisted there 29 June 1940. To No.1 ITS, 22 July 1940; promoted LAC, 16 September 1940 and posted that date to No.2 WS; to No.2 BGS, 19 January 1941. Graduated and promoted Sergeant, 17 February 1941. Reported overseas, 5 April 1941. Later served in No.425 Squadron. Commissioned 21 July 1942. Promoted Flying Officer, 4 December 1942. Promoted Flight Lieutenant, 7 April 1943. Invested with award by King George, 18 May 1943. Shot down and taken prisoner, 14 January 1944 while with No.432 Squadron (Lancaster DS850). Repatriated to Canada, 1 June 1945; to Composite Training School, 12 June 1945; to Release Centre, 12 September 1945. Released 18 September 1945. Died in Ottawa, 15 November 1981. RCAF photo PL-15932 (ex UK-3943 dated 20 May 1943) taken outside Buckingham Palace; F/O Les Wainwright admires the DFM just presented to F/L Guy Rainville. PL-15939 (ex UK-3950

dated 20 May 1943) taken after investiture, with Mrs. P. Ashley-Cooper of Hexton Manor. Photo PL-15944 (ex UK-3955 dated 20 May 1943) shows (left to right), Paul Dupuis (CBC war correspondent, Montreal), F/L Guy Rainville, and F/O Duhamel (RCAF public relations officer). Numerous papers deposited with Canadian War Museum including unpublished autobiography (CWM Call Number: 58A 1 192. 19)

This airman is employed as an air gunner. He has at all times displayed exemplary qualities and his work had been completed in an assuming yet forceful manner. By his skill and teamwork he has played a good part in the success of the crews with whom he has flown. He has participated in attacks on dockyard installations and industrial targets both in Germany and German occupied territory. His courage and tenacity have been noteworthy.

Public Records Office Air 2/9598 has recommendation (date missing) listing 38 sorties (188 hours 35 minutes) as follows:

20 October 1941 - Antwerp (docks)
23 October 1941 - Kiel (docks)
7 November 1941 - Essen (industrial)
30 November 1941 - Hamburg (docks)
28 December 1941 - Wilhelmshaven (docks)
9 January 1942 - Brest (docks)
17 January 1942 - Bremen (docks)
1 March 1942 - Dinghy search, North Sea
8 March 1942 - Essen (industrial)
10 March 1942 - Essen (industrial)
25 March 1942 - Essen (industrial)
28 March 1942 - Essen (industrial)
8 April 1942 - Hamburg (docks)
10 April 1942 - GARDENING, Dutch Coast
12 April 1942 - Essen (industrial)
14 April 1942 - Dortmund (industrial)
15 April 1942 - Cologne (industrial)
15 April 1942 - Dortmund (industrial)
22 April 1942 - Dortmund (industrial)
24 April 1942 - Rostock (industrial)
26 April 1942 - Rostock (industrial)
2 May 1942 - Larochele (docks)
4 May 1942 - Stuttgart (industrial)
17 May 1942 - Borkum (industrial)

19 May 1942 - Mannheim (industrial)
21 May 1942 - Lorient (docks)
30 May 1942 - Cologne (industrial)
2 June 1942 - Essen (industrial)
6 June 1942 - Emden (industrial)
8 June 1942 - Essen (industrial)
18 June 1942 - Emden (industrial)
19 June 1942 - Emden (industrial)
21 June 1942 - Borkum (industrial)
22 June 1942 - Emden (industrial)
25 June 1942 - Bremen (docks)
27 June 1942 - Bremen (docks)
29 June 1942 - Bremen (docks)
2 July 1942 - Bremen (docks)
8 July 1942 - Wilhelmshaven (docks)

Flight Sergeant Rainville has completed 38 sorties against the enemy, 31 of which were with this squadron. His determination in the execution of his duties account in a large part for this number of sorties. He displayed at all times most exemplary qualities and his work was carried out in an unassuming yet forceful manner. His cool and cooperative execution of his duties while on operations has played a great part in the successes of the crews with which he has flown.

Flight Sergeant Rainville is of French-Canadian descent, and as such he has set a fine example for future French-Canadian aircrew. His ability, courage, tenacity and coolness qualify him for official recognition.

The website "Lost Bombers" has two entries respecting his latter experiences with No.432 Squadron. The first relates to Lancaster DS851 (QO-D), target Berlin, 2/3 December 1943. This aircraft was delivered to No.432 Squadron in October 1943 and took part in the following operations: Sea Search, 18/19 November 1943 (aborted); subsequently lost on its first combat operation (LL618 also lost). Airborne at 1706 hours, 2 December 1943 from East Moor. Badly shot about by a night- fighter and crashed at 0035 hours on return to base, finishing up in a field beyond the upwind end of the runway. Crew consisted to F/O C.Wales, RCAF; Sergeant J.Dickinson; Flight Sergeant J.Evans; Flight Sergeant J.Garvey ;Sergeant J.Aplin ;Sergeant D.Thomas; F/L G.Rainville, DFM ,RCAF.

Lancaster DS850 (QO-M), target Brunswick, 14/15 January 1944. This aircraft was delivered to No.432 Squadron in October 1943. It took part in the following operations; Berlin, 2/3 December 1943; Berlin, 1-2 January 1944; Berlin, 2/3 January 1944; Brunswick, 14/15 January

19 when lost, as was Lancaster DS740. Airborne at 1703 hours, 14 January 1944 from East Moor. Hit by flak over the target which severely wounded Sergeant J.H. Aplin and caused much structural damage. Petrol tanks were ruptured and the order to bale out was given in the vicinity of Rheine, the Lancaster crashing on the Engdener Wuste, east of Nordhorn. Crew were F/L C.V.Wales, RCAF (POW); Flight Sergeant G.C.Pike, RCAF (POW); Sergeant A.L.Thomas (wounded); Flight Sergeant J.S.Evans (POW); Flight Sergeant W.J.T.Garvey (wounded); Sergeant J.H.Aplin (killed); Sergeant R.A.Hutchinson (killed); F/L G.H.Rainville. DFM, RCAF (Squadron Gunnery Leader, POW, subsequently held in Camp L3, POW number 3386.

Rainville subsequently filed a "Loss of Bomber Aircraft" report, stating he had flown 50 sorties and that his position on this night was rear gunner. He was interrogated on 10 April 1945.

We were on the bombing run when a flak shell exploded very near the aircraft. I immediately opened the rear turret doors in order to get out because I thought we had been seriously hit. The aircraft was shuddering violently and skidding for a minute or so. Almost at the same time an incendiary bomb dropped from above crashed through the astro hatch and the WOP who was standing there was fatally wounded in the head. Pilot gave order to second pilot and engineer to look after WOP after our bombs had been dropped. Soon after this a strong smell of petrol enveloped the aircraft, which I reported to pilot who immediately asked engineer if he could find the leak and stop it. From the answer given by engineer I gathered he could not reach the location of leak owing to the wounded WOP who was lying down in the passage. A check of the petrol gauges revealed we were losing a great amount of petrol and after 50 minutes on the return journey the engineer stated he had ten minutes left. The pilot gave the order to get ready to abandon aircraft. I came out of the turret, as I found there was not enough room to manoeuvre quickly and safely. I put my chute on and plugged the intercom in standing near the rear door and waiting for orders. Meanwhile the mid-upper had been ordered out of his turret and asked to try and move the WOP to either front or rear exit with the help of second pilot. This had already been found impossible to do owing to lack of room and the condition of the wounded. While standing by I heard engineer say he had only four minutes or so to go. The bomb aimer asked permission to bale out and half a minute later I made the same request which was granted immediately by pilot. Opening the rear door I jumped out from 11,000 feet and a few minutes later hit a ploughed field near the Osnabruck-Rheine road approximately 15 miles from Rheine.

Details: The incendiary bomb did not explode; it tore a big gap in the WOP's head and his brains could be seen. He regained consciousness now and again. In

Dulag Luft (cooler) the navigator told me he had been informed by the Germans that the WOP and mid-upper had been found dead in aircraft. The aircraft did not climb above 18 or 19,000 feet. According to later information given by pilot, most of his instruments were faulty. Dropped height gradually on return trip.

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RAKUS, P/O Benjamin (C90730) - **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 4 April 1922 in Czechoslovakia; home in Blenheim, Ontario; enlisted Hamilton, 4 March 1942 as an Airframe Mechanic. To Technical Training School, St.Thomas, 29 April 1942; promoted LAC, 25 October 1942. Posted overseas, 25 January 1943. Remustered to aircrew and qualified as an air gunner, 24 April 1943. Commissioned 9 October 1944. Repatriated 7 July 1945; released 8 November 1945. Served as a Personnel Officer in the RCAF, 6 July 1954 (enlisting in Regina) until 21 January 1960 (service number 226092). Died 29 January 2005 in Thorold, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2005. RCAF photo PL-40680 (ex UK-17380 dated 12 December 1944) is captioned as follows: "About to take off for an operation against a synthetic oil refinery in the Ruhr, P/O Ben Rakus of Blenheim, Ontario, rotates the turret of his Canadian-built Lancaster to make sure everything is in working order. He is a tail gunner in the Ghost Squadron of RCAF Bomber Group. Rakus destroyed an enemy aircraft in a recent operation against Bochum." Award presented in Hamilton, 2 July 1949. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 18 January 1945 when he had completed 30 sorties (203 hours 15 minutes), 25 August 1944 to 2 January 1945. Sortie list claims destruction of an Me.163, 4 November 1944 (Bochum).

Pilot Officer Rakus has proved himself an outstanding member of a gallant crew. He has displayed great courage, coolness and determination throughout his tour. On 4th November, 1944, while attacking Bochum, his aircraft was attacked by an enemy aircraft. With great coolness and courage Pilot Officer Rakus returned the fire and shot down the enemy aircraft.

His tour of operations included a great many heavily defended targets and Pilot Officer Rakus proved of invaluable assistance to his pilot. His coolness and great ability created a high standard of morale in his crew and undoubtedly contributed to a major degree in the completion of their tour successfully.

Report of combat: Lancaster "S" of No.428 Squadron, 4 November 1944, target Bochum. Time

of engagement with enemy aircraft was 2001 hours, height 9,000 feet, heading 235, position 50 degrees 48 minutes North, 06 degrees 10 minutes East. Lancaster was on homeward trip. Weather described as slight cloud below, moon on starboard quarter and visibility good. Enemy searchlight activity was described as "slight".

Enemy aircraft identified as a Me.163, first reported by Wireless Operator, on port quarter, below and astern, although the attack was from "Starboard quarter Below".

Sergeant Rakus (rear gunner) reported he fired 400 rounds, commencing at 550 (the handwritten form does not specify if this is feet or yards - most likely yards) and ceasing at 500 (yards ?) - no stoppages. Enemy aircraft broke away "Below astern", range "500".

Under the heading "Damage to fighter" he wrote, "Fighter burst into flames after opening burst. Crashed into deck and exploded."

The narrative for the engagement reads: "Enemy aircraft first seen by Wireless Operator on Port Quarter above at 1,200 who passed it on to Rear Gunner. Aircraft went over to starboard quarter below and closed in to 600 or less. Rear gunner gave evasion action, corkscrew starboard, then opened fire. Enemy aircraft was hit and burst into flames. At 500 rear gunner gave it a second burst and it was seen to gradually nose downward and crash onto the deck and explode. This was confirmed by his crew members. This aircraft is claimed as destroyed."

Personal comments of Hugh Halliday - I find this a puzzling combat. It seems unlikely that a Me.163 would be operated at that hour, and against a relatively low flying target. One might want to check the latitude-longitude coordinates (roughly west of Julich) to see if they coincide with known Me.163 bases.

Sorties flown as follows:

25 August 1944 - Russelheim (9.05)
29 August 1944 - Stettin (9.50)
10 September 1944 - Le Havre (4.50)
14 September 1944 - Wilhelmshaven (4.00 - recalled)
15 September 1944 - Kiel (5.45)
17 September 1944 - Boulogne (4.30)
18 September 1944 - Domburg (4.45)
19 September 1944 - Domburg (4.15 - recalled)
28 September 1944 - Cap Gris Nez (3.40)
4 October 1944 - Bergen (6.35)
9 October 1944 - Bochum (6.35)

14 October 1944 - Duisburg (6.50)
14 October 1944 - Duisburg (6.55)
19 October 1944 - Stuttgart (7.35)
23 October 1944 - Essen (6.35)
25 October 1944 - Essen (6.00)
2 November 1944 - Dusseldorf (6.20)
4 November 1944 - Bochum (6.05 - destroyed Me.163)
6 November 1944 - Gelsenkirchen (5.20)
16 November 1944 - Julich (5.25)
18 November 1944 - Munster (6.40)
21 November 1944 - Castrop (6.40)
27 November 1944 - Neuss (6.05)
30 November 1944 - Duisburg (6.00)
2 December 1944 - Hagen (6.05)
4 December 1944 - Karlsruhe (7.20)
5 December 1944 - Soest (7.30)
6 December 1944 - Osnabruck (6.55)
21 December 1944 - Cologne (6.30)
28 December 1944 - Opladen (6.05)
30 December 1944 - Cologne (6.35)
2 January 1945 - Nuremburg (9.35)

RCAF Press Release No. 8113 dated 19 November, 1944 from Sergeant John Badger read:

WITH RCAF BOMBER GROUP IN BRITAIN: - A jet-propelled ME.163, one of Germany's newest and fastest night-fighters, fell to the guns of a Ghost Squadron rear-gunner during a recent operation against Bochum. "It was first seen by the wireless operator, off to one side and above at 1200 yards," reported the victor, Sergeant Ben Rakus, Blenheim, Ontario. "To me, it looked like a blot, trailing vapor. It moved faster than anything I've ever seen. As I gave directions for evasive action to the skipper, the 163 shot over to our other side, closing in to 600 yards," he said. The pilot of the Canadian Lancaster, Flying Officer H.W. Walker of Halifax, N.S., corkscrewed his huge machine violently, putting the Messerschmitt out of position while Rakus gave his guns their head. "It was within 500 yards when the fuselage showed fire which ran quickly along the wings," he said. "As it went into a nose-dive, I gave it another burst." The mystery fighter was seen to crash into the ground and explode by several crew-members. It has been claimed as "destroyed".

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RAMEY, P/O Harold Douglas (J87783) - **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 25 April 1915 in Talbotville, Ontario; home there; enlisted Sarnia, Ontario, 20 August 1942. To No.1 Manning Depot, 15 September 1942. To No.5 SFTS (guard), 23 November 1942. To No.23 Pre-Aircrew Education Detachment, 1 March 1943. To No.2 Air Gunner Ground Training School, 3 April 1943; promoted LAC, 15 May 1943 when posted to No.3 BGS; graduated and promoted Sergeant, 25 June 1943 To "Y" Depot, 9 July 1943. To RAF overseas, 15 July 1943. Commissioned 28 June 1944. Repatriated 8 November 1944; to No.4 BGS, 17 December 1944. Promoted Flying Officer, 28 December 1944. To No.4 Release Centre, 21 February 1945; released 2 March 1945. Award presented 28 June 1946. 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 11 September 1944 when he had flown 33 sorties (176 hours 20 minutes), 27 October 1943 to 25 August 1944. Appears to have been in crew of F/L Robert A. Jack. NOTE, AFRO gives number as J88783.

As rear gunner this officer has participated in a large number of sorties, and has displayed great keenness and devotion to duty throughout. His constant vigilance has enabled his pilot to avoid combat on many occasions, and successfully complete many missions. He has proven to be a cheerful and willing worker with his fellow men in the gunnery section.

For his airmanship, fine record and intense loyalty, Pilot Officer Ramey is strongly recommended for the Distinguished Flying Cross.

The sortie list was as follows:

17 October 1943 - mining (5.30)
20 October 1943 - mining (3.20)
20 December 1943 - Frankfurt (5.45)
27 December 1943 - Berlin (3.00, duty not carried out)
1 January 1944 - Berlin (8.00)
5 January 1944 - Stettin (8.45)
14 January 1944 - Brunswick (5.45)
20 January 1944 - Berlin (7.45)
21 January 1944 - Magdeburg (4.25, duty not carried out)
27 January 1944 - Berlin (8.45)
16 February 1944 - sea search (3.15, day)
12 April 1944 - sea search (4.10, day)

1 May 1944 - St. Ghislain (4.15)
12 May 1944 - St. Louvain (4.40)
2 June 1944 - Neufchatel (3.40)
6 June 1944 - Houlgate (4.25)
8 June 1944 - Coutrances (4.15)
9 June 1944 - Le Mans (5.30)
12 June 1944 - Cambrai (4.25)
15 June 1944 - Boulogne (3.30, day)
16 June 1944 - Sterkrade Houtan (4.30)
21 June 1944 - St. Martin l'Hortier (4.05, day)
23 June 1944 - Bienteques (3.25)
24 June 1944 - Bienteques (3.35)
27 June 1944 - Ardouval (4.35)
28 June 1944 - Metz (6.45)
1 July 1944 - Biennais (3.45, day)
17 July 1944 - Caen (3.55, day)
18 July 1944 - Wesseling (4.40)
24 July 1944 - Ferfay (4.05)
28 July 1944 - Hamburg (5.35)
1 August 1944 - Ferme de Forrestel (3.40, day)
4 August 1944 - Bois de Cassant (5.10, day)
12 August 1944 - Mont Richard (5.20, day)
18 August 1944 - Bremen (5.20)
25 August 1944 - Brest (4.50)

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RAMSAY, F/L David (J12973) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 23 November 1943 as per **London Gazette** dated 30 November 1943 and AFRO 166/44 dated 28 January 1944. See **Field of Honour**, (Bank of Montreal, c.1950). Born in Dysart, Saskatchewan, 30 December 1920. Educated at Port Alberni, British Columbia; home there. Entered service of Bank of Montreal, July 1939. The book says he enlisted in Glasgow, Scotland, 28 August 1941 but his service files say he enlisted in Vancouver on that date and was posted to No.1 Manning Depot, Toronto. To Station Trenton, 26 September 1941. To No.5 ITS, Belleville, 11 November 1941; graduated and promoted LAC on 2 January 1942; to No.2 AOS, Edmonton, 3 January 1942; to No.8 BGS, Lethbridge), 12 April 1942; graduated and promoted Sergeant, 23 May 1942 but not posted until 6 June 1942 when sent to No.1 ANS, Rivers; graduated and commissioned on 20 July 1942. To "Y" Depot, Halifax, 6 August 1942; embarks for overseas, 21 August 1942; disembarks in Britain, 1 September 1942 and sent to No.3 PRC. To No.420 Squadron, 9 September 1942. On his first sortie (13 October 1942) he collided with a German

night fighter which damaged his tail. Promoted Flying Officer, 20 January 1943. Flew in North Africa with No.420 Squadron, 1 June to 6 November 1943. Reportedly rested at an OTU but records show him being posted directly from No.420 Squadron to No.405 Squadron, 27 February 1944. Observer, killed in action with No.405 Squadron, 27/28 April 1944. Lancaster JA976. Buried in Belgium. Award presented to next of kin, 2 December 1946.

This officer has been bombing leader in his squadron for a period of seven months and during that time has taken part in a large number of operations against German and Italian targets. Flight Lieutenant Ramsay has, by his enthusiasm and leadership, set a splendid example of accurate bombing to all crews and has himself on several occasions made a second or third bombing run.

RAMSAY, F/L David, DFC (J12973) - **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. Kingdom of Belgium Army Order dated 31 May 1948 gives following:

For exceptional war services rendered to Belgium in the course of liberation and in its defence.

NOTE: On 29 February 1944, Wing Commander D. McIntosh (No.420 Squadron) assessed Ramsay on posting. He noted that Ramsay had flown 420 hours ten minutes (25 hours ten minutes in previous six months). He gave service as 10 September 1942 to 27 February 1944 and wrote:

This Bombing Leader has at all times demanded the greatest accuracy of his aircrew on operations. His personal attention to each individual sortie and subsequent instructions has contributed much to the bombing standard of his squadron. His personal operational ability has been exceptional. Strongly recommended.

The website "Lost Bombers" gives the following on his last sortie. Lancaster JA976, No.405 Squadron (LQ-S), target Montzen, 27/28 April 1944. JA976 was delivered to No.97 Squadron in August 1943, undertook no operations with that unit, and was transferred to No.405 Squadron at an uncertain date. When lost this aircraft had a total of 315 hours. Airborne at 0001 hours, 28 April 1944 from Gransden Lodge to attack the railway yards. Shot down by a night-fighter and crashed at Webbekom (Brabant), 2 km SE of Diest, Belgium. Crew were S/L E.W.Blenkinsop, DFC (described on the site as having been blown from the aircraft; subsequently joined up with a Belgian Resistance Group; captured in December 1944, taken to a forced labour camp and is reported to have died of tuberculosis in the Belsen Concentration Camp, 23 January 1945); P/O R.A.Booth (Belgian Croix de Guerre avec Palme, killed); F/L L.Allen, DFC (killed); F/L G.J.Smith,

DFC (killed); F/L D.Ramsay, DFC (killed); Flight Sergeant J.S.Bradley (killed); WO2 L.A.Foster, RCAF (killed).

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RAMSAY, F/L George Balfour Nicol (J7200) - **Mention in Despatches** - No.202 Squadron (now No.1 CNS) - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Markinch, Fifeshire, Scotland, 4 February 1914. Educated in Ontario. Served in Lorne Rifles (Militia), 1930-1935. Employed as basket maker (six months, 1931), office clerk, time keeper, meter reader and tester for Oakville Water and Light Company, 1932-1940. Home in Toronto; enlisted there 20 November 1940 and posted to No.2 Manning Depot, Brandon. To No.7 SFTS, Macleod, Alberta, 17 December 1940 (guard duty). To No.2 ITS, Regina, 21 February 1941; promoted LAC, 31 March 1941; to No.3 AOS, Regina, 1 April 1941; to No.2 BGS, Mossbank, 24 June 1941; graduated and promoted Sergeant, 4 August 1941; to No.1 ANS, Rivers, 6 August 1941; graduated and commissioned on 1 September 1941. To No.31 OTU, Debert, 3 September 1941. To RAF overseas, 27 October 1941. To No.2 AOS, 16 December 1941. To No.4 (Coastal) OTU, 3 February 1942. To Mount Batten, 27 April 1942. To No.202 Squadron, 29 April 1942. Promoted Flying Officer, 1 September 1942. Promoted Flight Lieutenant, 1 December 1942. Attached to Headquarters, Coastal Command, 26-28 February 1943. From squadron to Station Gibraltar, 11 March 1943, although he may have been retained for duty with No.202 because when posted to Greenock, 14 October 1943 it was noted that he was coming from No.202 Squadron. Repatriated from India to Britain, 10 December 1944. Repatriated to Canada, 23 January 1944, arriving in Canada on 2 February 1944. To Central Navigation School, Rivers, 8 March 1944 (instructor course); to No.3 OTU, Patricia Bay, 22 April 1944. Killed in the crash of Canso 11086, 2 December 1944 (name on Ottawa Memorial).

When repatriated to Canada he completed a form (about 24 January 1944) giving his flying time with No.202 Squadron as about 984 hours. He gave the following types and hours as part of his experience: Anson (25 hours), Botha (eight), Stranraer (eight), London (ten), Lerwick (30), Catalina (1,150) and Sunderland (100).

Although no citation or recommendation for his award can be found, an assessment dated 23 August 1943 bears study. He was described as having flown 1,200 hours and five minutes, of which 263 hours 40 minutes had been in the previous six months. His general conduct was deemed "Satisfactory" and he received high ratings for "Zeal and energy in the performance of duties" and "Ability on present duties." He was described as "An officer with a good sense of humour and understanding". Wing Commander B. Eric Dobb wrote, "This officer has carried out his duties as Squadron Navigation Officer in a most satisfactory manner" while Group Captain W.G. Abrams (Officer Commanding, New Camp, Gibraltar) described him as "A very sound and reliable officer who should do well in the Service. He interests himself in matters

outside his normal duties.”

He was very able as an instructor at No.3 OTU and appears to have been denied promotion to Squadron Leader only because of rank quotas. On 13 October 1944, W/C E.J.S. Jones wrote of him, “The senior Navigation Officer in the unit who has considerable overseas experience and is performing his duties in a creditable manner.”

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RAMSAY, FS Robert Hector (R64032) - **Mention in Despatches** - No.424 Squadron (AFRO gives unit as No.63 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 19 February 1921. Home in Vancouver; enlisted in Galt, Ontario, 30 March 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 26 April 1940. Promoted AC1, 1 July 1940. To “R” (Rockcliffe ?), 6 August 1940. To No.1 BGS, 10 August 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 1 February 1941. To Embarkation Depot, 29 August 1941. To RAF overseas, 14 September 1941. Promoted Sergeant, 1 July 1942. Promoted Flight Sergeant, 1 October 1943. Repatriated 28 February 1945. To No.3 Repair Depot, 13 March 1945. To No.22 Sub-Repair Depot, 16 April 1945. To No.8 Release Centre, 24 August 1945. Retired 25 August 1945. DHist file 181.009 D.2619 has recommendation dated 17 July 1944 when he had served 17½ months in Canada, 34 months in UK.

Flight Sergeant Robert Hector Ramsay has displayed marked skill in his trade, and has been outstanding as a leader of men placed under his command. During times of stress when it was essential to maintain a high degree of serviceability, Flight Sergeant Ramsay obtained the cheerful co-operation of all concerned. Through his own outstanding efforts, he has set a high and fine example to his fellow men.

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RAMSDEN, S/L William (C2902) - **Member, Order of the British Empire** - No.15 Aeronautical Inspection Detachment - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born at Sheffield, England, 28 June 1897 (RCAF Press Release 2659 announcing award). Enlisted in 46th Battalion, CEF in Regina, 20 September 1915. Embarked for England, 21 October 1915. Transferred to 58th Infantry Battalion, 16 June 1916, joining it that date in the field. Wounded 18 September 1916 and returned to duty. Wounded and admitted to hospital, 11 April 1917; invalided to England on 18 April 1917 and posted to 2nd CORD. Discharged from hospital, 1 August 1917. To 8th Reserve Battalion, 1 August 1917. Appointed Lance-Corporal, 30 January 1918. Appointed Acting Sergeant, 15 December 1918.

To "O" Wing, CCC, Witley, 31 March 1919. Embarked for Canada, 13 August 1919. Discharged in Toronto, 26 August 1919. Working for a lumber company, 1920-1921. Member, Canadian Air Force, 29 November 1921 to 31 March 1924 (Air Mechanic, Camp Borden). Enlisted in RCAF at Camp Borden, 1 April 1924 as Rigger in rank of Corporal. Promoted Sergeant, 16 March 1925. On command to Hudson Strait Expedition, 1 July 1927 to 24 November 1928. Promoted Flight Sergeant, 1 April 1929. From Ottawa Air Station to Winnipeg Air Station, 6 April 1929. On 24 October 1929 the Commanding Officer, Ladder Lake, wrote, "This airman has shown by his exceptional good work at Ladder Lake to be well worth confirmation in rank, as he has good executive ability." Promoted WO2, 15 July 1938. To No.2 Equipment Depot, Winnipeg, 15 August 1938. To No.15 Technical Detachment, Winnipeg, 18 July 1940. Commissioned 15 October 1940 in Aeronautical Engineer Branch with rank of Flying Officer while with No.15 Technical Detachment, subsequently renamed No.15 Aeronautical Inspection Detachment. Promoted Flight Lieutenant, 15 November 1941. Promoted Squadron Leader, 1 January 1943. Posted to No.12 Aeronautical Inspection Detachment, 1 October 1945. To Material Command Headquarters, 1 November 1945. To No.12 Aeronautical Inspection Detachment again, 11 December 1945. To No.5 Release Centre, 7 July 1946. Retired 11 July 1946. Award presented 5 June 1944. Died in Vancouver, 9 July 1965, age 68 as per British Columbia Vital Statistics.

Squadron Leader Ramsden, since the outbreak of war, has made exceptional use of his Service knowledge to organize and guide civilian contractors, both in production and overhaul of Service aircraft, thus promoting good will between the contractors and the RCAF, thereby providing immeasurable assistance to the Combined Training Establishment. By persistent application to duty, far in excess of normal requirements, this officer has set a high standard of service, not only for members of his own Detachment but also for civilian employees of contractors coming under his supervision.

Recommendation raised 8 September 1943 as follows:

Squadron Leader Ramsden, since the outbreak of war, has made exceptional use of his Service knowledge to organize and guide civilian contractors, both in production and overhaul of Service aircraft, thus promoting good will between the contractors and the RCAF and providing immeasurable help to the Air Training Plan. By persistent application to duty, far in excess of normal requirements, Squadron Leader Ramsden has set a high standard of service, not only for members of his own Detachment but also for civilian employees of contractors coming under his supervision.

Notes: Assessment dated 31 December 1925 by F/O F.V. Heakes, Camp Borden; character was "Exemplary", Trade Proficiency "Superior" and generally "A first class rigger and a fair

carpenter." Further described as "Conscientious and reliable worker. A most capable NCO. Acted as Flight Sergeant during the summer months and gave entire satisfaction in that capacity."

Assessment dated 30 December 1933 by S/L E.L. McLeod, Commanding Officer, Station Winnipeg: "An excellent NCO. Has wide experience in aircraft work both on operations and in workshops, and is exceptionally well qualified in handling men. Qualified Drill Instructor, Grade A and a very good rifle shot."

Assessment dated 15 December 1936 by S/L R.S. Grandy, No.8 (GP) Squadron, Winnipeg which described him as "A keen, capable tradesman. A conscientious airman in every respect. A good supervisor. Thoroughly reliable and enterprising. Excels in inspection of aircraft." Also noted that he was a very good drill instructor, very good rifle shot (competitive) and "Can handle men well."

Assessment dated 11 December 1937 by F/L D. Edwards, Officer Commanding, No.112 Detachment, No.112 (Army Cooperation) Squadron: "Has taken on the duties of the Senior NCO in No.112 Detachment and as senior instructor in No.112 (AC) Squadron and is doing an excellent job. Possesses the ability to get on well with all ranks and shows initiative in the development of the training programmes. In appearance and deportment he is an excellent example to all members of the squadron."

Excerpt from letter dated 4 December 1942, W/C R.C. Smith (Commanding Officer, No.15 Aeronautical Inspection District, Winnipeg, to Mr. W.A. Norman, President and General Manager, Federal Aircraft Limited, Montreal, following a visit by Ramsden to that company:

Flight Lieutenant Ramsden reports that the Anson V appears to be a very fine aeroplane and he was especially impressed with the job your engineers had made of the engine installation. Trusting that the performance of the Anson V will meet anticipations and thanking you again.

Excerpt from letter dated 16 December 1942, W/C R.C. Smith (Commanding Officer, No.15 Aeronautical Inspection District, Winnipeg, to Air Officer Commanding, No.2 Training Command, Winnipeg:

This officer has been stationed at Macdonald Brothers Aircraft Plant, Stevenson Field ever since that plant was set up, and throughout its development he has led the way for the firm, not only in the manufacture, assembly and overhaul of numerous types of aircraft but he has also given them invaluable assistance in plant lay-out and administrative problems. This firm's record is exceptionally good as far as serviceability of aircraft turned out is concerned, and it is felt that

the firm largely owe their reputation to the manner in which Flight Lieutenant Ramsden has advised them along technical lines.

Flight Lieutenant Ramsden has always cooperated with both civilian and RCAF personnel in a manner which undoubtedly has been of great assistance to those who have applied to him for help as well as enhancing the reputation of the RCAF in its dealings with civilian personnel concerned, such as Air Observer Schools, Elementary Flying Training Schools, repair and overhaul contractors, and the Department of Munitions and Supply.

We strongly recommend that this officer be promoted to the rank of Acting Squadron Leader (paid) as the establishment for No.26 A.I. Detachment now calls for a Squadron Leader as Commanding Officer.

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RAMSEY, P/O Colin John Alfred (J89659) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 9 September 1919 in Surbiton, Surrey; home in Calgary (salesman); enlisted there 14 July 1942. Granted Leave Without Pay until 29 July 1942 when posted to No.3 Manning Depot. To No.2 BGS (guard duty), 11 September 1942. To No.2 ITS, 10 October 1942; graduated and promoted LAC, 23 January 1943 but not posted to No.15 EFTS until 6 February 1943; ceased training 22 February 1943 and posted to No.3 Manning Depot. To No.2 AOS, 20 March 1943; graduated and promoted Sergeant, 6 August 1943 but not posted to "Y" Depot until 20 August 1943. To RAF overseas, 25 August 1943. Commissioned 28 August 1944. Promoted Flying Officer, 28 February 1945. Repatriated 8 June 1945. To No.2 Air Command, 20 June 1945. To No.2 ACU (whatever that is), 26 July 1945. Retired 25 September 1945. Award presented 9 July 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9070 has recommendation dated 19 February 1945 when he had flown 43 sorties (185 hours), 26 June 1944 to 7 February 1945.

26 June 1944 - Mont Candon
28 June 1944 - Blainville sur Mer
1 July 1944 - St.Martin l'Hautier
7 July 1944 - Caen
12 July 1944 - Haute Boisson
23 July 1944 - Haute Boisson
25 July 1944 - Wanne Eickel
28 July 1944 - Foret de Nieppe
1 August 1944 - Ops P-Plan Site

3 August 1944 - Foret de Nieppe
5 August 1944 - Foret de Nieppe
6 August 1944 - Foret de Nieppe
7 August 1944 - TOTALIZE
9 August 1944 - Foret de Mormal
10 August 1944 - Somain
14 August 1944 - Potigny
15 August 1944 - Eindhoven
16 August 1944 - Kiel
18 August 1944 - Sterkrade
3 September 1944 - Venlo
9 September 1944 - Le Havre
10 September 1944 - Le Havre
11 September 1944 - Gelsenkirchen
14 September 1944 - Wilhelmshaven
17 September 1944 - Boulogne
7 October 1944 - Cleve
23 October 1944 - Essen
25 October 1944 - Essen
28 October 1944 - Westkapelle
15 December 1944 - Ludwigshaven
23 December 1944 - Cologne
27 December 1944 - Ryndt
28 December 1944 - Bonn
2 January 1945 - Ludwigshaven
5 January 1945 - Hanover
6 January 1945 - Hanau
7 January 1945 - Munich
13 January 1945 - Saarbrucken
14 January 1945 - Merseburg Leuna
22 January 1945 - Gelsenkirchen
1 February 1945 - Mainz
4 February 1945 - Bonn
7 February 1945 - Goch

This officer, a navigator, has taken part in 43 bombing attacks against the enemy, both by day and by night, and by his unerring accuracy has played a big part in the outstanding success achieved by his crew, which has a fine record of many marker sorties carried out with extreme precision.

His cheerful personality and the thoroughness of his attention to all details of his work has made him a valuable member of the squadron.

In recognition of this officer's fine record of service and devotion to duty he is recommended for the non-immediate award of the Distinguished Flying Cross.

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RAMSEY, F/O Colin John Pope (J27234) - **Mention in Despatches** - No.158 Squadron (deceased) - Award effective 21 February 1947 as per **London Gazette** of that date and AFRO 120/44 dated 7 March 1947. Born 18 June 1924; home in Montreal. Attended McGill University for one year. Enlisted in Montreal, 25 August 1942 and posted to No.5 Manning Depot. To No.3 ITS, 19 October 1942; graduated and promoted LAC, 5 December 1942 but not posted to No.11 EFTS until 27 December 1942; graduated 19 February 1943 and posted next day to No.13 SFTS; graduated and commissioned, 11 June 1943. To "Y" Depot, Halifax, 27 July 1943; to RAF Overseas Pool, 3 September 1943 but only embarked from New York on 8 October 1943. Disembarked in Britain, 16 October 1943. At Bournemouth as of 17 October 1943. Promoted Flying Officer, 11 December 1943. Posted to No.15 (P) AFU, 15 February 1944; to No.21 OTU, 9 May 1944; to No.41 Base, 22 September 1944; to No.158 Squadron, 3 December 1944. Killed in action, 20 February 1944 (Halifax LV920); buried in Germany. Certificate sent to his mother, 12 September 1949.

The crew of LV920 consisted of Ramsey plus 163602 F/O G. Pond (RAF, navigator, safe), J26538 F/O A.M. Lang (RCAF, bomb aimer, safe), 1811697 FS F.W. Grant (RAF, WOP, killed), R261698 WO H.J. Bailey (RCAF, air gunner, safe), R261521 FS H.F. Tyler (RCAF, air gunner, safe) and 1897291 Sergeant W.M. Philpotts (RAF flight engineer, safe). The aircraft was attacked from below and set on fire.

On 18 May 1945, F/O George Pond wrote to Ramsey's mother:

I wish to express the heartfelt condolences of myself and son in your great loss, but feel you would like to have some idea of our last trip over enemy territory. Andy, Hal, Phil, Jimmy and myself have just been released from a prison camp and our own people had no idea whether we were safe or not and it is with pride and deep feeling I say to you that but for the skill, courage and determination of your son not one of us would be with our wives and children today.

I baled out second from last, and Andy gave Johnny his parachute but as we were so near the ground I can only presume he decided to crash land the plane in the hope of saving our badly wounded WOP Bill; this heroic gesture was of no

avail and we were told by the German authorities that the two bodies were recovered and interred in the Ruhr.

This letter is not one I like writing and I hope you will take this grave loss with the courage and fortitude displayed by your son in his last few minutes on earth.

I realise nothing can replace him and both my wife and I will miss his boisterous and cheery companionship.

Let me say here and now, I never met a braver Canadian and we pray to God that this sacrifice was not in vain.

This letter was sent to the Honourable Colin Gibson, Minister of National Defence for Air, 23 February 1946 by Mr. E.J. Struthers, Second Vice-President of the Canadian Legion, who wrote::

Noting the attached report in the Ottawa **Journal** of last evening of a posthumous award having been given to Flying Officer D.D. Connor, reminded me of an action I have wanted to take for some time. This is to draw to your attention a brave action on the part of the late Flying Officer John Ramsey of Bedford, Quebec, which went unrecorded.

Attached hereto is a copy of a letter which Mrs. Ramsey, mother of the late Flying Officer, received from Flying Officer G. Pond, who was a member of the crew on the last trip taken by Mrs. Ramsey's son.

I knew this young man very well, as did Brigadier C.G. Hepburn, former Chaplain of the Canadian Forces, and we both would appreciate it if a review of the late Flying Officer Ramsey's service could be made to see if a posthumous award would be similarly merited.

On 28 February 1946, G/C J.C. Scott (AFHQ) wrote to RCAF Overseas Headquarters:

Attached hereto are letters which are self-explanatory concerning recognition for the subject noted officer.

May an investigation be carried out and this Headquarters advised as to whether there is any record of a recommendation for an award having been raised on behalf of Flying Officer Ramsey; also the names of the surviving crew.

On 2 March 1946 W.O. Davis (Private Secretary to the Chief of the Air Staff) wrote to Mr.

Struthers stating that F/O D.D. O'Connor had been recommended for a DFC **before** he went missing, so it was not strictly a "posthumous" award. However, he stated that RCAF Overseas Headquarters had been contacted to see if a recommendation had been raised on behalf of Ramsey.

RCAF Overseas Headquarters sent the information it had to Bomber Command. On 22 May 1946, that headquarters wrote to Ottawa:

This is to advise you we have been requested by Headquarters, Bomber Command, to obtain statements from the surviving members of F/O Ramsey's crew to substantiate our request for recognition in the form of a posthumous award.

Another letter (20 May 1946) from RCAF Overseas Headquarters to AFHQ Ottawa summarised what was known:

Flying Officer Ramsey and his crew were doing a sortie over enemy territory and his aircraft was shot down. The wireless operator of the crew was injured and Flying Officer Ramsey did pilot the aircraft to try to make a forced landing so that he could save the life of the wireless operator.

On 6 June 1946, AFHQ wrote to the three RCAF survivors with the above statement and asked for any information they might offer. The replies were as follows:

From P/O H.J. Bailey, 11 June 1946:

In answer to your communication of the 6th instant, received by me this morning in regards to my "Skipper" and "Wireless Operator", namely Flying Officer C.J.P. Ramsey and Sergeant W. Grant, who lost their lives on the night of February 20-21st, 1945. When I was ordered to bale out of our aircraft some eight or ten minutes after being hit and set on fire, the skipper was still alive and talking all the time about not having any controls left except rudder, and he wished me luck when I told him that I was leaving my turret which I had turned onto the port beam to keep clear of the flames which were covering the whole starboard side of the aircraft. As far as the wireless operator was concerned I know nothing, not having heard anything from him since before we were attacked and until I baled out. Then on the next night I met my bomb aimer, Flying Officer A.M. Lang, who told me what he knew and that was when the order came to abandon aircraft he proceeded to get the skipper's chute and hand it to him. Then he noticed the wireless operator still sitting at his position so went to him

and gave him the sign to jump, but there was no movement from him, so he put his chute on for him and in so doing saw blood running from his mouth and nostrils and a vacant stare in his wide open eyes. He then knew that there was nothing he could do as time was getting short so he left the aircraft. Now on knowing that Flying Officer Ramsey was still alive and at the controls when I left the aircraft it is quite possible that when he went to leave the aircraft he saw the wireless operator still at his position and decided that he was wounded and proceeded to try and land the aircraft which incidentally still had the bomb load aboard being unable to jettison. Well, I think this is about all I can give on this matter, Sir, and am hoping it will suffice, but if there is anything more with regards to this I will be only too glad to do what I can.

H.F. Tyler, 11 June 1946

In reply to your letter of June 6th, 1946.

Would say to my knowledge the information received is true and correct.

At the time of my leaving the aircraft John Ramsey was doing his utmost to keep the aircraft airborne and bring it down as safely as possible for a burning aircraft.

Flying Officer Ramsey was a real "skipper" and a grand fellow. He always thought of his crew first with a definite disregard of his own safety.

F/O A.M. Lang, 28 June 1946 (excerpt)

I presume you have read my previous statement regarding the crash and also the statements of the other members of our crew, so I shall not repeat them,

Immediately after we were shot up I was off intercom for a couple of minutes during which time I imagine a crew check was made by Flying Officer Ramsey from which he would know Flight Sergeant Grant was injured. Our rear gunner seems to think that Flying Officer Ramsey was wounded too as he seemed to be confused for a moment or two after pulling out of the spin, however he never said anything about this. He did say that he was having great trouble holding the aircraft in control and he was determined to get back across the lines before making any attempt to bale out.

It is my belief that none of us would have got out of the aircraft if it had not been for Flying Officer Ramsey's strength in holding the aircraft in control. In my own

mind I am sure that he made an attempted crash landing to save the life of Flight Sergeant Grant. I know he made no attempt to get out as he could have if he tried.

Subsequently, on 31 August 1946, RCAF Overseas Headquarters advised AFHQ that the decision had been made to grant a Mention in Despatches, but that confidentiality was imperative as it was unlikely to be promulgated before 1 January 1947.

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RANCE, F/L Thomas Frederick (J25093) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 9 September 1921 in Toronto (published in **War Service Records, 1939-1945**, Canadian Bank of Commerce, 1947); home there (member of Royal Canadian Army Medical Corps, 21 August to 15 November 1940. Enlisted there in RCAF, 16 November 1940 as "Radiographer" and posted to Trenton with rank of LAC. To No.9 SFTS, Summerside, 10 March 1941. Promoted Corporal, 1 August 1941. Remustered to aircrew and posted to No.3 ITS, Victoriaville, 18 June 1942; may have graduated 14 August 1942 but not posted to No.4 EFTS, Windsor Mills until 26 September 1942; may have graduated 20 November 1942 but not posted to No.8 SFTS, Moncton until 5 December 1942; graduated and commissioned 2 April 1943. To "Y" Depot, 16 April 1943. Embarked from Canada, 16 May 1943. Disembarked in Britain, 24 May 1943. To No.18 (Pilots) AFU, 22 June 1943. To No.24 OTU, 24 August 1943. Promoted Flying Officer, 2 October 1943. To No.61 Base, 19 November 1943. Attached to No.1664 Conversion Unit, 4 December 1943 to 12 January 1944. To No.425 Squadron, 12 January 1944. Promoted Flight Lieutenant, 2 April 1944. Detached to O.A.T.S. (whatever that is), 19 July to 9 August 1944. To No.24 OTU, 2 December 1944. Repatriated 2 August 1945. Retired 14 September 1945. Died 8 October 1993 in Blenheim, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March 1994. Award presented 14 June 1949.

This officer is a most efficient and resolute pilot. He has completed very many sorties and has attacked such targets as Berlin, Stuttgart, Frankfurt and Essen. On one occasion he was detailed for a bombing mission against a target in northern France. In the run-in the aircraft was hit in the tailplane by anti-aircraft fire. The elevator was damaged and the starboard rudder control was severed; the hydraulic gear was also damaged. In spite of this, Flight Lieutenant Rance pressed home his attack and afterwards flew the damaged aircraft to base. This officer has set a fine example of devotion to duty.

The original recommendation by W/C Hugh Ledoux is in DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Volume 20607); drafted 18 September 1944 when he had flown 37

sorties (196 operational hours) as follows:

28 January 1944 - Berlin (7.30)
28 February 1944 - Stuttgart (8.30)
1 March 1944 - Stuttgart (7.15)
6 March 1944 - Trappes (5.00)
7 March 1944 - Le Mans (3.10)
22 March 1944 - Frankfurt (6.00)
24 March 1944 - Berlin (7.30)
28 March 1944 - Essen (5.25)
30 March 1944 - Nuremberg (8.00)
9 April 1944 - Villeneuve St. Georges (5.20)
10 April 1944 - Ghent (3.45)
18 April 1944 - Noisy-le-Sec (5.30)
20 April 1944 - Lens (4.30)
22 April 1944 - Dusseldorf (5.00)
24 April 1944 - Karlsruhe (6.45)
26 April 1944 - Essen (5.00)
27 April 1944 - Aulnoye (4.30)
30 April 1944 - Somain (4.30)
19 May 1944 - Mouliez (4.10)
27 May 1944 - Bourg Leopold (4.40)
31 May 1944 - Au Fevre (2.50, duty not carried out)
2 June 1944 - Neufchatel (4.00)
6 June 1944 - Coutrances (4.45)
7 June 1944 - Acheres (4.45)
10 June 1944 - Versailles (5.20)
12 June 1944 - Cambrai (5.05)
15 June 1944 - Boulogne (3.55)
16 June 1944 - Sautrecourt (4.20)
21 June 1944 - St. Martin (4.00)
7 July 1944 - Caen (4.20)
15 July 1944 - Nucourt (4.30)
12 August 1944 - Foret de Montrichard (5.55)
14 August 1944 - Bons Tassily (4.20)
18 August 1944 - Connantre (6.15)
3 September 1944 - Volkell (3.45)
9 September 1944 - Le Havre (4.10)
10 September 1944 - Le Havre (4.45)
11 September 1944 - Castrop Rauxel (5.00)

A most efficient operational pilot, Flight Lieutenant Rance has completed 37 sorties over enemy territory, among which were the heavily defended targets of Berlin, Stuttgart, Essen, Frankfurt, Nuremberg, Karlsruhe, Dusseldorf and Castrop Rauxel.

On his second trip over Berlin on January 28th, 1944, Flight Lieutenant Rance's aircraft was coned by searchlights and subjected to very heavy flak. Evasive action was taken, but it was fifteen minutes before the aircraft evaded the enemy searchlights. The aircraft was riddled with flak. Displaying dauntless courage in the face of danger and adverse weather conditions, the pilot pressed home a successful attack.

On another bombing mission over Nucourt, France, on the run in to the target, flak hit the tail plane, severing the starboard rudder control cable and severely damaging the elevator. The hydraulic lines and brake pressure lines were broken by the enemy fire. Notwithstanding the useless condition of the tail plane, Flight Lieutenant Rance, with dogged determination and with absolute disregard for personal safety, bombed effectively and returned safely to base.

His gallantry in the air, as well as his outstanding efficiency as a Deputy Flight Commander, have distinguished him as one of the finest pilots in the squadron. These qualities are worthy of emulation and I highly recommend that he be awarded the immediate Distinguished Flying Cross.

Notes: On 29 July 1941, while at No.9 SFTS, described as "Exceptional character. Outstanding ability as a radiographer."

Application for Operational Wing dated 24 September 1944 states he had flown 37 sorties (196 hours), 20 February to 11 September 1944.

On Repatriation Form dated 7 July 1945 he states he had flown 37 sorties (200 operational hours), the last on 11 September 1944. Also 435.50 non-operational hours. Types experienced were Oxford (74.35), Whitley (79.45), Halifax V (32.45), Halifax III (283.35) and Wellington (164.10).

Training: Attended No.3 ITS, 22 June to 14 August 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas Armament (written), Aircraft Recognition, Drill, and Signals (written) and Meteorology. Scored 923 points of a possible 1,000. Placed sixth in a class of 50. "Intelligent, active and alert. Dependable. A keen young airman who definitely promotes harmony and good-will among his associates.:

Attended No.4 EFTS, 28 September to 20 November 1942. Tiger Moth aircraft - 8.35 dual to first solo, 30.55 day dual, 37.35 day solo, 3.30 night dual, 45 minutes night solo. Was 7.40 on instruments and logged ten hours in Link. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition and Signals (practical). Scored 589 of a possible 700 points. Placed eighth in a class of 21. "A good student, keen, capable."

Attended No.8 SFTS, 7 December 1942 to 2 April 1943. Anson aircraft; flew 4.05 dual to first solo. Flew 62.35 day dual, 59.25 day solo, 7.00 night dual, 8.00 night solo. Was 17.15 in formation; 21.05 on instruments. Logged 29 hours in Link. Ground examinations in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Signals (written and practical), and Meteorology. Scored 610 points of a possible 750. Placed first in a class of 53. "High average pilot - recommended for immediate commission." Scored 81 percent in Link.

Attended No.18 (Pilots) AFU, 22 June to 24 August 1943. Oxford aircraft - 4.25 day dual to first day solo, total 18.50 day dual, 21.30 day solo; 1.00 night dual to first night solo, 9.40 total night dual, 14.20 night solo. Was 4.30 on instruments and logged 6.30 in Link. Attached 27 July to 1 August 1943 to No.1533 Beam Approach Training Flight.

Attended No.24 OTU, 24 August to 25 October 1943. Whitley aircraft - 2.00 day dual to first day solo, 5.30 total day dual, 9.40 day at controls with a captain, 27.35 day as captain, 2.45 night dual to first night solo, 3.10 total night dual, 6.20 night at controls with a captain, 26.30 night as sole captain. Was 10.20 on instruments. Logged 15.40 in Link. "An ex-AFU pilot who has maintained a high standard of keenness and efficiency. He had no difficulty in converting to the difference type of aircraft. He has proved himself to be an efficient captain with a high standard of discipline and plenty of self-control. He has at all times paid great attention to detail. He has completed four day and five night cross countries, a war load take off and two fighter affiliations. He has been through the decompression chamber." Flying tests in General Flying (300/400), Applied Flying (150/200), Instrument Flying (190/250), Night Flying (80/100) and Link (39/50). Ground examinations in Airmanship (249/300) and Signals (81/100).

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RANCOURT, F/O Joseph Leandre Marc Louis Fernand (J22884) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 6 April 1945 as per **London Gazette** of that date and AFRO 765/45 dated 4 May 1945. Born 26 April 1917 in St.Victor de Beauce, Quebec; home there (blacksmith); enlisted in Quebec City, 10 September 1941 and posted to No.5A Manning Depot. To No.4 Manning Depot, 22 October 1941. To No.5 Manning Depot, 18 December 1941. To No.12 Equipment Depot, 28 February 1942. To No.3 ITS, 11 April 1942; graduated and promoted LAC, 6 June 1942 but not posted to No.11 EFTS until 4 July 1942; may have graduated 4 September 1942 but not posted to No.12 SFTS until 12 September 1942; to No.13 SFTS, 24

September 1942; graduated and commissioned 22 January 1943. To No.31 GRS, 29 January 1943. To "Y" Depot, 17 April 1943. To RAF overseas, 8 May 1943. Promoted Flying Officer, 22 July 1943. Promoted Flight Lieutenant, 22 January 1945. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To No.13 EFTS, 27 June 1945. To No.2 Release Centre, 31 July 1945. Retired 2 August 1945. Award presented 5 October 1947. RCAF photo PL-42927 (ex UK-19835) dated 30 March 1945 is captioned thus: "F/L J.R. [sic] Rancourt, pilot of St. Victor de Beauce, Quebec and F/O F.G.H. Jones, pilot, of Trail, B.C." RCAF photo PL-44547 (ex UK-21229 dated 25 May 1945) shows him at the end of his tour. Caption identified him with St. Victor de Tring, Quebec.

This officer has taken part in many successful attacks on enemy shipping and throughout has displayed the greatest courage and determination. On one occasion in March 1944 he piloted one of a formation which attacked a heavily escorted enemy liner. In spite of fierce anti-aircraft fire and much fighter opposition, Flying Officer Rancourt pressed home his attack with his usual determination. After turning away from the target he engaged one of the enemy fighters and shot it down. On this notable sortie Flying Officer Rancourt displayed courage and skill of a high order.

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RAND, F/O Donald Ross (J22572) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born in Vancouver, 19 May 1919; home there. In Seaforth Highlanders, 1940-1941. Enlisted in Vancouver, 20 November 1941. To No.3 Manning Depot, 28 December 1941. To No.4 EFTS, 14 March 1942 (non-flying duty). To No.7 ITS, 26 April 1942; graduated and promoted LAC, 19 June 1942 but not posted to No.3 AOS until 4 July 1942; graduated and commissioned 23 October 1942. To "Y" Depot, 6 November 1942. To RAF overseas, 22 November 1942. Promoted Flying Officer, 23 April 1943. Promoted Flight Lieutenant, 23 October 1944. Repatriated 13 August 1945. Retired 10 October 1945. Died in Vancouver, 11 November 1998. Award presented 5 March 1949. RCAF photo PL-28955 (ex UK-10221 dated 2 May 1944) is captioned as follows: "Completely exhausted is F/O Don Rand, Vancouver, after returning from a heavy attack on Dusseldorf. F/O Rand is a navigator with the RCAF Bomber Group's 'Lion' Squadron and has just completed his 20th operational sortie. He is stealing a few moments sleep while waiting to report to the Intelligence Officer." In crew of F/O G.A. Weldon, DFC. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation dated 21 May 1944 when he had flown 26 sorties (167 hours 20 minutes).

This officer has a distinguished operational record. His careful and accurate planning and his outstanding skill as a navigator has always led to the successful completion of this crew's mission. His courage and devotion to duty has been a tower of strength to his crew and full merits the award of the Distinguished Flying Cross.

The sortie list was as follows; similarity to that of John Heaton suggests they were in same crew:

8 October 1943 - Hanover (5.30)
23 October 1943 - Kassel (4.15, duty not carried out)
3 November 1943 - Dusseldorf (5.39)
22 November 1943 - Berlin (7.40)
25 November 1943 - Frankfurt (8.05)
26 November 1943 - Stuttgart (7.10)
3 December 1943 - Leipzig (8.35)
20 December 1943 - Frankfurt (7.15)
29 December 1943 - Berlin (8.00)
20 January 1944 - Berlin (3.25, duty not carried out)
15 February 1944 - Berlin (6.15)
6 March 1944 - Trappes (5.00)
7 March 1944 - Le Mans (5.40)
15 March 1944 - Stuttgart (8.35)
18 March 1944 - Frankfurt (5.25)
22 March 1944 - Frankfurt (6.20)
24 March 1944 - Berlin (7.20)
26 March 1944 - Essen (5.45)
9 April 1944 - Villeneuve St. George (5.55)
18 April 1944 - Le Bourget (5.20)
20 April 1944 - Lens (4.35)
22 April 1944 - Dusseldorf (6.20)
24 April 1944 - Karlsruhe (2.40, duty not carried out)
26 April 1944 - Villeneuve St. Georges (5.25)
7 May 1944 - Valery-en-Caux (4.10)
10 May 1944 - Ghent (4.50)
11 May 1944 - Boulogne (3.45)
12 May 1944 - Louvain (5.10)
19 May 1944 - Le Cliton (3.15)

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RANDALL, W/C Lawson Hunter (C834) - **Distinguished Flying Cross** - No.413 Squadron - Award effective 13 January 1945 as per **London Gazette** dated 23 January 1945 and AFRO 471/45 dated 16 March 1945. Born in Saint John, New Brunswick, 25 January 1914; educated at Bristol, New Brunswick, provincial Normal School and Mount Allison University (BA); enlisted in Saint John, 4 July 1938. Trained at Station Trenton (pilot's badge awarded 17 June 1939). Promoted to Flying Officer, 4 July 1939; Flight Lieutenant, 1 September 1940; Squadron Leader, 15 August 1941; Wing Commander, 18 August 1941. With No.3 (B) Squadron, Halifax, 27 August 1939; on strength of Station Dartmouth, 29 August 1939; to ASD, Montreal, 18 July 1941; to No.413 Squadron, 18 August 1941. Repatriated to Canada, 12 October 1944; to RCAF War Staff College, Toronto, 3 December 1944. To AFHQ (Plans and Requirements Division), 19 February 1945. To United Kingdom, 22 December 1946 to attend Joint Services Staff College in Britain; later that same year returned to Canada to join staff of Directorate of Personnel Administration. Promoted Group Captain, 1 May 1948. Three years Air Attache to Moscow. Returned to Canada in 1951 to command Station Winnipeg. Attended NATO Defence College, Paris, 1953 and then became Senior Personnel Staff Officer at No.1 Air Division. In 1956 went to National Defence College, Kingston; then became Senior Personnel Staff Officer, Air Materiel Command Headquarters. Appointed CO, Station Centralia, August 1961. Retired 29 August 1965. DFC sent by registered mail, 19 February 1951. Awarded Queen's Coronation Medal, 23 October 1953 while a Group Captain, No.1 Air Division Headquarters. RCAF photo PL-4627 (ex UK-365) is captioned as follows: "Three members of RCAF GR squadron now operating Catalina flying boats on active service in Great Britain - left to right: S/L S.R. Gibbs, DFC, RAF, who was born in Calgary, Alberta, F/L J.C. Scott of Gault [sic] and Orillia, and F/L L.H. Randall of Bristol, New Brunswick. Flight Lieutenants Scott and Randall formerly served on the Canadian East Coast as members of squadrons responsible for convoy patrol."

This officer has a long record of operationally flying. He has completed two hours of operational duty and has been employed on flying duties continuously since September 1939. As captain of aircraft he has flown on long and arduous patrols over the Arctic, Atlantic and Indian oceans. Wing Commander Randall has commanded his squadron since June 1943, and his courageous leadership, skill and devotion to duty have earned the admiration of all.

NOTE: Public Records Office Air 2/9043 has recommendation dated 29 October 1944 when he had flown approximately 150 sorties (1,714 hours ten minutes operational time):

This officer has been on operations without a rest since September 1939. He has now completed two tours (operational) on flying boats. He has been captain of aircraft on long and arduous patrols over the Arctic, Atlantic and Indian Oceans.

As squadron commander his qualities of leadership and devotion to duty were

instrumental in creating and maintaining a very high morale in No.413 Squadron, which he has commanded since 21st June 1943. His courage and skill has won the respect and admiration of all with whom he has worked.

RANDALL, W/C Lawson Hunter (C834) - **Mention in Despatches** - No.413 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945.

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RANDALL, WO2 (now P/O) Richard Edward (R136687/J94725) - **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 4 September 1919 in Wainwright, Alberta; home in Delbourne, Alberta (farmer, formerly Royal Canadian Artillery); received all of his formal schooling at Wood Lake School, a one room school house about four miles from his home. Enlisted in Quebec, 26 February 1942. To No.5 Manning Depot, 17 June 1942. To No.16 SFTS (guard), 21 January 1943. To No.5 ITS, 20 February 1943; graduated and promoted LAC, 1 May 1942; to No.1 BGS, 15 May 1943; to No.1 AOS, 7 August 1943. Graduated as air bomber and promoted to Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943; to New York, 10 October 1943 for travel to UK on **Queen Mary**. Commissioned 24 March 1945. Repatriated 13 August 1945. Date of release uncertain. Rejoined RCAF, 29 September 1949 (12791) as Clerk/Operations in rank of LAC. Promoted Corporal, 1 April 1950. Reclassified as Fighter Controller, 1 April 1951 when promoted Sergeant. Retired 28 September 1953. His obituary notice described his overseas experiences as follows: January 1944 - arrived in Millom, Cumberland for ATU (Advanced Training unit); April 1944, Dick was crewed up. His crew consisted of: Fred Pearson - Skipper; Constance Corvec (Connie)- Rear gunner; Eric Felstead - (RAF) - mid upper gunner; Arthur Cawthorne - (RAF) Flight Engineer; Allan Campbell - Wireless operator; Fred Gordon - Navigator; Dick Randall - Bomb Aimer. Did most of his air training in Wellington Bombers. Then to squadron - "the Halifax Bomber was the bomb aimer's choice of aircraft - all of Dick's tour was in the Halifax bomber except the last trip which was in the Lancaster Bomber". Finished his tour in February 1945 and stayed on No.424 as a bomb sight specialist and photo analysis until May 1945. Repatriated 13 August 1945. Commissioned 24 March 1945. Re-engaged as radar technician, 29 September 1948 to 28 September 1953. Served in Trenton, Elmer, and Clinton Ontario until Dec of 1949. In January 1950 he went to Chatham, New Brunswick as a fighter control operator until October 1953. Awarded Queen's Coronation Medal as a Sergeant soon after 1953 release. Moved west to farm at Delburne spring of 1954. He and wife continued to farm there and raise their four children until Dick retired from farming and Dick and Mary began Echo Hill Publishing company in 1996. Died in Red Deer, Alberta, 7 February 2011. Obituary notice listed his associations: Delburne Co-op, Great Bend School Board, Anti-metric board, Air Force Association, Bomber Command

Association, United Grain Growers, Alberta Wheat Pool, Alberta Power - Rural Electrification Association, Western Canada Concept, local rural telephone, Progressive Conservative Association both federal and provincial, Elder of the Great Bend Church of Christ where he gave communion mediations for twenty-five years, Alberta Bible College board, and the Charolais Association. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation by W/C E.W.W. Marshall dated 13 March 1945 when he had flown 32 sorties (164 hours 40 minutes), 23 July 1944 to 14 February 1945.

Warrant Officer Randall has completed thirty successful operational sorties, thirteen of which were against heavily defended German targets and five minelaying missions which demanded the highest skills and concentration.

During his tour, his skill, determination and devotion to duty have been of a very high order. He has also given much valuable assistance in training new crews.

In view of Warrant Officer Randall's outstanding record, I strongly recommend him for the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

23 July 1944 - Donges (6.00)
30 July 1944 - Villers Bocage (4.40)
31 July 1944 - Foret de Croc (3.55)
3 August 1944 - Foret de Nieppe (4.20)
4 August 1944 - Bois de Casson (4.45)
9 August 1944 - Foret de Croc (4.00)
15 August 1944 - Point Robert near Brest (5.05)
27 August 1944 - Duisburg (4.50)
6 September 1944 - Emden (4.30)
11 September 1944 - Le Havre (4.30)
12 September 1944 - Dortmund (5.25)
17 September 1944 - Boulogne (3.50)
20 September 1944 - Calais (4.00)
23 September 1944 - Domburg (3.30)
25 September 1944 - Calais (4.05)
6 October 1944 - Dortmund (6.45)
9 October 1944 - Bochum (6.00)
14 October 1944 - Duisburg (5.45)

14 October 1944 - Duisburg (5.30)
15 October 1944 - Gardening, Kattegat (2.05, duty not carried out)
23 October 1944 - Essen (5.35)
25 October 1944 - Hamburg (4.45)
28 October 1944 - Gardening, Oslo (2.40, duty not carried out)
30 October 1944 - Koln (5.55)
1 November 1944 - Oberhausen (6.05)
16 November 1944 - Julich (5.00)
21 November 1944 - Gardening, Oslo (7.40)
25 November 1944 - Gardening, Kattegat (6.30)
27 November 1944 - Friedrichstadt (7.10)
13 January 1945 - Saarbrucken (6.50)
14 January 1945 - Gardening, Oslo (6.20)
14 February 1945 - Gardening, Pomerania Bay (6.40)

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RANEY, F/O Lloyd Elias James (J24721) - **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 15 January 1917 in Fillimore, Saskatchewan; home in Cannington, Ontario (surveyor); enlisted Toronto, 21 May 1942 and posted to No.1 Manning Depot. To No.1 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942 but not posted to No.1 AOS until 21 November 1942; graduated and commissioned 19 March 1943. To "Y" Depot, 3 April 1943. To RAF overseas, 13 April 1943. Promoted Flying Officer, 19 September 1943. Promoted Flight Lieutenant, 19 March 1945. Repatriated 26 September 1945. To No.4 Release Centre, 2 October 1945. Retired 5 November 1945. Award presented 1 July 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.2609 (RG.24 Vol.20627) has recommendation dated 19 August 1944 when he had flown 36 sorties (170 hours 35 minutes) from 25 March to 1 August 1944.

This navigator has taken part in thirty-six attacks on enemy territory including such heavily defended targets as Essen, Dusseldorf, Nuremburg and Stuttgart. 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 well 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 at the completion of his mission.

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 (3.35)
9 May 1944 - St. Valery en Caux (3.40)
10 May 1944 - Ghent (3.50)
12 May 1944 - Louvain (4.30)
27 May 1944 - Aachen (4.25)
28 May 1944 - Bourg Leopold (5.00)
31 May 1944 - Au Fevre (5.00)
4 June 1944 - Calais (3.25)
5 June 1944 - Merville (4.20)
6 June 1944 - Conde sur Noireau (6.05)
8 June 1944 - Mayenne (5.10)
12 June 1944 - Arras (4.40)
15 June 1944 - Boulogne (4.00)
17 June 1944 - Oisemont (4.20)
24 June 1944 - Bonnetat (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 - Donges (5.50)
24 July 1944 - L'Hey (3.50)
25 July 1944 - Stuttgart (8.35)
30 July 1944 - Amaye Seulle (4.40)
1 August 1944 - L'Hey (3.30)

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RANKIN, F/O John Peddieson (J12752) - **Mention in Despatches** - No.413 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 14 April 1918. Home in Sarnia, Ontario; enlisted London, Ontario, 5 July 1941. To No.1 Manning Depot, 16 August 1941. To No.4 BGS, 20 August 1941 (guard); to No.6 ITS, 27 October 1941; graduated and promoted LAC, 19 December 1941; posted next day to No.4 AOS; graduated 28 March 1942 when posted to No.4 BGS; graduated and promoted Sergeant, 9 May 1942; posted next day to No.1 ANS; graduated and commissioned, 3 July 1942. To No.31 GRS, 31 July 1942. To "Y" Depot, 15 August 1942; to RAF overseas, 30 August 1942. Promoted Flying Officer, 3 January 1943. Promoted Flight Lieutenant, 3 July 1944. Repatriated 9 February 1945. Retired 14 May 1945. Died London, Ontario, 3 March 2018. DHist file 181.009 D.1751 (PAC RG.24 Vol.20608) has recommendation dated 29 May 1944, at which time he had flown 926 hours 40 minutes:

Flying Officer Rankin recently completed his first operational tour with this squadron. During this time he has maintained a consistently high standard of navigation on all sorties. Several of these sorties have been outstanding. One P.R.U. mission entailed a 29 hour round trip of over 3,000 miles and proved highly successful. On another flight, he was called upon to intercept a tanker 900 miles at sea which was being attacked by a submarine. A successful interception was carried out on D.R. and astro, and the tanker later reached port safely. At least one long sortie involved patrol of enemy coastal waters. Flying Officer Rankin is a brilliant navigator and has served as an inspiration to all aircrew of the squadron.

NOTE: On the same file there is a recommendation re Rankin, submitted about September 1944 (unit records very poor), for an AFC (not granted):

This officer has now completed one tour of operations. Participating in a large number of sorties, Flying Officer Rankin has displayed a high standard of skill, tenacity and confidence, qualities which have contributed to the morale of the squadron. He has rendered much valuable service.

About 2008 he was living in London, Ontario. A website dedicated to Diego Garcia stories has a contribution from him. Headed "My War Story", it read:

Recently read about the first landing in the atoll at DG by Hank Walsh of our squadron in 1942 - On Oct. 23, 1943 we landed at DG in the lagoon with our trusty Catalina. The purpose of the visit was to ascertain the copra crop of the plantation on the atoll -- copra was a main ingredient in the manufacture of rope

-- evidently a vital material used in the war -- the atoll was practically deserted except for the plantation manager and a few natives. Made many operation trips on anti- sub searches. Finished a tour of operations and became the commanding officer of Addu Atoll in 1944. Addu is north of DG about 34 miles south of the equator and was an advanced flying boat base for Catalinas and Sunderlands. In 1944, Addu in the Maldives was practically stone age -- today it is another paradise in the Indian Ocean with jet service and luxurious accommodations.... So I guess we were #2 to visit DG.

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RANKINE, Sergeant David Alexander (R92270) - **Mention in Despatches** - No.6430 Servicing Echelon (AFRO says only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born in Dunsmore, Scotland, 5 January 1905; home in Calgary (blacksmith). Served in 1940-41 with South Alberta Regiment (Nanaimo Training Camp). Enlisted in RCAF in Vancouver 17 February 1941 as an airframe mechanic and posted to No.1 Manning Depot, Toronto. To Technical Training School, St.Thomas, 3 April 1941. Promoted AC1, 8 November 1941. To "Y" Depot, 28 November 1941. To RAF overseas, 12 December 1941. Taken on strength of No.3 PRC, 26 December 1941. To No.400 Squadron, 13 January 1942. Promoted LAC, 8 February 1942. Promoted Corporal, 1 November 1942. Promoted Sergeant, 18 March 1943. To No.128 Airfield, 12 July 1943. To No.6430 Servicing Echelon, 1 May 1944. To Repatriation Depot, 20 January 1945. Repatriated 23 April 1945; released in Calgary, 11 May 1945. Died in Burnaby, British Columbia, 25 February 1980 as per British Columbia Vital Statistics.

Note: Described on 18 December 1944 as "An exceptionally capable and reliable tradesman with a keen ability in instructing younger men serving under him on practical work. Highly recommended." (Signing officer seems to be a S/L W.H. Snelgrove).

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RANSON, WO1 Ernest Harold (R162125) - **Mention in Despatches** - No.432 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 4 January 1921 in Arden, Manitoba; educated there and courses at Winnipeg Normal School. Enlisted Winnipeg, 31 March 1942 and posted to No.2 Manning Depot, Brandon. To No.2 BGS, Mossbank (guard), 23 May 1942. To No.2 ITS, Regina, 18 July 1942; graduated and promoted LAC, 12 September 1942 but not posted to No.3 AOS, Regina until 26 September 1942; ended course 3 December 1942 and posted to No.1 Composite Training School, Trenton; to No.5 BGS, Dafoe, Saskatchewan, 8 January 1943; graduated 12 April 1943 when posted to No.1 ANS, Rivers; graduated and promoted Sergeant, 28 May 1943 in Air

Bomber (Special) Branch. To "Y" Depot, 11 June 1943. Embarked from Canada, 23 June 1943. Disembarked in Britain, 1 July 1943. To No.10 (Observer) AFU, 20 July 1943. To No.22 OTU, 21 September 1943. To No.61 Base, 10 January 1944. Attached to No.1664 Conversion Unit, 18 January to 3 March 1944. Promoted Flight Sergeant, 28 February 1944. To No.434 Squadron, 3 March 1944. To No.433 Squadron, 12 July 1944. To No.432 Squadron, 21 August 1944. Promoted WO2, 28 August 1944. Promoted WO1, 28 February 1945. To Repatriation Depot, 24 March 1945. To RCAF Overseas Headquarters, 15 May 1945. Repatriated 7 December 1945. To No.5 Release Centre, 14 December 1945. Released 16 January 1946. Rejoined in Brandon, 19 January 1952 as Radar Technician in rank of LAC (44272). To St. Jean, Quebec, 5 February 1952. To Radio and Communication School, Clinton, 21 March 1952. To No.6 Repair Depot, Trenton, 4 July 1952. To Radio and Communication School, Clinton, 29 January 1954. To No.6 Repair Depot again, 18 October 1954. To Station Winnipeg, 2 April 1956. To No.1 Technical Training School, Aylmer, To Station Winnipeg, 21 September 1959. Retired 20 November 1963. Died in Arden (Lansdowne Municipality, Manitoba), 1978. Unit identified in AFRO only as "Overseas"; proper unit identified in DHist file 181.009 D.1725 (PAC RG.24 Box 2067). DHist file 181.009 D.1722 (PAC RG.24 Vol.20606) has recommendation drafted by W/C J.K. MacDonald (CO, No.432 Squadron) dated 2 October 1944 for Marcus, Ranson, Stokx, Walker, Wyers, and 1890323 FS Eric Arthur Slaughter (RAF Flight Engineer). See FS Norman Marcus for recommendation text.

Notes: Application for Operational Wing dated 8 February 1945 stated he had flown 30 sorties (170 hours 30 minutes), 27 August 1944 to 2 February 1945.

Repatriation form dated 6 November 1945 stated he had flown 30 sorties (172 operational hours) plus 226 non-operational hours. Types experienced were Anson (37 hours), Wellington (101 hours) and Halifax (260 hours).

Training: Attended No.2 ITS, 20 July to 12 September 1942. Courses in Mathematics (115/150), Armament (32/50), Signals (150/150), Anti-Gas (44/50), Aircraft Recognition (82/100) Drill (77/100). Law and Discipline (78/200), Navigation (121/150) and General Studies (84/100). Placed 51st in a class of 105. "He is an unprepossessing young airman who is unassuming and does not give a feeling of confidence. However he is determined and has a good average ability. He may develop into a satisfactory navigator."

At No.3 AOS, 28 September to 3 December 1942. Anson aircraft - 11.05 as first navigator by day, 9.55 as second navigator by day. No ground school marks. "Dislikes Navigation and the responsibilities associated with it. Lacks self-confidence. Ability limited."

Attended No.5 BGS, 25 January to 19 March 1943. Bombing training on Anson aircraft (15.45 day, 8.50 night); gunnery training on Bolingbroke (11.30 day). Also 6.15 on Turret

Manipulation. Dropped 42 bombs high level by day, 32 high level by night, 11 bombs low level by day. Fired 2,000 rounds in air tests. Examined in Bombing, written (185/250), Bombing, oral (206/250), Gunnery, written (53/100), Gunnery, oral (55/100), Aircraft Recognition (44/50 and Signals (42/50). Placed 33rd in a class of 59. "Above average in all bombing work." Generally, "Conscientious type, not brilliant but worked hard at this unit to obtain his present standing."

Attended No.1 ANS, 19 April to 28 May 1943. Anson aircraft- 27.30 day, 12.00 night. Graded in Navigation air work (67/100), Bombing air work (72/100), Photography air work (73/100), Elements of Navigation (35/50), Signals, practical (75/75), Photography (44/50), Reconnaissance (33/50) and Aircraft Recognition (67/75). Placed eighth in a class of 20. "Log untidy, map reading fairly good." Also, "Untidy in appearance. Needs checking. Lacks initiative,"

Attended No.22 OTU, 21 September 1943 to 10 January 1944. Wellington aircraft - Daylight flying was 15 hours local bombing, 9.30 local gunnery, 26.10 on cross-country work, 3.30 at controls. Night flying was 18 hours local bombing, 9.30 local gunnery, 35.30 on cross-country work, 3.00 at controls. By day he carried out two high level bombing exercises (12 bombs), one medium level exercise (eight bombs), three low level exercises (six bombs), one stick bombing exercises (one bomb), and seven photographic simulations. By night he took part in three high level bombing exercises (32 bombs), ten medium level exercises (20 bombs) and twelve infra-red simulations (three successful; weather bad). Fired 1,200 rounds air-to-air and 600 rounds air-to-sea. Air Work assessed as follows - Day Bombing (100/150), Night Bombing (105/150), Map Reading, day (135/200), Map Reading, night (130/200), Photography, day (60/100), Photography, night (50/100) and Gunnery (40/100). Ground work assessed as follows: Bombing Theory (42/50), Bombing Drill and Panel Manipulation (184/200), Map Reading in AMBT (140/200), Photography (23/50, Operational Bomb Loads (41/50), Pyrotechnics (43/50), Air Sighting (45/100), Gunnery, practical (70/150), Aircraft Recognition (33/50) and Emergency Crew Drills (45/50). "Average Air Bomber. Consistently moderate in everything and needs watching. May improve with experience/ Not recommended for a commission."

Attended course at No.1664 Conversion Unit, 3 February to 2 March 1944. Crew was R158750 FS A.L. Spence (captain, later DFC), J24657 F/O E.D. Wickens (navigator, later DFC), R162125 Sergeant E.H. Ransom (bomb aimer, later DFC), R129616 Flight Sergeant W.J Kelly (WOP), 1814773 Sergeant A.F. Ellingworth (flight engineer), R218578 Sergeant J.W. Fisher (mid-upper gunner) and R111210 Sergeant A.D. Malcolmson (rear gunner). Overall assessed as "Average crew. Bomb Aimer needs pushing to get any results from him." Assessment for Ransom was as follows: "Is rather lazy and needs constant watching. Slow to learn and in adapting himself to air work." It is interesting that although he was decorated for services in No.432 Squadron, the rest of this crew were decorated for work with No.434 Squadron. He dropped nine bombs by day, spent three hours in Link and three hours receiving dual instruction. Used GEE for 4.15

hours on the ground, 45 minutes in the air. Took 28 astro shots on ground, three in the air.

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RANSON, FS Norman Elwood (R160329, later J90770)) - **Distinguished Flying Medal** - No.420 Squadron - Award effective 19 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 28 October 1920 in Haliburton, Ontario; home in Lindsay (stockman). Two years in Canadian Army. Enlisted in Toronto, 10 April 1942. Trained at No.3 ITS (graduated 6 November 1942), No.4 EFTS (ceased training 29 January 1943), No.7 BGS (graduated 14 May 1953) and No.1 AOS (graduated 25 June 1943). Commissioned, date uncertain. Further record uncertain as of 27 March 2013 except that he was back in Canada by 20 December 1944 (when posted to No.1 WS). Retired 1 February 1945. Died in Chatham, Ontario, 22 November 2001. RCAF photo PL-28317 (ex UK-9357 dated 30 March 1944) shows Ranson alone. RCAF photo PL-28320 (ex UK-9360 dated 30 March 1944) is captioned as follows: "Sergeant Norman Ranson of Lindsay, Ontario, left, a bomb aimer, shows his skipper, Flight Sergeant Bill McAdam of Toronto the navigator's table in a Halifax of the RCAF Bomber Group's Snowy Owl Squadron. Recently, on their first trip as a crew, their aircraft was seriously damaged by flak, FS McAdam wounded and the navigator killed. With one engine knocked out, the 20-year old pilot continued on to bomb Stuttgart and following a course set for him by Sergeant Ranson, the bomb aimer, succeeded in returning to base." PL-28318 (ex UK-9358) shows McAdam on left, Ranson on right and McAdam shows where he was wounded by flak in the leg. Photo PL-28319 (ex UK-9359) is similar (McAdam on right, Ranson on left. Photo PL-34166 is a portrait. Award sent by registered mail, 13 February 1948.

Flight Sergeant Ranson, as air bomber, has participated in many successful sorties. On his first mission he was a member of a crew detailed to attack Stuttgart. When over the target the aircraft was struck by shrapnel which wounded the pilot and killed the navigator. On the return flight, Flight Sergeant Ranson assumed the duties of the navigator and guided his pilot to this country with much skill. His coolness and resource in a trying situation were most commendable.

Note: He was involved in two incidents involving Warrant Officer W.D. McAdam, DFC and described on the "Lost Bombers" website. The first incident involved Halifax LW418, target Stuttgart, 15/16 March 1944, one of two No.420 Squadron Halifaxes lost on this operation (the other was LW426). Airborne at 1908 hours, 15 March 1944 from Tholthorpe. Outbound, hit by flak which killed the navigator (Sergeant W.E. Briggs, RCAF) and wounded McAdam in both legs. The starboard inner was wrecked, and height was lost. Despite the pain from his injuries, Sergeant McAdam decided to continue the operation. On the return flight, by which time the Halifax was down to less than 5,000 feet, flak again engaged the bomber, but with able

assistance from Sergeant N.E. Ranson (RCAF, wireless operator) who had assumed the duties of navigator, McAdam regained the south coast and landed at 0310 hours at RAF Friston, a grass airfield in Sussex. Only then did he reveal to his crew that he had been wounded. Others in the crew were Sergeant C.Clements, Sergeant N.E.Ranson (RCAF, later DFM), Sergeant E.H.Pollock (RCAF), Sergeant R.E.White and Sergeant C.M.Campbell (RCAF).

On 7/8 August 1944, Halifax NA580 (PT-K) was detailed to attack La Hogue. Airborne Airborne at 2056 from Tholthorpe. Withheld the bomb load as instructed by the Master Bomber and landed 0025 on three engines at RAF Tangmere, Sussex. On touch down the Halifax swung off the runway and was damaged beyond repair. Crew were WO2 W.D.McAdam, DFC (RCAF), Sergeant S. Clements, WO2 M.E.Pett (RCAF), Flight Sergeant N.E.Ranson DFM (RCAF). Flight Sergeant E.H.Pollock (RCAF), Sergeant A.W.MacDonald (RCAF), Flight Sergeant C. Campbell (RCAF), and Sergeant C.A..Smith RCAF .

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RASMUSSEN, F/O Karl Ellsworth (J43074) - **Commended for Valuable Services in the Air** - No.437 Squadron - Award effective as per **London Gazette** dated 3 April 1945. This seems not to have been published in RCAF Routine Orders. Born 26 May 1923 on family farm near Milestone, Saskatchewan; enlisted Regina, 29 May 1942 and posted to No.2 Manning Depot. To No.2 BGS, 18 July 1942. To No.2 ITS on 2 September 1942; graduated and promoted LAC, date uncertain; to No.15 EFTS, 21 November 1942; to No.12 SFTS, 20 February 1943; commissioned 18 January 1944; posted to Britain, 6 February 1944; promoted Flying Officer, 18 July 1944; repatriated 2 August 1945; released 19 September 1945. Businessman after the war. Died in Regina, 8 April 2014. Obituary said he had been "flying cargo command to places such as Murmansk, Africa and South America as a Flight Lieutenant." Certificate sent to Regina, 8 November 1948. Public Record Officer Air 2/9061, courtesy Steve Brew, has recommendation drafted when he had flown 842 hours, 220 in previous six months.

This officer has operated continuously since the invasion of Normandy on the carrying of essential freight to the Continent and returning with casualties. In all he has completed 45 operational air transport flights, many in adverse weather. Flying Officer Rasmussen has at all times set a high standard of efficiency. His coolness and devotion to duty have been most marked. He has been an outstanding example to his squadron.

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RATCLIFFE, Sergeant John Thomas (R66130) - **Distinguished Flying Medal** - No.97 Squadron - Award effective 24 April 1942 as per **London Gazette** dated 28 April 1942 and AFRO 691/42

dated 8 May 1942. Born in Edmonton, 10 August 1916; educated in Ontario including Thorold High School and St. Catharines Collegiate Institute and Vocational School; home in Welland, Ontario (draughtsman, Commonwealth Electric Company); enlisted Niagara Falls, Ontario, 14 August 1940 and posted to No.2 Manning Depot, Brandon. To No.11 Equipment Depot, Calgary, 8 October 1940. To No.2 ITS, Regina, 8 November 1940. Graduated and promoted LAC, 9 December 1940. Taken on strength of No.3 AOS, Regina, 10 December 1940; ceased observer training and posted to No.2 Manning Depot, 19 January 1941. At the time this happened he was assessed as follows: "This pupil did not seem to have the ability to navigate an aircraft and apparently was not interested enough to learn anyway." Taken on strength of No.2 BGS, Mossbank, 29 April 1941; graduated and promoted Sergeant, 23 June 1941 when graded as Air Gunner. To "Y" Depot, Halifax, 25 June 1941; to RAF overseas, 5 July 1941. Taken on strength of No.3 PRC, Bournemouth until 3 August 1941 when posted to No.25 OTU. To No.97 Squadron, 13 October 1941. On strength of Station Conningsby, 2 November to 22 December 1941 (treatment for jaundice) when returned to No.97 Squadron. Promoted Flight Sergeant as of 23 December 1941. Cited with P/O G.C. Hooey, DFC (CAN/RAF). Killed in action, 15 October 1942 (Lancaster W4170 struck by anti-aircraft fire near Schwadorf and exploded in mid-air); buried near Cologne, Germany. Award presented to his father, W.H. Ratcliffe of Welland, 6 April 1944, at the conclusion of a Wings Parade at No.6 SFTS, Dunnville.

A force of Lancaster heavy bombers was detailed to deliver an attack in daylight on the Diesel Engine Factory at Augsburg in southern Germany. To reach this highly important military target and return, a most daring flight of some 900 miles over hostile country was necessary. Soon after entering enemy territory and whilst flying at a very low level the force was engaged by a superior number of enemy fighters. Later, most intense and accurate anti-aircraft fire was encountered. Despite this formidable opposition and the violent evasive tactics which it necessitated, a considerable proportion of the force succeeded in reaching the target and in delivering a successful attack on the factory almost at the time which had been planned...officers and airmen who participated in various capacities as members of the aircraft crews displayed courage, fortitude and skill of the highest order.

His course at No.2 Bombing and Gunnery School extended from 24 May to 23 June 1941. In this time he flew eight hours 50 minutes by day in Battle aircraft plus two hours ten minutes as a passenger. Air Gunnery Results were in three headings - Beam Test (nine percent), Beam Relative to Speed Test (14.5 percent) and Under Tail Test (five percent). He apparently took no wireless training. His other marks were as follows: Written Examination - 80 percent; Practical and Oral Examination - 61 percent; Ability as Firer - 146 marks out of 250; Qualities as NCO - 95 marks out of 150; Aircraft and Ship Recognition - 76 percent. He placed 57th in a class of 76. Described as "inclined to be careless in dress."

His crew on the night of 15/16 October 1942 consisted of 41075 F/L G.B. Smyth (CAN/RAF), 517630 Sergeant W.S. Rendall, J10056 P/O A.D. Walker (RCAF), Flight Sergeant Ratcliffe, 656327 Sergeant S. Brans, 137579 P/O B.S. Robertson, and 126692 P/O J.D. Turner.

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RATCLIFFE, F/L Russell Edwin David (J10421) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 24 May 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born in Kingston, Ontario, 12 April 1919; home there; educated at local schools and attending Queen's University (Medicine), 1939-1940. Summer work before war had been grocery clerk, hotel clerk.. Enlisted in Ottawa, 4 February 1941. To No.1 Manning Depot, 16 March 1941. To Station Trenton, 11 April 1941. To No.1 ITS, 28 May 1941; graduated and promoted LAC, 3 July 1941; posted next day to No.9 EFTS, St. Catharines; ceased training and posted to Trenton, 26 July 1941. To No.6 AOS, Prince Albert, 15 September 1941; to No.5 BGS, Dafoe, 21 December 1941; Graduated and promoted Sergeant, 31 January 1942; to No.1 ANS, Rivers, 1 February 1942. Graduated and commissioned, 4 March 1942. To "Y" Depot, Halifax, 6 March 1942. Embarked from Canada, 25 April 1942; arrived att No.3 PRC, Bournemouth, 9 May 1942. To No.10 (Observer) AFU, 6 June 1942. To No.42 OTU, 21 July 1942. Promoted Flying Officer, 1 October 1942. To Station Odiham, 29 October 1942. To Portwreath, 5 February 1943 and thence to Gibraltar. Ferry duty to points in North Africa. Returned from Gibraltar, 21 February 1943. To No.42 OTU, 26 April 1943. To No.1659 Conversion Unit, 6 May 1943. To No.426 Squadron, 25 May 1943. Promoted Flight Lieutenant, 21 December 1943. Promoted Squadron Leader, 1 May 1944 on completion of tour and posting to Station Leeming. Repatriated 3 December 1944. To No.301 Composite Unit, Dorval, 3 December 1944. To No.2 Release Centre, 8 August 1945. Retired 21 August 1945 to try business (hardware merchant). Navigator in W/C W.H. Swetman's crew. Rejoined RCAF in Trenton, 30 November 1948 (17706) with rank of Flight Lieutenant and took refresher course. To No.426 Squadron, 20 December 1948. To Air Navigation School, Summerside, 8 December 1949. To No.426 Squadron again, 26 March 1950. To Station Lachine, 4 December 1950. To No.426 Squadron, 1 July 1951. To Air Navigation School, 11 October 1951. Unit became Central Navigation School. Promoted Squadron Leader, 1 January 1952. To No.2 Air Navigation School, Winnipeg, 11 May 1952. To No.1 Air Division Headquarters, Metz, 11 October 1954. To RCAF Staff College, Toronto, 8 August 1957. To AFHQ (VCAS), 24 June 1958. To St. Hubert, 4 September 1952. Promoted Wing Commander, 15 September 1962 on posting to Sioux Lookout. To No.25 NORAD Region Headquarters, McChord Field, Washington, 11 August 1964. Commenced rehabilitation leave, 12 April 1968; retired 8 October 1968. Commended for Valuable Services in the Air, 13 June 1952. Died in Saanichton, British Columbia, 24 August 1987 as per British Columbia Vital Statistics. RCAF photo PL-26960 (ex UK-8338 dated 3 March 1944) shows G/C W.A. Jones (Vancouver), station commander, just returned from his first operational sortie (Leipzig); flew

as second pilot to W/C W.H. Swetman (on his 49th sortie, second from left); on Swetman's left is his RAF Flight Engineer and Flight Engineer Leader (not named in caption but holding rank of Flight Lieutenant); second from right is F/L R.E. 'Ted' Ratcliffe (Kingston, Ontario, squadron navigation officer). Photos PL-28459 (ex UK-9379) and PL-28460 (ex UK-9380) show F/L R.E. Ratcliffe (Kingston, Ontario) with W/C W.H. Swetman (Kapuskasing); Ratcliffe was navigator on Swetman's "A-Apple" Lancaster. RCAF photo PL-28462 (ex UK-9383 dated 1 April 1944) has F/L R.E. Ratcliffe in foreground; W/C W.H. Swetman looking over shoulder. Another RCAF wartime photo is PL-32402. 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 19 sorties (133 hours ten minutes) between 17 August 1943 and 15 February 1944.

This officer has displayed exceptional ability as a Navigator during his many sorties over enemy territory. His crew have worked with keenness and co-operation, and the successes attained have been in a large measure due to this officer's effort and fine fighting spirit. During the course of operations by this officer, nine complete sorties have been directed against the German capital.

The sortie list was as follows:

17 August 1943 - Peenemunde (7.40)
22 August 1943 - Leverkusen (4.55)
23 August 1943 - Berlin (5.10)
27 August 1943 - Nuremberg (7.30)
30 August 1943 - Munchen-Gladbach (4.40)
3 September 1943 - Berlin (6.50)
5 September 1943 - Mannheim (7.55)
18 October 1943 - Hanover (5.65)
22 October 1943 - Kassel (6.00)
22 November 1943 - Berlin (7.40)
26 November 1943 - Berlin (7.35)
3 December 1943 - Leipzig (7.45)
20 December 1943 - Frankfurt (6.00)
1 January 1944 - Berlin (7.35)
5 January 1944 - Stettin (8.35)
27 January 1944 - Berlin (8.45)
28 January 1944 - Berlin (8.15)
5 February 1944 - Berlin (7.35)

Notes: Application for operational wing dated 2 April 1944 stated he had flown 26 sorties (181

hours 35 minutes), June 1943 to March 1944.

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RATHWELL, F/O Donald Wesley (J18284) - **Distinguished Flying Cross** - No.17 Squadron - Award effective 23 March 1945 as per **London Gazette** dated 3 April 1945 and AFRO 765/45 dated 4 May 1945. Born 15 July 1921 in Brandon, Manitoba; home in Winnipeg (Marshall Wells store clerk, former COTC and former member, Royal Canadian Artillery); enlisted there 5 March 1941. To No.2 Manning Depot, 20 May 1941; To No.8 Repair Depot, 20 June 1941; to No.2 ITS, 14 July 1941; graduated and promoted LAC, 30 August 1941 when posted to No.2 EFTS; graduated 29 October 1941 when posted to No.13 SFTS; graduated with wings and promoted Sergeant, 16 January 1942. To "Y" Depot, 27 February 1942. Embarked 11 March 1942; disembarked in Britain 23 March 1942. To No.5 (Pilots) AFU, 12 May 1942. To No.61 OTU, 2 August 1942. To No.403 Squadron, 25 August 1942. To No.81 Squadron, North Africa, 21 December 1942; to Malta, 6 June 1943. Commissioned 26 March 1943. Promoted Flying Officer, 26 September 1943) With No.81 Squadron to India (November 1943), remaining with that unit until 13 November 1944. Attended Air Firing Training Unit (India), 7 March to 5 April 1944; to No.17 Squadron (Ceylon), 13 November 1944; promoted to Flight Lieutenant, 26 March 1945. Left India 13 April 1945; arrived in Britain, 7 May 1945; repatriated to Canada, July 1945; released 13 September 1945. He claimed two tours; that with No.81 Squadron (1 September 1942 to 4 November 1943, 132 sorties, 205 hours ten minutes plus 17.20 non-operational ferrying) and with Nos.81 and 17 Squadrons (20 December 1943 to 20 December 1944, 145 sorties, 203 hours 20 minutes), with claims of 3 1/2-1-3. Transferred from Reserve to No.402 Squadron (Auxiliary), 14 November 1946 as Flying Officer (number 120221); Flight Lieutenant on 1 January 1949; Squadron Leader on 1 June 1950; Wing Commander on 8 November 1951. Commanded No.402 (Auxiliary) Squadron, 8 November 1951 to 1 August 1953. DFC presented 18 May 1946. Released 1 August 1953. Received Queen's Coronation Medal, 28 October 1953 as Wing Commander. Died in Peterborough, Ontario, 1991. Chris Shores, **Those Other Eagles** (Grub Street, London, 2004) provides a victory list (all claims with No.81 Squadron) as follows: **2 March 1943**, one Bf.109 probably destroyed, shared with another pilot, Mateur (Spitfire EN204); **20 April 1943** - one Bf.109 destroyed, shared with another pilot on sweep to Bizerta (Spitfire EN455); **25 July 1943**, one Ju.52/3m destroyed, Gulf of Milano (Spitfire JK508); **13 September 1943**, one Do.217 destroyed, shared with two other pilots, Salerno (Spitfire EN491); **13 February 1944**, one "Hamp" damaged and one "Oscar" damaged, Mayu Peninsula (Spitfire FL-N); **15 April 1944**, one "Oscar" destroyed and one "Oscar" damaged, Imphal (Spitfire JG333); **25 April 1944**, one "Oscar" destroyed southwest of Imphal (Spitfire JG333). 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-18994 dated 20 February 1944 (identified with No.81 Squadron) has following caption: “Flying Officer D.W. Rathwell, 22-year old fighter pilot flying with an RAF squadron in northern India has one confirmed and one probable to his credit. These he shot down while in North Africa. Rathwell joined the RCAF in March 1941 in Winnipeg. Trained at Regina, Fort William and St. Hubert. Overseas to UK in March 1942 and completed a Spitfire operational training course. He then spent three months with a Canadian fighter squadron, and flew to North Africa. Six months based in North Africa gave him the opportunity of knocking down one confirmed and a probable. In June 1943 he went to Malta with his RAF squadron and from there they covered the Sicily landings. Ten days after the landing, the squadron went into Sicily and operated from there. From Sicily he did his share in covering the Salerno landings in Italy. In September he went to Italy and during the month spent there went into Naples with the Fifth Army. In October he flew to India with his squadron and is now based in the Naga Hills.”

Flying Officer Rathwell has a long record of operational flying. Throughout he has displayed outstanding keenness and devotion to duty. He has destroyed at least three enemy aircraft and damaged others.

Notes: Accident, 9 June 1942, No.61 OTU, Spitfire R6604. Completing an exercise, his airspeed indicator became unserviceable. He used radio to alert field and runway cleared. He overshot, made another circuit, and on second attempt overshot again and aircraft went up on its nose, Problem was an insect lodged in the pitot hear. This was his second solo on Spitfire. Deemed to have been inexperience and error in judgement,

On Repatriation Form dated 2 July 1945 he stated he had flown 325 sorties (410 operational hours), the last on 15 February 1945; also 340 non-operational hours. Types flown were Spitfire (650 hours), Hurricane (40 hours) and Master (50 hours). Claimed 3 1/3 aircraft destroyed, one probable, three damaged. However, on another form he claimed 408.30 operational and 510.55 non-operational, with 654.20 on Spitfires and 31.45 on Hurricanes,

Assessments: “A keen, conscientious pilot who has completed the Air Fighting Instructor’s Course. Recommended for Air Fighting Instructor duties or for a Flying Instructor’s Course.” (Commanding Officer, No.17 Squadron, 19 December 1944).

“This officer has shown exceptional keenness to fly on operations throughout his tour of duty. He is average in other respects as an officer”. (22 March 1945, signature illegible. Flying in previous six months had been 91.25 operational and 63.35 non-operational).

Training: Interviewed in Winnipeg, form undated, by F/O J.H. Firstbrock - "This boy is above average." However, his service file contains no records of his actual training, either in Canada or overseas.

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RATTLE, F/O Gordon George (J17653) - **Mention in Despatches** - No.260 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 28 August 1915 (birth date on M.I.9 evasion report).. Home in Toronto (optical technician); enlisted there 24 February 1941. To No.1 Manning Depot, 16 March 1941. To Trenton, 28 April 1941. To No.3 ITS, 9 June 1941; graduated 15 July 1941 when promoted LAC; posted that date to No.4 EFTS; (graduated 1 September 1941 when posted to No.13 SFTS; graduated and promoted Sergeant, 21 November 1941. To "Y" Depot, 22 November 1941; to RAF overseas, 12 December 1941. Further trained at No.59 OTU. Promoted Flight Sergeant, 21 May 1942. Posted to Middle East, May 1942; to No.260 Squadron, 9 October 1942. Promoted WO2, 21 November 1942. Posted out of No.260 Squadron again, 19 November 1942 but returned to that unit, 19 February 1943. Commissioned 7 April 1943. See G.A. Brown, **Those Who Dared**. Shot down in Sicily, 4 August 1943, captured by Italians, he stalled his own handover to POW authorities until British troops caught up to him. Left Algiers, 8 March 1944; arriving at Liverpool on 18 March 1944. Appears also to have shared in the destruction of three Me.110s at some time over Tunis Bay. Promoted Flying Officer, 7 October 1943. Repatriated to Canada, 1 May 1944; to No.1 CFSE (not sure what this is), 24 September 1944. Promoted Flight Lieutenant, 7 April 1945. To "E" (possibly Trenton), 9 June 1945; to No.2 Release Centre, 29 April 1946; released 4 May 1946. Public Records Office Air 2/9230 has recommended citation based on a War Office suggestion and Interrogation Report No. M.I. 9/S/PG.1853 (also found in WO 208/3319); this differs considerable from Brown's version; the reference to "15th August 1944" is apparently a typing error as it is unlikely that he was at large for a year.

This officer was on a sortie in a single-engined fighter on 4 August 1943 when the aircraft was hit by anti-aircraft fire and came down in S. Maria Tecia harbour. He swam ashore, was taken into custody and sent to hospital at S. Maria D. Malati where his wounds were dressed. On 10th August 1943, the Italians handed him over to the Germans, and he was subjected to questioning and threats in the presence of his Italian escort. During an interval in his interrogation, and in the absence of the German officer, Flying Officer Rattle roundly abused the Italians for handing him over to the Germans and for other things until the Italians decided to help him get away from the Germans. After numerous adventures in the next few days, during which time he collected an Italian officer and five other ranks, he made contact with the British forces on

15th August 1944 [sic]. He was able to hand over the six Italian prisoners.

NOTE: Public Record Office Air 2/9230 has MI.9/S/PG (It)1853 with the following account of his capture and escape; all map references were to Italy 1:100,000.

I took off from Agnole at 1400 hours on 4 August 1943 in a Kittyhawk aircraft on a sortie. About 1540 hours I was hit by flak and had to ditch in the harbour of San Maria Tecla (Sheet 270 J 0494) south of Riposto. I landed about 300 yards off shore, removed my harness, and swam in my Mae West to a rock 100 yards from the shore. Here I removed my Mae West, checked to see that I had no papers, and swam ashore.

I arrived on the beach at San Maria Tecla at about 1550 hours, and was taken into custody by armed civilians who searched me and removed my escape money and maps. Later I was taken over by two Italian naval Petty Officers. I was taken to a small local headquarters where an Italian civilian put alcohol on my head wounds and fed me. He asked me the type of aircraft I was flying and the number of the crew. I told him this, as my aircraft was visible in the sea. I was then taken to an Italian barracks where my head wounds were dressed, and I was sent to hospital at San Maria di Malati (Sheet 270, J 0394). Here I was put into a room by myself with guards outside, and my wounds were dressed and stitched. An officer brought a Red Cross form for my signature. I refused to sign the false one, and he brought the correct one, which I signed with my name, number and rank only.

This officer saw me daily and tried to pump me, but I gave him no information. I was preparing to drop out of my window during the night of 7/8 August, and had ripped my sheets for this purpose, intending to hide out near Mount Etna. At about 0300 hours, however, on 8 August they warned me that we were leaving, and the hospital was evacuated at about 0400 hours.

We moved in lorries to Riposto (Sheet 262 D 0604). The rear lorry was shot up by the RAF en route, causing 16 Italian casualties. No Red Cross was visible. We arrived about 0700 hours at Riposto, where I was put in the same house as the Italian officers, with two guards in my room.

I was here until 10 August. I became particularly friendly with a Sergeant Maggiore and an Italian-Austrian private. An Italian Major was in command and he evidently put off handing me over to the Germans until 10 August when the Royal Navy shelled Riposto. I was taken in a truck by the major, a Lieutenant, the

Sergeant Maggiore, and the private to San Cosimo (Sheet 270 J 0293) a few miles away. I was brought before the German Commandant (Schmalz Division). He questioned me, and I gave him my name, number and rank.. He had been told by the Italian Major that I was pilot of a Curtis plane, and tried to interrogate me further. On my refusing to answer, he threatened me and, handling his revolver, said, "I assure you I intend to spend no time whatever with prisoners of war". He then rebuked the Italian Major for having kept me for six days without notifying the Germans. Feelings and words ran high. At this moment a despatch was handed to the German officer and he left the room. The Italian Major walked over to me and said, "Do you think you will like your new friends?" I answered that at any rate they were soldiers and not like the Italians, who allowed the Germans to rape their women and loot their homes, ending, "If I had prisoners of war I am damned sure I would not let someone else take them from me!"

This started them all talking nineteen to the dozen, and at the suggestion of the Sergeant Maggiore, I was bundled out of the room by another door, and a jacket of an Italian Caporal [sic] Maggiore was put on me in place of my bush jacket. I was wearing corduroy trousers and suede shoes. The Italian officers and the private then drove me off, and I walked back with the Sergeant Maggiore, passing the German road block, to where an Italian lorry stood on the side of the road, full of Italian troops.

I was told to get in and feign sleep. We remained there for about an hour and then drove back to Riposto, where my bush jacket was returned to me. At about 0900 hours on 11 August I was put into a lorry, one of a convoy of four, with guards and other troops. We drove to Fiumefreddo (Sheet 262 D 0611). They told me this area was stiff with Germans, and we were dispersed in a large lemon orchard occupied by two German 88-mm guns. I was hidden in a slope wood-shed, and kept there two days, being fed and cared for by the Italians.

While I was here, the place was well strafed by my own squadron, who put one gun out of action and caused four German casualties. Later that evening the British started shelling the whole area with 25-pounders, and kept it up until about noon on 12 August.

The Italians had become very panicky by this time, and their officers had left with their transport. They offered me a rifle, which I refused, and gave me a steel helmet and the Caporal's jacket. I then walked out in a westerly direction on the top of a gorge, where I met the private and a cook, who carried a sack of

supplies. We found a cleft in a gorge, where we sheltered for four hours.

The private went out to reconnoitre, and came back with a boy who led us to a covered slit trench above the gorge, where we stayed hidden from the Germans until morning.

The Italian population of Fiumefreddo were sheltering in caves further up the gorge, and the private did a deal with them on food supplies. The cook and I joined them and the private left us. We stayed there until 15 August, when the Germans blew up the bridge over the gorge at 0400 hours.

News was later brought that the British were near. I picked up the cook and five other Italian soldiers, including one officer, and after climbing out of the gorge, came upon a British machine-gun post, whence I was directed to Advance Headquarters. There I handed over my Italian prisoners and shortly afterwards met General Montgomery and staff officers, who questioned me.

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RAVENS-CROFT, F/L Ian Edward (J26709) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 29 May 1915 in Toronto; home in Mimico; enlisted Vancouver, 7 July 1942. To No.7 ITS, 26 September 1942; graduated and promoted LAC on 18 December 1942 but not posted to No.2 BGS until 23 January 1943; may have graduated 8 April 1943 but not posted to No.7 AOS until 11 April 1943; graduated and commissioned 28 May 1943). To "Y" Depot, 11 June 1943. To United Kingdom, 29 June 1943. Promoted Flying Officer, 28 November 1943. Promoted Flight Lieutenant, 2 October 1944. Repatriated 9 February 1945.. To No.1 Air Command, 26 February 1945. To No.16 SFTS, 11 April 1945. To Release Centre, 24 April 1945. Released 13 November 1945. Award presented by Governor General at Government House, 12 June 1953.

Flight Lieutenant Ravenscroft has completed a large number of sorties against heavily defended targets in Europe. His courage in the face of the enemy is worthy of high praise and was well illustrated in April 1944 when his aircraft was hit and the windscreen shattered. Despite the intense cold Flight Lieutenant Ravenscroft remained at his post and successfully bombed the target. At all times he has displayed skill, courage and unfailing devotion to duty.

Public Records Office Air 2/9050 has recommendation dated 10 December 1944 when he had flown 40 sorties (247 hours five minutes); earlier unit not identified:

* daylight sortie

Previous Squadron

1 March 1944 - Stuttgart (8.45)
15 March 1944 - Stuttgart (8.10)
26 March 1944 - Essen (5.30)
5 April 1944 - Toulouse (8.00)
10 April 1944 - Tours (5.40)
11 April 1944 - Aachen (4.00)
18 April 1944 - Juvisy (4.25)
20 April 1944 - La Chapelle (4.15)
22 April 1944 - Brunswick (6.45)
24 April 1944 - Munich (9.10)
26 April 1944 - Schweinfurt (9.10)
28 April 1944 - Bordeaux (7.30)
10 May 1944 - Lille (2.55)
11 May 1944 - Bourg Leopold (3.30)

No.97 Squadron

6 June 1944 - Argentan (3.35)
6 June 1944 - St.Pierre du Mont (3.50)
12 June 1944 - Caen (4.30)
15 June 1944 - Chatelleraut (5.30)
4 July 1944 - Creil (3.45)
15 July 1944 - Nevers (7.00)
25 July 1944 - Stuttgart (7.20)
30 July 1944 - Caumont (3.30)*
11 August 1944 - Bordeaux (7.15)
12 August 1944 - Brunswick (5.15)
14 August 1944 - Brest (5.15)*
15 August 1944 - Deelan (3.50)
16 August 1944 - Stettin (7.15)
18 August 1944 - Bordeaux (7.10)
25 August 1944 - Darmstadt (8.05)
26 August 1944 - Konigsburg (9.45)
29 August 1944 - Konigsburg (10.00)
11 September 1944 - Darmstadt (5.15)
27 September 1944 - Kaiserlauten (6.35)

6 October 1944 - Bremen (4.10)
14 October 1944 - Brunswick (6.10)
28 October 1944 - Bergen (5.35)
6 November 1944 - Ems-Weser Canal (4.25)
21 November 1944 - Dortmund-Ems Canal (5.20)
22 November 1944 - Trondheim (9.40)
26 November 1944 - Munich (9.00)

Acting Flight Lieutenant Ravenscroft has now completed 40 operational sorties against some of the most heavily defended targets in Europe. By his skill, sound judgement and unfailing reliability, even in the face of heavy opposition, he has raised the status of his crew to Primary Blind Markers. His accurate blind marking and flare dropping at targets such as Stuttgart, Konigsburg, Brunswick, Darmstadt, Kaiserlauten and Munich (twice) has contributed in no small measure to the success of these attacks.

His courage in face of the enemy is worthy of high praise, and was well illustrated on the night of April 26th, 1944, when a flak burst took away the whole perspex nose. Despite the intense cold, Flight Lieutenant Ravenscroft remained at his post and successfully bombed the target. A few nights previously, during an attack on Munich, the aircraft was hit by flak, and all navigational aids failed. By a fine display of map reading, Flight Lieutenant Ravenscroft materially assisted in the safe return of the crew and aircraft.

For his skill, courage and unfailing devotion to duty, he is recommended for the non-immediate award of the Distinguished Flying Cross.

* * * * *

RAWLYCK, P/O Peter William (J94177) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 17 February 1920; home in Edmonton (farmer); enlisted Saskatoon, 20 May 1942. To No.3 Manning Depot, 7 June 1942. To No.12 SFTS (guard duty), 1 August 1942. To No.1 Explosives Depot, date uncertain. To No.2 ITS, 12 September 1942; graduated 21 November 1942 when posted to No.15 EFTS. Ceased training, 5 January 1943 when posted to No.1 Composite Training School; to Mountain View, 20 February 1943; to No.8 AOS, 1 May 1943. Graduated and promoted Sergeant, 17 September 1943; posted to No.1 GRS, 1 October 1943. To "Y" Depot, 27 November 1943. Commissioned 6 February 1945. Further dates of repatriation and release uncertain. Re-engaged with RCAF, 7 April 1951 (38306) to uncertain date (promoted Flight Lieutenant 1 July 1956) as Air Observer. Award

presented 6 May 1950. Navigator in F/L T. Coughlan's crew. 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 ten minutes), 16 November 1944 to 4 April 1945. The sortie list includes the following notations: 2 December 1944 (Hagen) "One motor u/s"; 4 November 1944 (Karlsruhe) "Return on three engines"; 13 February 1945 (Dresden) "Three holes in aircraft. Navigation aids unserviceable"; 25 March 1945 (Hannover) "Mid upper turret hit by flak".

Although a victim of Air-Sickness throughout his entire tour of operations, this officer successfully navigated a four engine bomber on many sorties deep into enemy territory. At no time did this navigator's continued illness in the air interfere with the competent completion of his duties and he displayed a great knowledge of operational navigation. On one occasion he successfully navigated his aircraft to Dresden and back to base although all his navigational aids became unserviceable soon after setting course.

The sortie list was as follows:

16 November 1944 - Julich (5.50)
18 November 1944 - Munster (6.15)
21 November 1944 - Castrop Rauxel (6.45)
2 December 1944 - Hagen (7.00, one motor unserviceable)
4 December 1944 - Karlsruhe (4.20, return on three engines)
5 December 1944 - Soest (6.50)
6 December 1944 - Osnabruck (6.05, predicted flak)
18 December 1944 - Duisburg (5.25)
21 December 1944 - Cologne (6.15)
5 January 1945 - Hanover (5.15)
6 January 1945 - Hanau (6.35)
7 January 1945 - Munich (8.35)
28 January 1945 - Stuttgart (7.45)
2 February 1945 - Weisbaden (6.15)
4 February 1945 - Bonn (6.20)
7 February 1945 - Goch (6.45)
13 February 1945 - Dresden (10.05, three holes in aircraft; navigation aids unserviceable)
14 February 1945 - Chemnitz (8.50)
20 February 1945 - Dortmund (6.55, lots of flak)
21 February 1945 - Duisburg (6.05)
5 March 1945 - Chemnitz (9.30, considerable flak)

7 March 1945 - Dessau (9.30)
11 March 1945 - Essen (5.50)
12 March 1945 - Dortmund (6.20)
14 March 1945 - Zweibrucken (7.20)
15 March 1945 - Hagen (6.45)
20 March 1945 - Heide (5.30)
22 March 1945 - Heildesheim (6.25)
25 March 1945 - Hanover (6.25, mid-upper turret hit by flak)
31 March 1945 - Hanover (5.45, lots of jet planes seen)
4 April 1945 - Leuna (8.45)

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RAWSON, F/L Byron Frederick Norman (J10982) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2610/43 dated 17 December 1943. Born in Smooth Rock Falls, Ontario, 3 December 1922; home in Hamilton (former COTC while attending McMaster University); enlisted there 26 May 1941 and posted to No.1A Manning Depot. To No.12 Equipment Depot, 15 July 1941. To No.3 ITS, 20 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.4 EFTS; graduated 21 November 1941 when posted to No.9 SFTS; graduated 10 April 1942. Commissioned 1942. Invested with award by King George, 11 August 1944. RCAF Photo PL-32378 shows him at time of investiture. Photo PL-32933 (ex UK-15284 dated 26 September 1944) shows him with his father, Captain the Reverend Norman Rawson who was visiting his son at No.6 Group; the younger man shows his father aerial photos of bomb damage. Died in Hamilton, 23 December 1945 following a nervous breakdown. A news clipping ((Ottawa **Journal**, 26 December 1945) reported that at 21 he had been the youngest Wing Commander in the Empire.

Flight Lieutenant Rawson has taken part in operations against the enemy on some of the most heavily defended targets in Germany. As acting Flight Commander and captain of aircraft, he has at all times set a fine example of courage, enthusiasm and devotion to duty.

RAWSON, W/C Byron Frederick Norman, DFC (J10982) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Award presented 1 December 1948.

This officer has now completed his second tour of operations, participating in attacks against major targets in Germany and occupied territory. By his courage

and determination to press home his attacks, despite enemy opposition, he has contributed highly to the success of the squadron. Since the award of the Distinguished Flying Cross, Wing Commander Rawson has continued to set a splendid example of skill and devotion to duty.

The following appeared in the Toronto **Star** of 11 November 2012 under the byline of Mark Bonokoski:

Before the Second World War came to pass, Byron (Barney) Rawson, then just a 22-year-old kid from the Northern Ontario town of Smooth Rock Falls, was being hailed as the “youngest Wing commander in the British Empire.”

Within a year, however, he'd be dead — not from the war on the European front, but from the war in his head.

On this Remembrance Day, as always, memorial ceremonies will crowd our cenotaphs — from the centrepiece in our nation's capital to small towns across the country — where the names of the fallen and the long-forgotten are etched into weathered stone.

It's the collective that is honoured year each, not the individual.

At McMaster University in Hamilton, Ont., an honour roll tablet was unveiled more than a half century ago, bearing the names of the 35 McMaster graduates and undergraduates who died in the war that earned Barney Rawson a Distinguished Flying Cross and bar.

The list begins with Kenner Arrell, 24, a member of the 48th Highlanders who was wounded on Boxing Day 1943 and died a day later following an attack on a farmhouse defended by German paratroopers near the Italian village of San Tommaso.

And the list ends with Franklin Zurbrigg, age 25, his war coming to an end in England during a practice flight on Jan. 13, 1943, when the Hudson medium-range bomber he was helping to crew stalled on takeoff, crashed, and then burned.

Barney Rawson, son of a Methodist preacher, ended up in Hamilton when his father left an Ottawa parish to take the pulpit at the prestigious Centenary United Church, and signed up for the RCAF in 1940.

It was as if he was born with wings.

In the brief span of three years, he received promotion after promotion, and ended up serving as a commander in Bomber Command, the main offensive weapon employed by the Royal Air Force.

On the fuselage of his Wellington bomber — later dubbed the “widow maker” because of the high mortality rate of Bomber Command — was painted a portrait of popular movie star, Betty Grable.

“Our lovely girl,” he called her.

Barney Rawson piloted many bombing runs over Germany, once being shot up by “friendly fire” and, during one particular mission that claimed 16 Allied aircraft, he was hit by flak over the Ruhr but managed to limp his crippled aircraft back to England on one engine.

According to one crew member, the quote archived in a McMaster University file, Barney Rawson was a “pretty cool customer.”

On D-Day — June 6, 1944 — he was second pilot on a Lancaster bomber that raided the Paris railway yards to disrupt German troop and supply movement into Normandy and, later, this time in a Halifax bomber, completed a daylight attack, backed by fighter cover, on German defences and communications centres in the French port of Boulogne.

The Boulogne mission was his 32nd bomb run.

His final sortie, his 33rd, was part of a 600-plane raiding force in April 1945, a month before the formal end of hostilities, that was let loose to take out a strategic canal that connected the Baltic and North seas.

That’s when he was awarded the Distinguished Flying Cross, pinned on him by King George VI himself, for “his courage and determination to press home his attacks despite enemy opposition.”

With that, Barney Rawson’s first war came to an end.

On Christmas Eve, 1945, the Hamilton Spectator reported the “shocking news”

that their local war hero, Barney Rawson, had “died suddenly in the midst of his first peacetime Christmas.”

Only days later did the Spectator report his suicide, citing the cause as a “complete nervous breakdown.”

Today, those wars in the head are called post-traumatic stress disorders, or PTSD.

Then, it was called “battle fatigue” and, in some quarters, “lack of moral fibre.”

But McMaster University was ahead of its time.

In fact, it balked only momentarily back in 1945 before adding Barney Rawson’s name to the list of the

34 McMaster students who were killed in the war, and then had it etched into the Honour Roll tablet.

Lest he be forgotten for the war he helped win, if not for the war he lost.

A website dedicated to McMaster University carried the following:

Before World War II ended, Byron (Barney) Rawson, in his twenty-third year, was being hailed as the “youngest Wing Commander in the British Empire”. His rise in the RCAF had been in a word, meteoric. In the brief span of three turbulent years he had received promotion after promotion, been awarded the DFC and bar, and ended up serving as commander of the Pathfinder Wing in 8 Group, which formed part of Bomber Command, the RAF's principal offensive weapon.

Barney Rawson's short, poignant, and action-packed life had begun on 3 December 1922 in the small community of Smooth Rock Falls in northern Ontario, where his father, Norman, was pastor of the local Methodist Church. His English-born mother, Mazie Maud (Sexton) Rawson, had already provided him with two sisters, Helen and Elizabeth, and would give birth to another, Norma, six years after Barney's arrival on the scene. The family subsequently moved to Ottawa where the Rev. Rawson assumed a new pastorate and enrolled his children in that city's school system.

For his part, Barney started his educational career at the Mutchmor and McHugh Public School (now hived into two) in the capital's attractive Glebe district where the family resided. From

there he proceeded in 1935 to Glebe Collegiate Institute, one of the many new high schools opened in the early 'twenties to meet the needs of Ontario's growing adolescent population. Since very little was recorded of junior classmen in the school's yearbook, *Vox Glebana*, nothing is known of Barney's extracurricular activities, if any.

All that would change in 1937 when the Rawson family moved to Hamilton and he enrolled at Westdale Collegiate Institute (WCI). His father had been appointed to the prestigious pulpit of Centenary United Church, the venerable place of worship in the heart of the city's downtown. He settled his family in the manse provided on fashionable Robinson Street. While the Rev. Rawson launched what soon proved a charismatic pastorate at Centenary, young Barney entered into a busy round of activities at WCI, where he would complete the matriculation work he had begun in Ottawa.

Along with new found-friend and classmate, William (Bill) McKeon [HR], the tall and lanky Barney went out for track and field, joined the school's rifle team, and was elected to the Triune Society, the student governing body that, among other things, arranged debates, organized social functions, and put on school plays. The popular Barney also contributed his thoughts to WCI's yearbook, *Le Raconteur*. For its 1940 issue he wrote a facetiously pointed article, "Things Needed Around Westdale". He lightheartedly lamented the absence of a hockey rink and a camera club, which as an avid photographer he would have readily joined.

What tongue-in-cheek Barney really set his sights on was the elimination of the stag line at school dances:

... You know ... in the opinion of a great many ... Tea Dance goers, the stag line is a nuisance and a menace. You just get started on a dreamy dance with the dreamy-eyed girl of your dreams, and somebody taps you oh! so politely on the shoulder, and says so sweetly—"May I cut in?"

When Barney was not attending tea dances and otherwise courting diversions, he paid the requisite attention to his studies. He had little difficulty meeting the academic challenge, graduating with his senior matriculation in the spring of 1940.

He subsequently enrolled, as did fellow student Bill McKeon, at nearby McMaster University, a former Toronto institution which had just marked its tenth year in Hamilton. He registered in Honour History (Course 22) and indicated his intention to become not a man of the cloth like his father but rather a lawyer, perhaps even a politician. But during the session he spent at McMaster the renewal of war with Germany in September, 1939 was very much on everyone's mind, not least Barney's. It was also a serious concern for his father, a veteran of the Great War (World War I), the war that was supposed to end all wars. He had started off as a foot soldier and returned home a captain, a title by which he was often addressed in the secular world in

which he frequently moved.

The war situation had only become more precarious in the summer before Barney registered at the University. France and the Low Countries had been speedily overrun by the German *Wehrmacht* and Britain had been all but invaded, the only things standing in the way, a heavily taxed Royal Navy and the RAF's embattled Fighter Command. The latter's acclaimed though narrow triumph over the Luftwaffe in that fateful summer of 1940 undoubtedly helped to inspire Barney's forthcoming enlistment. All the same, he resolved in the short term to engage as much as possible in McMaster's extracurricular world and to that end ventured out for freshman football and track and field and took as well to the badminton and tennis courts. But then, starting in January, 1941 – another reminder of the worsening war situation overseas -- these athletic activities had to share time with his required training in the McMaster Contingent of the Canadian Officers' Training Corps (COTC), a unit established at the outbreak of the conflict.

Meanwhile on the academic side, Barney indicated on a questionnaire that he had little difficulty linking lecture material with his required reading though he confessed to being a “crammer” for examinations. His faculty advisor, Professor Norman MacDonald of the History Department, added his own assessment. He concluded unhappily that while Barney was a “serious seeker after truth”, he had difficulty “concentrating ... was easily diverted”, and like a good many freshmen found the “transition to university bewildering”. Bewildered or not, easily diverted or not, Barney finished out his academic year on a high note, indeed achieving a first in his history course and clearly qualifying for the second year of his program.

This, however, he declined to do. He had already made up his mind to join the RCAF and he wasted little time informing his family of the decision. He also made his intentions known to the McMaster Registrar, Elven Bengough, who on 16 May confirmed Barney's standing at the University in a communication to an Air Force official who had requested it. The moved Bengough wished Barney well, adding in a characteristic flourish that “Alma Mater ... salutes you”. In turn the McMaster COTC, on learning of his decision, sensibly struck him off strength and excused him from its customary summer camp training at Niagara-on-the-Lake.

On 19 May, during an interview with another RCAF official, Barney obviously made a good impression. He was judged to be “confident, alert, quick, athletic, clear [of speech], and sincere”, in effect, a “fine type of Canadian lad” who should do well as a trainee and end up an officer and in all likelihood a pilot, a keenly prophetic statement as events proved. Meanwhile, not only was Barney's deportment taken into account but his “dress” as well, which was approvingly described as “neat, conservative, and clean”. Patently conservative attire was taken for granted by the RCAF because its opposite – flamboyant? – was not even provided for on the interview report sheet, only the word “careless”.

A week after his productive interview, Barney formally enlisted in the RCAF and was posted to No. 4 Auxiliary Manning Depot at St. Hubert in Quebec, the province where he would take much of his training. At St. Hubert, like other green recruits, he was introduced to the workings of the British Commonwealth Air Training Plan (BCATP), the Anglo-Canadian arrangement for training combat air crews in the comparative safety of the Dominion. He spent some two months at the manning depot, an interlude relieved by at least one 36-hour leave to visit family and friends in Hamilton. At St. Hubert he was engaged for the most part in musketry and marching drills designed to instill the proper “airmanship” in new recruits.

That achieved, Barney was then sent to nearby Montreal and to temporary guard duty at No. 12 Equipment Depot, a duty routinely assigned to allow time for the next instructional level to be cleared for a fresh intake of trainees. A month of marking-time passed in Montreal, made palatable by pleasant leaves in that diversion-filled metropolis. A social highlight was a visit he paid with a boyhood friend and fellow trainee, Gordon (Gord) McClatchie, to the mansion of Senator Lorne Campbell Webster, an acquaintance of Barney's father. A coal tycoon and financier, the Senator laid on some lavish hospitality for the two impressed and grateful servicemen.

Barney's next training stage was one that always proved a pivotal turning point in a would-be airman's career. On 21 August he was dispatched to No. 3 Initial Training School (ITS) at Victoriaville, where he and others in his group, Gord McClatchie included, were put through a screening process to determine who should train as pilots -- ordinarily the most coveted trade - - navigators, or wireless operator/air gunners, the principal components of air crews. Having his heart set on handling the controls of an aircraft -- as his interviewer had indicated that he should -- Barney was pleased to be chosen for flight instruction and to be posted accordingly to No. 4 Elementary Flying Training School (EFTS) at Windsor Mills. At this station, where he arrived on 26 September, instruction was mostly carried out on the Fleet Finch biplane, a trainer which Barney in due course succeeded in mastering.

That crucial requirement met, he moved on in late November to the next stage, more specialized instruction at No. 9 Service Flying Training School (SFTS), based at Summerside in scenic Prince Edward Island (PEI). It was Barney's first visit to the Maritimes and the Atlantic shore, soon to be assailed by fierce winter storms. It was also his first encounter with the advanced and powerful single-engined trainer, the North American Harvard. Barney soloed successfully in the aircraft on 15 December and once again met the flying challenge. As anticipated, he passed with high grades, standing seventh in his class and qualifying for a commission. So did his friend, Gord, who was not far behind him.

On 10 April 1942, at a ceremony on the Summerside station, the two airmen received their

wings, were routinely promoted Temporary Sergeants, and then almost immediately appointed Pilot Officers. For Barney it turned out to be the first rung on the ladder to the many promotions and appointments awarded during the course of his service, the overseas stage of which was about to begin. Indeed, without further ado, he was one of several in his group immediately tagged for an ocean voyage to the air war. Friend Gord, who would ultimately fly Mosquito fighter bombers, left on a later one and their paths never crossed in Britain.

On 1 May, following his posting to the RCAF's 1 Y Depot in Halifax, the usual jumping off point for a wartime Atlantic crossing, Barney embarked in a convoy bound for England. After his safe and speedy arrival on 7 May he was assigned to what was called the RAF Trainees Pool. Within a week he was dispatched along with other newly landed airmen to the Personnel Reception Centre in Bournemouth, the peacetime resort city on the English Channel. While there he was on the receiving end of lectures, medical inspections, and, among others, high altitude tests. The latter he presumably passed, otherwise he would not have been assigned, as he later was, to heavy bombers, which ordinarily operated at a considerable height.

Before leaving Bournemouth in late June, Barney was fitted out with battle dress and flying kit and instructed to report to No. 6 Advanced (Pilots) Flying Unit (AFU), based at Little Rissington in Oxfordshire. Built as an SFTS in prewar days on a picturesque Cotswold plateau, it had only recently been converted to an AFU. It was designed primarily -- as a station history puts it -- to "hone" newly arrived pilots like Barney for the complexities of the "Bomber War" planned against Germany. Its first devastating phase had opened with the 1000-plane raid against Cologne just a month before Barney arrived at Little Rissington.

He was shortly given an opportunity to sharpen his flying skills and learn more about bombing tactics on the Airspeed Oxford as well as on the Avro Anson, another veteran trainer. While at Little Rissington he used some of his spare time writing home to family and friends, though he had to disguise his whereabouts as "Somewhere in England", the mandatory wartime custom. On 17 August, in a letter to Gord McClatchie, then stationed at Trenton, he pronounced the English food and life overseas good all in all, in spite of there being a war on. He had both favourable and harsh words for the Airspeed Oxford: "a nice kite in the air but a bastard to land". The recurring fog and mist, a British weather staple, often "obliterated the horizon", making night flying difficult if not at times hazardous. He half-jokingly cited other potential perils. One night, for example, while his unit was on a cross-country exercise a German heavy bomber, "a Dor[nier] 217", joined their "circuit", the upshot of which was not recorded in the letter. The incident, Barney added, occurred at a time when "so many planes of both sides were in the air you really had to keep your eyes peeled".

As for his future as an operational pilot, he confided to his friend that he hoped to be assigned to Bristol Beaufighters or Mosquito fighter-bombers, both twin-engined low low-level attack

aircraft endowed with formidable speed and firepower. "I hope to hell", he feelingly remarked, "I get one or the other".

He ultimately got neither and had to resign himself to flying a "Wimpey", that is, a Vickers Wellington bomber, named after the Popeye cartoon character, J. Wellington Wimpey. His letter's only genuinely sour note was struck when he wrote about the young woman he had been dating at home. It appears that she "suddenly" stopped writing when she learned that he was "definitely overseas", a decision that "doesn't leave a very pleasant ... memory of home".

On the flying front, however, it was a different story and the reinforced instruction produced the desired results. After two months at the AFU Barney was posted on 1 September to a potentially front-line base, RAF Wellesbourne Mountford in Warwickshire, home of No. 22 Operational Training Unit (O T U). Shortly after Barney's arrival, given the number of RCAF personnel on the premises, the unit was "Canadianized", that is, put under Canadian leadership, part of a process that would lead shortly to the creation of 6 Group, the RCAF formation in Bomber Command, to which Barney in due course would be attached. Wellesbourne airfield, located in Shakespeare country barely six miles from Stratford-upon-Avon, had been speedily built in 1941 atop extensive farmland urgently requisitioned by the government. Before Barney appeared on the scene, Wellesbourne-based aircraft of 22 O T U had already participated in the recently launched Bomber War, including the vanguard assault on Cologne. The crews, however, made up of instructors and the more seasoned students, often suffered heavy casualties in these dangerous on-the-job training exercises.

As it turned out, Barney for his part was not scheduled for any fully operational missions during his stay at Wellesbourne. He took part instead in a lengthy series of cross country flights and night flying exercises as well as a number of mock bombing runs, principally over the Thames Estuary. He performed all these varied tasks, as he expected he might, on 22 O T U's mainstay twin-engined "Wimpeys", one of which, his parents were elatedly told on 24 September, he had just commanded for the first time as a pilot. All the same, some three weeks later Barney wrote his friend Gord that he longed for the day when he could fly such "big new jobs" as the Avro Lancaster and the Handley Page Halifax. Apparently he was giving up all thoughts of piloting the once favoured Beaufighter and Mosquito.

By early December he had been promoted Flying Officer and judged fit and ready to proceed to a front line operational unit. Appropriately this turned out to be No. 429 (Bison) Squadron, an RCAF outfit formed just weeks before at East Moor in Yorkshire and assigned temporarily to 4 Group. It was initially equipped, as Barney soon discovered, with the familiar Wellington bomber. Yet interestingly, his first operation was carried out not in a Wimpey but rather in one of the four-engined "jobs" he had recently been excited about. On 12 December, as a kind of

initiation perhaps, he served as second pilot aboard a Halifax bound for Turin in northern Italy. He had, however, little time to savour the experience. The Halifax's hydraulics system failed en route and the raid had to be aborted. The Turin operation was the exception that proved the rule that for the rest of his stay at East Moor he saw service exclusively on the Wellington.

Before long Barney was in the thick of the action, piloting his Wellington III BK 162 (B for Baker), which, following common practice, was decorated with what he called "our lovely girl", a look-alike drawing of popular movie star Betty Grable. His tightly knit crew would come to include an Englishman, wireless operator/air gunner Jim Smith, and three fellow Canadians, navigator Jack Kerr, bomb aimer Ian McIntosh, and tail gunner Jim Jakeman. As Barney told his Canadian correspondents most of them had met, bonded, and "crewed together, green as grass" at 22 OTU in the early fall of 1942, which to all of them, caught up in so many hectic events since, seemed "ages ago".

Some of the crew's "ops" were so-called sea searches or operational sweeps over the North Sea, whose aim was to seek out and attack German surface craft. Others were quaintly dubbed "gardening", a term used to describe mine-laying in enemy coastal waters. More often than not, however, land targets were the objective. But on a prospective raid against the French port of Lorient, a major U-boat base, Barney's Wellington was a victim of so-called friendly fire when it was "shot up" by a convoy and as a result was obliged to "return early" to base. The incident smacks of the one that had supposedly led to the death the year before of another former McMaster student, Stephen Goatley [HR].

There were other misadventures for Barney. Thus, after a raid on the Ruhr target of Duisburg in late March, he was plagued by mechanical problems and was forced to land at his base on one engine. Some two weeks later, again on a flight to embattled Duisburg, he was struck by enemy fire, the dreaded "flak" put up by high velocity .88s, the all-purpose artillery for which the Germans were renowned. Fortunately the damage inflicted was not deemed serious and he managed to return safely. Nineteen other aircraft, however, including 7 sister Wellingtons, were not so fortunate.

Other hazardous missions Barney would also complete, to industrial cities in the heavily bombed Ruhr such as Dortmund and Dusseldorf, as well as to Berlin, Frankfurt, Stuttgart, Aachen, and the much targeted U-boat pens at Brest in France. In the last-named engagement Barney had another ugly encounter with flak, this time a potentially more serious one. His Wellington's hydraulics system was disabled and the bomb bay doors were bent – though not before they served their purpose -- by the exploding .88 shell. Again he put his flying skills to work and successfully negotiated a safe return. Later he would speak of the experience of invading enemy skies, of "seeing another plane caught in a cone of ... searchlights, and then, a few moments later, being themselves caught in another such cone, a situation which makes

your plane an excellent target for [flak or] an enemy night fighter". He also talked, reminiscent of other airmen's stories, of the "wonderful spirit of mutual dependence among the plane crews".

Meanwhile the hazards continued to mount and to test that "mutual dependence" to the limit. On a raid against Mannheim on 16 April, carried out by 271 aircraft, including Barney's and 158 other Wellingtons, his was struck and damaged though not mortally. With the help of his crew he carried on and safely returned his aircraft to base. On this occasion the raiding force, while suffering moderate losses, was judged "effective". It reportedly knocked out or severely damaged over forty "industrial premises" and rendered homeless nearly 7000 civilians, among them many factory workers. It was no accident perhaps that on the day following the Mannheim raid Barney was promoted Flight Lieutenant.

Thus by the spring of 1943 he had emerged as a seasoned and blooded veteran of the Bomber War. He had also gained the reputation of being, in the words of an impressed crewmate, a "pretty cool customer", who more or less treated every raid as if it were a "cross-country" run. He had also proved a welcome morale booster. He helped to organize a squadron newspaper and, reminiscent of his submissions to WCI's *Le Raconteur*, contributed his observations, sometimes jocular, sometimes not, on 429's activities and accomplishments.

In August 1943, after he had continued to excel as pilot and commander under fire, he was posted for specialized training to Bomber Command's Tactics School where he spent the better part of a month before returning to his squadron. While at the school Barney was reminded of his days at WCI and McMaster and of his friend and former classmate, Bill McKeon, who had recently arrived in England with the Algonquin Regiment. Though he hoped to rendezvous with his friend there is no indication that he did so before Bill's death in Normandy in the summer of 1944.

Barney had been back on operations only a matter of weeks when he received an even more gratifying species of recognition, the decoration known as the Distinguished Flying Cross (DFC). It marked, among other things, the completion (and survival) of a tour of operations, an impressive achievement. It also marked "in terms of danger and death", a high-ranking Bomber Command officer brazenly ventured to claim, "... a far greater ... contribution than that of any other fighting man, RAF, Navy or Army." Understandably the citation accompanying Barney's award made no such invidious distinctions. Dated 4 October 1943, it read:

Flight Lieutenant Rawson has taken part in operations against the enemy on some of the most heavily defended targets in Germany. As acting flight commander and captain of aircraft, he has at all times set a fine example of courage, enthusiasm and devotion to duty.

Subsequently Barney, along with others so honoured, received his DFC from the hands of King George VI at a special Buckingham Palace ceremony attended by other members of the royal family. Barney wrote his sister, Norma, that “the King shook more than the ‘brave bomber pilot’, and the Queen smiled sweetly”. He added what others had noted, that “Princess Elizabeth ... is far more attractive than her pictures”.

On 3rd October, the night before Barney's citation was recorded, his Halifax along with 222 others in a 547-plane force had raided the industrial city of Kassel and inflicted heavy damage on two aircraft factories and several “military buildings” as well as, by chance, blowing up a large ammunition dump. He and his crew had again returned safely though twenty-four others had not, a moderate to heavy loss of life and aircraft. The Kassel operation – Barney's twenty-seventh -- was the only one in which he participated in the month of October.

During this brief, virtually combat-free respite most of his time was spent testing aircraft, conducting air-to-sea firing exercises, and, in anticipation of future mechanical problems, practising three-engined landings. He used some of his spare hours catching up on his correspondence with family. Thus on 15 October he hailed the arrival of their telegram congratulating him on his “gong”, that is, the recently conferred DFC. A week later he wrote half-jokingly that he had “got patriotic and purchased Victory Bonds”, a decision that would have pleased his father, who was often called upon to put his oratorical talents to work on behalf of bond drives in the Hamilton area.

Barney closed this particular letter on a more serious and disturbing note. He complained that his English uncle, Christopher Sexton, whom he visited on some of his leaves, had made disparaging remarks about the conduct of Canadian troops during the abortive and bloody Dieppe Raid of August, 1942. It mattered all the more that some of Barney's friends had been killed or wounded there while serving with the Royal Hamilton Light Infantry. “It was not exactly my idea of good taste”, he went on to remark, “for [him], a civilian, and an Englishman to take it on himself to criticize the Canadians”. Barney, like many other members of 6 Group, may already have run into this all too prevalent anti-“colonial” attitude.

The experience may have triggered the following jaded comment from this one time history student:

Lord knows, only the grace of God has saved them, the English, hundreds of times. Mark my words, if the English and Americans, or should I say North Americans, stick together on anything concrete after the war is over, then I'll be very, very surprised. At the present it looks extremely much like ‘every man for himself and the devil take the hindmost. I'll help you so long as I see my way clear to benefit by it’.

In another letter written some days later, Barney took issue with those who blithely thought that “the war would soon be over”. “Unless we forget that”, he cautioned, “and work harder than ever to finish this [war] it will be strung out for a longer time than it should be”. As a front line airman who on occasion had brought home shot-up aircraft and wounded crew members, he was only too well aware of a resilient enemy's' capacity to absorb heavy punishment and wreak havoc on its attackers.

Interspersed with these somber reflections were the odd quips and jokes. For example, he disclosed to his parents that he had grown an “upper lip cover to keep out the cold” (more likely to mask his youthful features) and told them that he was looking forward to receiving a promised pipe. (Both the moustache and the pipe appear in the accompanying photograph.)

It was in the midst of his round of non-operational activities, three weeks to the day in fact after receiving his decoration, that Barney was promoted again, this time to Acting Squadron Leader. He was also placed second in command of 429, which by this time had left 4 Group and joined 6 (RCAF) Group, and was based at Leeming, Yorkshire. For the squadron there had been a change of weaponry as well as a change of scene. Barney's hope that he would soon be flying “four engined jobs” was finally redeemed when he took over the controls of one of the new “heavies” brought on stream, the Handley-Page Halifax, which had replaced the squadron's lighter Wellington the month before. Then after several operations he was on 27 November appointed to a staff position, Group Tactics Officer, another testament to his skill and experience.

While serving in that post Barney received a welcome visit from his father. Norman Rawson, the Great War veteran and popular preacher, gave widely acclaimed lectures on the war and other public issues, in the course of which he had come to the attention of officials in Ottawa. Realizing that he could do much good on the morale front at home, they sent him on a tour of Canadian bases in Britain. He was apparently given “carte blanche” to observe and interview and to publicize his impressions -- though certainly nothing that would compromise security -- on his return home. In due course he sought out, among others, bomber crews, including his son's. As Barney told the attentive Rev. Rawson, part of his assignment, in addition to actual operations against the enemy, was to visit the various group stations and lecture crews on the bombing offensive's latest tactical developments, now being actively promoted to reduce losses and maximize results.

To help maximize results personally in one of the most momentous enterprises of the war, Barney sought and obtained permission to take part in the events that swirled around D-day, 6 June 1944, the day that Allied forces made their dramatic landings in Normandy. On D-day + 1 he went on board a Lancaster as second pilot and participated in a raid on the Paris railway yards, aimed at disrupting enemy troop and supply movements behind the Normandy front. A

week later he played the same role in a Halifax that along with others conducted a daylight attack “with fighter cover” on German defences and communications at the strategic Channel port of Boulogne, which lay in the path of the eventual Canadian advance along the coast. The Paris and Boulogne operations, his thirty-first and thirty-second, put him well into his second tour.

After his D-day plus sorties Barney returned to his staff position and resumed his tactics lecture tour, in the course of which he put in an appearance at Topcliffe, Yorkshire. It was the home of 425 Squadron, one of whose navigators was Flying Officer James (Jim) Cross, another former McMaster student who would also win the DFC. The next day, 23 July 1944, Jim excitedly wrote his parents about the visit:

Yesterday we were waiting for a tactics lecture when who should arrive to give it to us but Barney Rawson who was in my [history] course and year. He's a squadron leader now and has a DFC to boot, and he is only 21! We had quite a chat after the lecture. Barney now has a very important job with the Canadian Bomber Group. He's done at least one tour of ops and really knows his business.

All too soon the chat, enjoyed over a lunch, had to come to an end when the two airmen were obliged to return to their respective duties. They would not see one another again.

The “important job” that Jim Cross alluded to may have been Barney's impending appointment as Operations Officer at 62 (Beaver) Base, which served as 6 Group headquarters, and he would go there armed with a fresh promotion, to Acting Wing Commander. The Canadianized base, located at Allerton Park near Knaresborough, Yorkshire, had been formed in the summer of 1943 out of transferred RAF stations at Linton-on-Ouse and Tholthorpe. Like other occupants of Allerton Park, he might have come to know it as “Castle Dismal” , an epithet coined by a soured RCAF public relations officer.

Barney's primary responsibility as Operations Officer or Controller, as recalled by Robert (Bob) Westell, a fellow staff officer, was to co-ordinate all details pertaining to daily operations. The Controller also held briefings on th[ose] ... operations with the bases in Yorkshire This was done on a land line via “scrambler”. All bases were on what today we would call a conference call.

The “Ops Room”, which claimed the bulk of Barney's time and attention, was equipped with map tables showing, for example, the location of convoys, and was dominated by a large wall board. It recorded in chalk the names of air crew dispatched on missions and was invariably amended by grim erasures of those whose bearers failed to return.

On 17 November, Barney's staff duties came to an end, doubtless at his urging. Indeed at one

point he had apparently grown “restless” with his non-operational role and sought unsuccessfully to arrange a transfer to the *corps d'elite* known as the Pathfinder Force (PFF), otherwise designated 8 Group. It was made up of crack pilots and navigators whose task was to improve the quality of precision bombing by locating and illuminating targets for the main attacking force. According to one account, Barney was under no illusions about the challenges posed by service in the PFF. In a conversation reported by an interested crewmate,

[Barney] told me you can expect anything on PFF. They train the sh.. out of you. You have to learn every other crew member's job, he said. A lot of it anyway, enough to be able to take over in an emergency.

In any case, these were the challenges that Barney wanted to meet head-on. His long-expressed wish was finally granted when he was appointed operational commander of the PFF Wing and attached to 8 Group's 405 Squadron, one of whose veteran navigators was Flying Officer Henry (Hank) Novak [HR], another former McMaster student. There is no indication that they ever met up with one another nor does the record show that Barney took part in the Zeitz raid that sadly claimed Hank's life on the night of 16/17 January 1945.

As Hank had done, Barney was now flying his own four-engined Lancaster and sporting the coveted Pathfinder Badge awarded him on 7 February. He piloted the Lancaster on a lengthy series of missions over the next two months, attacking an assortment of industrial and military targets and helping as well to pave the way for the advance of Allied ground forces, now at last fighting on the enemy's soil. These included the Royal Hamilton Light Infantry, one of whose junior officers, Gordon Holder [HR], a McMaster graduate, was killed in the fighting on the Rhine front.

Barney flew his fifty-third and what turned out to be his final sortie on 9/10 April 1945, a month before the formal end of hostilities in Europe. His target this time was Kiel at the head of the strategic canal connecting the Baltic and North Seas. By any measurement it was a successful assault. German warships were capsized or otherwise badly damaged and the city's major shipyards laid waste. The enemy's anti-aircraft defences were all but overwhelmed: the massive 591 plane raiding force, almost exclusively Lancasters, suffered only three losses. Once again Barney himself came back unscathed. The Kiel raid, besides being his last, marked the completion of his second full tour of operations, an accomplishment that duly netted him a well deserved bar to his DFC. This time the citation read:

This officer has ... participated in attacks against major targets in Germany and occupied territory. By his courage and determination to press home his attacks despite enemy opposition, he has contributed highly to the success of the squadron. Since the award of the Distinguished Flying Cross Wing Commander Rawson has continued to set a splendid example

of skill and devotion to duty.

For all intents and purposes Barney's war was now over and he could begin to contemplate a departure for home. After the fighting in Europe formally ended on 6 May arrangements were set in train for his repatriation. A month later he was returned to Canada and on his arrival temporarily stationed at RCAF Trenton and given leave to visit overjoyed family and friends in Hamilton. Bob Westell, who returned on the same ship, remembers how Barney was looking forward to a "get-together" with him and other friends in the very near future. For one reason or another, however, it never materialized.

By 20 September Barney, this newly returned veteran of the Bomber War, had received his formal discharge from the service and registered for law studies at Osgoode Hall in Toronto, the academic destination he had originally contemplated when he entered McMaster five years before. The Air Force official who oversaw his discharge was probably not surprised that Barney was accepted at Osgoode without the ordinarily prerequisite university degree to his credit. He had been struck perhaps not only by Barney's enviable high rank but by his "exceptional" brightness and keenness, the assets that had so impressed Air Force recruiters at the outset. Indeed, Osgoode Hall had readily admitted him as "a Matriculant without the required standing on grounds of military service", his academic fees paid by the Department of Veterans Affairs. He wrote the fall term examinations and was articled to the Hamilton law firm of D.A.C. Martin. On the face of it, everything seemed to be falling neatly into place in the postwar circumstances in which he found himself.

Among other things, when he was not attending law lectures at Osgoode Hall, he accepted the speaking engagements that predictably came his way, including a well attended one at the local Kiwanis Club where he regaled his attentive audience with accounts of his war experiences. In this talk and others he characteristically made a point of praising not only his fellow air crew but the critical work of the ground personnel who had maintained, fuelled, armed, and otherwise prepared his squadron's aircraft for combat.

One day, leaving Toronto by train for home, Barney met up with several of his former McMaster classmates, among them, Allen Merritt, who recalled the good time they had on the short journey, exchanging tales of their alma mater and wartime days. They remarked on how high spirited and outgoing Barney was – in other words, he appeared to be his "old cheerful self". Still another friend and former classmate, Norman Ryder, recalled that he and Barney, in the company of their "young ladies", attended an affair at Burlington's popular Brant Inn. And presumably nothing seemed amiss. Some time later, however, Norman Shrive, another friend and Air Force veteran, met Barney over coffee at Renner's, a popular downtown rendezvous, and saw an entirely different Barney, a morose and cheerless one. In turn the medical student who shared quarters with Barney in Toronto recalled that his room mate had solemnly

reflected on one occasion that death in a doomed aircraft would be the preferred one by far. Further, a Hamilton acquaintance recalled that occasionally Barney uncharacteristically and unsettlingly made a point of stressing his Air Force rank in casual conversations. Finally, the friend from Ottawa days, Gord McClatchie, who with his wife paid him a visit in Hamilton at about this time, said that Barney was complaining of insomnia or unnerving nightmares in the intervals in which he did catch some sleep. All these may have been among the crucial signals for the tragedy that lay ahead.

On 24 December 1945 -- the *Hamilton Spectator* reported the shocking news that on the day before, the "hero", Barney Rawson, had "died suddenly" in the midst of the first peacetime Christmas festivities in years. What proved even more shocking, however, was the later revelation that he had in fact taken his own life after suffering what the *Spectator* called a "complete nervous breakdown". It all happened barely three weeks after his twenty-third birthday. Turbulent wartime years full of high and heady responsibilities punctuated with the dangers that stalked the constant "pressing on" to one target after another had apparently caught up with him. In a case like Barney's severe post-traumatic stress disorder would in all likelihood be today's diagnosis.

His memorial service was conducted by his grieving father at Centenary Church in the presence of an overflow audience of civilian mourners and RCAF personnel of all ranks, including the so-called brass, who had come to pay their fond respects to a departed comrade. Among the Air Force veterans in attendance that day was Charles Harrison, a Hamiltonian who like Barney had attended Centenary's Sunday School as a boy and who had seen Barney on and off while both were serving with 6 Group overseas. He vividly recalled the emotion-laced Centenary service and its impact on the Rawson family.

For its part, McMaster University felt that Barney should be considered as eligible as the others whose names would appear on its planned World War II Honour Roll tablet, fashioned to commemorate those graduates and undergraduates who had not survived the conflict. A sympathetic George Gilmour, the Chancellor, asked for advice on this point from Jim Cross, who had resumed his studies at alma mater and was serving as chairman of the Veterans Committee. Jim, who had last seen his former classmate at a Yorkshire bomber base in the summer of 1944, heartily endorsed the idea Gilmour broached. As a result Barney's name was duly inscribed on the tablet subsequently installed in Alumni Memorial Hall.

C.M. Johnston

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Shrive, Mark Steinacher, Eric Stofer (see below), Bernard Trotter, Sheila Turcon, Jack Watts, Robert Westell, and Kenneth Wilson (see below), all contributed vital help of varying kinds. Norma and Michael Levett offered very useful family history and recollections as well as such illuminating memorabilia as Barney Rawson's wartime letters (see NL below) and pilot's flying log book. Linda Payne, who also generously helped out with the Hank Novak biography, provided productive leads to internet sources. Wm. MacKinnon did the same for the Rev. Norman Rawson files at the United Church Archives (see below). Susan Lewthwaite of the Law Society of Upper Canada Archives supplied details of Barney Rawson's brief stint at Osgoode Hall. Charles Harrison and Robert Westell, both 6 Group veterans, furnished welcome memories of Barney Rawson. They as well as Gordon McClatchie and Eric Stofer were reached through Air Force Magazine, which readily printed requests for information in its section, "Vapour Trails".

SOURCES: National Archives of Canada: Service Record of Wing Commander Byron N. F. Rawson, with accompanying documents detailing, for example, his early schooling and McMaster COTC service; NL: letters dated 24 Sept., 1 Oct. 1942, 19 Aug., 15, 22, 30 Oct, 2 Nov. 1943; letter from Norma Rawson to Grant Howell, 26 Aug. 1944; Brereton Greenhous, Stephen J. Harris et al, *The Crucible of War, 1939-1945: The official History of the Royal Canadian Air Force, III* (Toronto and Ottawa: University of Toronto Press and Department of National Defence, 1994), has many indexed entries for Squadron 429 (see, for example, the references on pp. 816-17, 820, 835); Spencer Dunmore, *Wings for Victory: The Remarkable Story of the British Commonwealth Air Training Plan in Canada* (Toronto: McClelland & Stewart, 1994), 125, 349, 352; Spencer Dunmore and William Carter, *Reap the Whirlwind: The Untold Story of 6 Group, Canada's Bomber Force of World War II* (Toronto: McClelland & Stewart, 1991), also has numerous indexed entries for Squadron 429 (see, for example, the information on pp. 110-13); Martin Middlebrook and Chris Everitt, *The Bomber Command War Diaries: An Operational Reference Book* (London: Penguin ed., 1990), 379, 436, 601, 632, 693, 768-9; D.C.T. Bennett, *Pathfinder: A War Autobiography* (Manchester: Crecy Publishing, 1998 ed.), chap. 6, and 217, 251, 253; Eric Stofer, *Unsafe for Aircrew* (Victoria: HERSS [self-published], 1995, 2nd printing), 175, 314, 370-1, 375. (The author served as a flight engineer with 429 Squadron.)

United Church of Canada (UCC) / Victoria University Archives: Biographical File and Pension File, Rev. Norman Rawson, which happen to contain no reference to his son. (Information kindly supplied by UCC Archivist Kenneth Wilson); Westdale Collegiate Institute Library: *Le Raconteur*, 1940, 19, 21, 47, 62; Canadian Baptist Archives / McMaster Divinity College: McMaster University Student File, Byron N. F. Rawson, Biographical File, Byron N. F. Rawson; McMaster University Library, W. Ready Archives / Special Collections: *Silhouette*, 21 Nov. 1940, 22 Oct. 1943; McMaster Alumni News, 10 May, 15 Oct, and 10 Dec. 1943, 15 Feb. 1944, 12 July 1945; Hamilton Public Library / Special Collections: Biographical File, Rev. Norman Rawson, Biographical File, Byron N. F. Rawson (consists of a newspaper obituary); Hamilton Spectator,

19 Oct. 1943, 1 Oct. and 24, 26 Dec. 1945; W. Stewart Wallace, "Webster, Lorne Campbell", Macmillan Dictionary of Canadian Biography (Toronto: Macmillan, 1963, 3rd ed. rev.), 787.

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www.rcaf.com/6group/rawsoncrew429.html;

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RCAF Press Release No. 6679 dated 20 September 1944 from S/L T.C. McCall, transcribed by Huguette Mondor Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- Aircrew of Canada's Bomber Group shake their heads and aver that this business of going stooging off over enemy territory in a Halifax is a mighty peculiar way for a "screened" pilot to spend his so-called rest period.

Subject of the comment is young Squadron Leader B.F.N. Rawson, known throughout Canada's heavy bomber organization as "Barney". One year ago, as a flight commander of the Bison squadron, he completed his operational tour and was posted to Group Headquarters to fly a desk as tactics officer. Since then, he has logged five trips to enemy targets.

The 21-year-old Hamilton, Ontario, pilot wears the Distinguished Flying Cross which he won the hard way in an exploit which still makes him wince. It had to do with a mine-laying expedition to the then submarine base at Brest, when flak ships caught his aircraft squarely with their fire and almost blasted the bomber from the skies.

Today his job is to help Canada's bombing airmen avoid experiences of that sort. When operations are planned, he is one of the experts who may be consulted for data as to the heights at which our aircraft should fly to avoid enemy defences, the routes they should follow to remain clear of fighter zones, and many minute details which go to make up the success or failure of our bombing operations. In addition he visits the training units and squadrons, and lectures the crews from his own store of observations and flying knowledge.

This is where his first-hand operational experience is useful, he says. Within a relatively short period, he has logged five trips. First of these was to Cologne in Germany; then, followed night operations against Boulogne and Acheres in France. When the Canadian Group made its first daylight sortie to Boulogne, Barney went along as second pilot in a Halifax. And a short time later when the Canadian bombers blasted an important Ruhr Valley target in broad daylight, he was also there.

“Principally I go along to verify any information which we have already received concerning enemy tactics and defences,” he remarks. “Another reason is that in lecturing crews on tactics, I want to be able to give them first-hand information. In other words, it’s a matter of knowing what you’re talking about.”

Squadron Leader Rawson, who left McMaster University to enlist in the RCAF., works under the direction of equally youthful Group Captain “Reggie” Lane, DSO, DFC, of Victoria, B.C., who at 24, is the youngest member of the RCAF to hold such rank.

To the critical eye, there is nothing much wrong with the results being achieved. During an eight-day period in September, Canada’s bombers flew more than 800 sorties --- half of them being operations into Germany in daylight --- for the loss of one aircraft.

Note to A.I.6 – The eight-day period referred to is 6 September to 13 September inclusively covers the following operations: September 6, Emden; September 10, LeHavre; September 11, Le Havre, Castrop-Rauxel; September 12, Eickel, Dortmund; and September 13, Osnabruck.

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RAWSON, F/L Clarence Arnold (J12089) - **Air Force Cross** - No.10 SFTS - Award effective 21 April 1945 as per **London Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 16 January 1917. Home in Trenton; enlisted Winnipeg, 18 April 1940. To No.1 ITS, 29 April 1940. Graduated and promoted LAC, 24 May 1940 when posted to Border Cities Flying Club. To “R” (possibly No.1 SFTS), 18 July 1940. Graded as pilot and promoted Sergeant, 6 November 1941; posted that date to Trenton for Flying Instructor course. To No.3 SFTS, 6 January 1941. Attained rank of WO2, 1 December 1941. Commissioned 30 May 1942. To No.15 SFTS, 6 August 1942. Promoted Flying Officer, 1 December 1942. To No.2 Flying Instructor School, 14 March 1943. Promoted Flight Lieutenant, 1 December 1943. To No.2 Training Command, 21 October 1944. To No.10 SFTS, 24 October 1944; to Central Flying School, 5 April 1945. As of

award had flown 2,812 hours, 2,601 as instructor, 163 in previous six months. Award presented 21 May 1949. Served in postwar RCAF (33117). Later a Probation and Parole Officer in Walkerton. Died in Kitchener, Ontario, 5 March 2016.

This officer has been instructing since 1940 and has over 2,800 [sic] instructional hours to his credit. An exceptionally conscientious and hard worker, he has strived continually to improve his knowledge for the benefit of the pupils under him. His enthusiasm and keenness are of the greatest value to his unit and highly commendable. Over a long period of time he has given loyal and devoted service to the production of trained aircrew.

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RAWSTHORNE, F/L Ralph (J22791) - **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 in England, 18 June 1915; came to Canada at age three. Educated at University of Manitoba. Home in St. James, Manitoba; enlisted Winnipeg, 20 August 1941. Granted Leave Without Pay until 19 September 1941 when posted to No.2 Manning Depot. To No.3 BGS (guard duty), 20 December 1941; to No.4 ITS, 14 February 1942; graduated and promoted LAC, 10 April 1942; posted next day to No.5 AOS; graduated and commissioned 14 August 1942. To "Y" Depot, 15 August 1942; to RAF overseas, 25 October 1942. Promoted Flying Officer, 14 February 1943. Promoted Flight Lieutenant, 1 June 1944. Repatriated 23 July 1945. Retired 3 October 1945. Became manager of the St. Catharines Chamber of Commerce for thirty years before retiring at age 65. He led in establishing the Arts Council at Rodman Hall, starting the Community Chest, he lobbied for the construction of the Garden City Skyway bridge, he assisted in the property purchase for the birth of Brock University. He was active in the Studio Tours of Haliburton County for twenty years. Died in St. Catharines, Ontario, 11 August 2013. Obituary stated he had been an Oboe Control operator and active on D Day.

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RAY, F/O Donald Gordon (J22902) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 24 January 1918 in Toronto; home in Port Credit; enlisted Toronto, 17 April 1942 and posted to No.1 Manning Depot. To No.6 ITS, 1 September 1942; graduated and promoted LAC, 25 September 1942; posted that date to No.1 AOS; graduated and commissioned 22 January 1943. To "Y" Depot, 5 February 1943; to RAF overseas, 9 March 1943. Promoted Flying Officer, 22 July 1943. Repatriated 15 January 1945. To No.1 Composite Training School, 26 January 1945. To No.4 Release Centre, 9 April 1945; retired 10 April 1945. Award sent by registered mail, 12 September 1946. Ordained a United Church minister in 1946. Worked at Berwyn (Alberta), Kettleby (Ontario), and Toronto. Died in Toronto, 17 December

2010. 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 14 August 1944 when he had flown 31 sorties (156 hours 40 minutes).

18 April 1944 - Rouen
3 May 1944 - Mailly-le-Camp
7 May 1944 - Bruz
9 May 1944 - Merville/Franceville
21 May 1944 - Duisburg
22 May 1944 - Dortmund
24 May 1944 - Aachen
27 May 1944 - Aachen
2 June 1944 - Berneval le Grand
4 June 1944 - Sangatte
5 June 1944 - Varreville
6 June 1944 - Acheres
9 June 1944 - Flers
11 June 1944 - Evreux
12 June 1944 - Gelsenkirchen
23 June 1944 - Saintes
24 June 1944 - Flers
27 June 1944 - Vaires
29 June 1944 - SIRRACOURT
30 June 1944 - Vierzon
2 July 1944 - Domleger
4 July 1944 - Orleans
5 July 1944 - Dijon
12 July 1944 - Tours
18 July 1944 - Caen
20 July 1944 - Courtrai
23 July 1944 - Kiel
24 July 1944 - Stuttgart
28 July 1944 - Stuttgart
30 July 1944 - Caumont
31 July 1944 - Foret de Nieppe

Flying Officer Ray, a Canadian, has recently completed his first tour of operations against the enemy as Navigator in a Lancaster aircraft. The outstanding success achieved by his crew can be attributed very largely to his exceptional skill and to

his cool efficiency, which was never impaired even in most adverse circumstances.

Flying Officer Ray operated with a most cheerful and willing spirit, inspiring his captain and crew with the utmost confidence. He has been a most valuable member of a very successful crew. I strongly recommend the award of the Distinguished Flying Cross.

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RAY, F/O Frederick Lyman (J17589) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 4 December 1916 in London, Ontario; home there. Former member of Royal Canadian Corps of Signals; enlisted London, 22 July 1940. To No.1 Equipment Depot, 16 August 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 13 October 1940 when posted to No.2 WS; graduated 14 February 1941 when posted to No.4 BGS; graduated and promoted Sergeant, 16 March 1941. Posted that date to Embarkation Depot. To RAF overseas, 5 April 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 November 1942. Commissioned 12 March 1943. Promoted Flying Officer, 12 August 1943. Repatriated 1 January 1945. To No.1 Air Command, 15 January 1945. To No.9 SFTS, 12 February 1945. Promoted Flight Lieutenant, 12 March 1945. To No.4 Release Centre, 17 April 1945; retired 27 April 1945. Award sent by registered mail, 20 April 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1729 (RG.24 Vol.20607) has recommendation dated 19 November 1944 when he had flown 63 sorties (464 hours 40 minutes). First tour had been 20 August 1941 to 20 July 1942 in North Africa, attacking targets in Libya, Sicily, Crete and Greece with some trips lasting up to 14 hours (40 sorties, 343 hours ten minutes). Second tour was 12 August to 2 November 1944 (23 sorties, 121 hours 30 minutes).

This Wireless Operator has completed two operational bombing tours against the enemy. His work in general has been outstanding and his courage, skill and determination in action have been an inspiration to his crew.

The sortie list read as follows:

First Tour

20 August 1941 - Harwell to Gibraltar (11.55)
21 August 1941 - Gibraltar to Malta (10.20)

24 August 1941 - Gibraltar to Shaffula, Egypt (9.40)
28 September 1941 - Base - LG.09 - Base (3.50, duty not carried out)
22 October 1941 - Base - LG.104 - Base (3.55, duty not carried out)
30 October 1941 - Base - LG.09 - Base (3.45, duty not carried out)
4 November 1941 - Benghazi (12.00)
11 November 1941 - Derna (9.20)
19 November 1941 - Derna Aerodrome (9.45)
25 November 1941 - Benghazi (9.50)
27 November 1941 - Base - 09 - Base (4.10, duty not carried out)
30 November 1941 - Benghazi (10.50)
2 December 1941 - Base - 09 - Base (1.55, duty not carried out)
3 December 1941 - El Adam (4.15, duty not carried out)
6 December 1941 - El Adam (5.30, duty not carried out)
18 December 1941 - Benghazi (10.55)
23 December 1941 - El Agheila (11.20)
30 December 1941 - Salamis, Greece (12.10)
3 January 1942 - Burat el Sun (14.30)
19 January 1942 - Salamis, Greece (8.00, duty not carried out)
27 January 1942 - Jedabya (10.25)
4 February 1942 - Base - 09 - Base (3.40, duty not carried out)
11 February 1942 - Leros, Dodecanese (11.30)
12 February 1942 - Base - 09 - Base (4.00)
21 February 1942 - Luga (9.20)
23 February 1942 - Tripoli (3.50)
25 February 1942 - Tripoli (4.40)
26 February 1942 - Tripoli (3.40)
1 March 1942 - Tripoli (3.00)
2 March 1942 - Palermo, Sicily (2.35)
6 March 1942 - Tripoli (3.15)
22 March 1942 - Shallufa (7.15 - must have been a transit flight)
2 March 1942 - Palermo (3.00 - date out of sequence - typo ?)
2 May 1942 - Benghazi (4.30, duty not carried out)
19 May 1942 - Heraklion, Crete (6.00)
21 May 1942 - Martuba (6.05)
24 May 1942 - Martuba (5.45)
25 May 1942 - Martuba (5.30)
27 May 1942 - Talimi (5.20)
29 May 1942 - Talimi (5.30)
31 May 1942 - Derna - El Chesiba (6.15)
2 June 1942 - LG.109 - 60 - 09 (1.00, duty not carried out)

5 June 1942 - Martuba (5.30)
7 June 1942 - Benghazi (6.25)
25 June 1942 - Mersa Matruh (2.55)
26 June 1942 - Mersa Matruh (2.45)
27 June 1942 - Sidi Barrani (6.00)
29 June 1942 - Rase Kanayis (4.00)
30 June 1942 - Heraklion (5.00, duty not carried out)
2 July 1942 - El Daba (4.15)
20 July 1942 - LG.224 - Gibraltar - Lyneham (22.00)

Second Tour

12 August 1944 - Diversion (6.35)
25 August 1944 - St. Mathieu (5.40)
27 August 1944 - Mimoyecques (4.10)
28 August 1944 - Ferme au Forestel (4.10)
31 August 1944 - Cezembres (5.30)
3 September 1944 - Volkel (3.35)
6 September 1944 - Emden (4.20)
11 September 1944 - Le Havre (4.15)
12 September 1944 - Dortmund (5.30)
17 September 1944 - Boulogne (4.00)
20 September 1944 - Calais (3.00)
25 September 1944 - Calais (4.20)
27 September 1944 - Sterkrade (5.30)
28 September 1944 - Cap Gris Nez (4.20)
9 October 1944 - Bochum (6.45)
12 October 1944 - Wanne Eickel (5.00)
14 October 1944 - Duisburg (5.25)
14 October 1944 - Duisburg (5.45)
22 October 1944 - Gardening (6.35)

Transcription incomplete.

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RAYBONE, F/O Harold (C10466) - **Mention in Despatches** - Western Air Command Marine Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Wallsall Staffs, England, 1 June 1902 (RCAF press release 4907 announcing award). Attended Corrigan College (Victoria), 1910-1916. Member of 143rd (Bantam)

Battalion, CEF, 1916-1918 and 5th Regiment, Royal Canadian Artillery (under age for overseas service). Seaman on deep sea and whaling vessels and tow boats, 1918-1926. This included serving on the **Canadian Voyageur**, **Canadian Forester** and CGS **Lillooet** before 1922. Sailed in Consolidated Whaling vessel **W. Grant** in 1922; afterwards worked on stream tug **Spray**. In April 1923 signed on the **Canadian Highlander** (Canadian government ship) and was on a four and one-half month voyage to Japan. On return to Victoria worked on three tugs and went whaling again in 1924 (six months on the **W. Grant**). Did not go to sea again until July 1925 when he went to tug boat work again. Served with British Columbia Marine Police, 1926 to 1942 with rank of Sergeant, serving on three patrol boats and learning about the West Coast as far as the northernmost part of British Columbia and as far south as Cape Caution; in applying for RCAF he wrote of his police work as follows: "I am their Senior Skipper and am in charge of their largest boat, the P.M.L.14, now operating on the West Coast of Vancouver Island.". Home in Victoria; enlisted Vancouver 6 March 1942, commissioned as of that date and posted to Western Air Command marine duties. Promoted Flying Officer, 15 July 1942. Attached to Cape Canso, 30 September 1943 to 14 November 1944 when returned to Western Air Command. Struck off strength of Western Air Command Marine Squadron, 31 August 1943 on posting to No.3 Repair Depot, Marine Section. To Station Patricia Bay, 11 October 1945. To No.8 Release Centre, 16 January 1946. Retired 13 March 1946.. Intended to go into commercial fishing on discharge. Died in Victoria, 4 July 1976 as per British Columbia Vital Statistics.

This officer, while in command of a Royal Canadian Air Force rescue vessel, carried out a difficult search for a missing aircraft during very heavy weather conditions. Despite the fact that other rescue craft were forced to seek shelter, Flying Officer Raybone displayed resourcefulness, determination and outstanding seamanship under very trying circumstances, by continuing the search until recalled. On a subsequent occasion he was instructed to proceed to the assistance of a ditched aircraft, which was finally located, despite adverse weather conditions and heavy snow storms. He made the aircraft fast to his vessel and stood by all night in a strong wind and rough sea. This officer is held in the highest regard for his seamanship and outstanding devotion to duty at all times.

The original recommendation was raised on 24 July 1944 by S/L A.F. Robinson of Western Air Command Marine Squadron. Raybone was identified as master of the M.231 **Malecite**; text was as follows:

This officer, while in command of a Royal Canadian Air Force rescue vessel, carried out a difficult search for a missing aircraft during very heavy weather conditions, and showed excellent seamanship and resourcefulness. Despite the fact that other rescue craft were forced to seek shelter, Flying Officer Raybone

displayed determination and outstanding seamanship under very trying circumstances, by continuing the search until recalled. On a subsequent occasion he was instructed to proceed to the assistance of an aircraft which had force landed at sea. Proceeding through heavy snow storms and under adverse weather conditions, the aircraft was finally located. Flying Officer Raybone made the aircraft fast to his vessel and stood by all night in a strong wind and rough sea. By this officer's courage and ability a valuable aircraft was saved. Flying Officer Raybone is held in the highest regard for his seamanship and outstanding devotion to duty at all times.

Selected Assessments: On interview for enlistment (26 January 1942), F/L L.H. Eyres wrote, "This man is a true seagoing type - confident in manner. Has had considerable experience with handling men. Should make excellent Marine Craft Officer."

His first formal assessment was 18 August 1942. "This officer is an experienced Certified Master with a wealth of local knowledge of West Coast waters and capable of operating sea going vessels under all conditions." (F/L D.H.P. Johnson, Western Air Command Headquarters).

"An efficient Rescue Vessel Master, well qualified with years of sound experience." (F/L S.C. Burrige, Western Air Command, 18 June 1943).

"A fully qualified and highly experienced Marine Officer. One of the best High Speed Rescue Vessel Masters on this coast. Has performed excellent work and is a fearless seaman." (S/L G.F. Robinson, Western Air Command Marine Squadron, 13 November 1944).

"A competent and aggressive Master of High Speed Rescue Vessels." (S/L G.F. Robinson, 5 December 1945).

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RAYMES, P/O (now F/O) Daniel Francis (J9872) - **Air Force Cross** - No.10 Squadron (Canada) - Award effective 1 January 1943 as per London Gazette of that date and AFRO 55/43 dated 15 January 1943. Born in Saskatoon, Saskatchewan, 28 March 1918. Home in Bounty, Saskatchewan. Enlisted at Saskatoon, 15 April 1940. To No.1 ITS, 29 April 1940; graduated and promoted LAC, 24 May 1940 and posted to Moose Jaw Flying Club; to No.1 SFTS, 20 July 1940; graduated and promoted Sergeant, 6 November 1940, although posting to No.13 Operational Training Squadron was dated 4 November 1940. To Eastern Air Command, 6 January 1941. To No.10 (BR) Squadron, 16 January 1941. Commissioned 15 December 1941. Promoted Flying Officer, 1 September 1942. Promoted Flight Lieutenant, 1 March 1943. To North Sydney, 17 June 1943. To Rockcliffe, 7 December 1943. To No.6 OTU, 25 July 1945. To No.8 Release Centre,

5 November 1945. Retired 7 November 1945. Award presented by Governor General at Government House, 16 April 1943. Died 31 October 1993 (information via Larry Milberry). The following citation found in Governor General's Records, RG.7 Group 26, Volume 57, file for 1943.

Pilot Officer Raymes' exceptional ability as a pilot coupled with his devotion to duty and the cheerful manner in which he performs any task, makes him an outstanding example to those with whom he works. He has carried out 120 operational sorties which cover 847 hours operational flying, some of which were flown under exceptionally poor flying conditions.

RAYMES, F/L Daniel Francis, AFC (J9872) - **Distinguished Flying Cross** - No.10 (Bomber Reconnaissance) Squadron - Award effective 23 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Award presented in Toronto, 30 November 1949.

On October 30th, 1942, Flying Officer (now Flight Lieutenant) Raymes was captain of a Digby aircraft returning from convoy escort to Torbay, Newfoundland, when a German submarine was sighted. Under his leadership an attack was made and brilliantly executed. According to information received from German sources there is every reason to believe that this attack resulted in the destruction of the submarine.

The attack of 30 October 1942 destroyed **U-520**. The report of the attack by Digby "X", No.10 (BR) Squadron, lists crew as follows: F/O D.F. Raymes (captain), P/O J. Leigh (co-pilot, Mentioned in Despatches), F/O R.B. Martin (navigator), F/O J.S. Johnson (wireless air gunner), Sergeant J.J. Gilfillan (wireless air gunner) and Sergeant E.H. Bebee (wireless air gunner). Time given as 2002 GMT and position 47 degrees 47" North and 49 degrees 50" West:

Description of Attack:

The submarine was on a course of 250 degrees T. The aircraft was at 3,200 feet on a course of 290 degrees T and the sighting was 45 degrees from the port bow of the aircraft. An immediate attack was launched by a diving turn to the left to lose altitude and just after the conning tower had disappeared the depth charges were dropped from 25 feet. Four 450-lb depth charges were released directly on line from the stern. The first landed on the swirl, and the others were spaced at 20 foot intervals directly on line.

The weather was fair, with five miles visibility, limited by haze. There were no low clouds, only high strato-cumulous. The sea was rough with a 30-knot wind

on a bearing of 250 degrees T.

The depth of water in this location is about 100 fathoms.

As a matter of interest, the submarine was just transmitting a message to its control station. The time of the transmission was 1948 GMT and the attack occurred at 2000 hours, so the submarine was probably disturbed before the transmission was completed. Earlier in the day, at 1534 hours, COMINCH had reported a transmission from a U-boat originating in position 47 degrees 00" North 50 degrees 00" West.

Assessment of Attack:

The aircraft made a climbing turn to port, and a dark object was seen protruding from the water, which soon disappeared. Huge air bubbles rose and air bubbles air oil kept coming up for at least 30 minutes, and an oil slick 300 yards across developed. By this time it was dark so the aircraft returned to its base. A photograph taken at 2015 GMT from 500 feets shows the oil slick which developed.

In view of the large depth charges, 450-lb, the accuracy of the attack, the large air bubbles which kept coming up in one place for at least 30 minutes, and the depth of the water, 600 feet, it seems likely the submarine was seriously damaged and probably sunk.

NOTE: Some hazards of home defence flying; on 1 April 1942 a crewman in his Digby was seriously hurt; the report stated, "Gunshot wound in right hand from small arms fire, believed from merchant vessel in convoy being escorted."

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RAYMOND, A/V/M Adelard (C621) - **Commander, Order of the British Empire** - No.3 Training Command Headquarters - Award effective 1 January 1945 as per London Gazette of that date, **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945. Born at St.Stanislas de Kosta (near Valleyfield), Quebec, 10 July 1889. Educated at Valleyfield Seminary and Accounting School. Served in RFC in First World War. Opened a flying field at Cartierville and later went into hotel business. Joined RCAF (Auxiliary) in Montreal, 1 September 1934 with rank of Flight Lieutenant and with No.18 (Bomber) Squadron. Promoted Squadron Leader, 1 September 1939, now commanding No.118 Squadron; sent to France in 1940 and got out again just ahead of the Germans. Wing Commander as of 1 May 1941. To No.5 Manning Depot,

Lachine, 7 November 1941, Promoted Group Captain, 1 June 1942. To No.2 SFTS, 31 March 1943. To No.3 Training Command, 19 November 1943. Promoted Air Vice-Marshal, 15 April 1944. To No.1 Air Command, 15 January 1945. Retired 14 September 1945. RCAF photo PL-44211 (ex UK-21760 dated 29 May 1945) shows arrival in Britain of A/V/M Adelard Raymond, AOC No.1 Training Command on inspection tour, greeted by G/C C.C. Wyatt, MBE of Kingston, Ontario. Active in business after war; Aide de Camp to Governor-General, 27 February 1946; awarded Queen's Coronation Medal, 13 October 1953. Died 23 February 1962 as per **Legionary** of May 1962. Award presented 27 June 1945.

This officer has consistently displayed efficiency and capacity for work, which have been of great value to the Royal Canadian Air Force. As Air Officer Commanding the Training Command in which the Quebec Conference of 1944 was held, he was responsible to no small extent for the arrangement of the many facilities in connection with the provision of the air requirements of this conference. Through his outstanding organizing ability and spirit of co-operation, all arrangements were carried out promptly and efficiently, resulting in a very smoothly functioning organization. His able direction contributed in large measure to the success of the facilities provided. Air Vice-Marshal Raymond, who was active in the Auxiliary Air Force prior to the war, has held many appointments during his war service, in all of which he has served with distinction. His devotion to duty at all times has been outstanding.

RAYMOND, A/V/M Adelard (C621) - **Chevalier of the Legion of Honour (France)** - AFRO 485/47 dated 12 September 1947 and **Canada Gazette** dated 20 September 1947.

RAYMOND, A/V/M Adelard (C621) - **Croix de Guerre avec Palm (France)** - AFRO 485/47 dated 12 September 1947 and **Canada Gazette** dated 20 September 1947. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Air Vice-Marshal Raymond rendered outstanding service as Officer Commanding the Royal Canadian Air Force Contingent aboard the French Aircraft Carrier "Bearn" in the early days of the war. This officer later, as Air Officer Commanding, No.3 Training Command, contributed in no small measure to the efficient training of French personnel in Canada.

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RAYMOND, Sergeant Charles Oliver (R62658) - **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 13 June 1917; home in Cornwall; enlisted there 6 July 1940. Aero engine mechanic; trained at St.Thomas, 16 August 1940 to 2 January 1941 (promoted AC1, 1 January 1941); at No.8 SFTS, 3 January 1941 to 15 October 1942 (promoted LAC, 1 April 1942 and Corporal, 1 July 1942); at No.2 ANS, 16 October 1941 to March 1942. To "Y" Depot, 16 March 1942; to No.2 ANS again, 6 April 1942; to "Y" Depot again, 24 April 1943; to RAF overseas, 1 May 1942. Promoted Sergeant, 3 July 1944. Repatriated 7 August 1945; released 22 September 1945. Certificate sent 27 September 1948.

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RAYMOND, FS Clifford Thomas (R53312) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 19 July 1913; home in Toronto; enlisted there 22 September 1939 as Aero engine mechanic; to St.Thomas, 12 January 1940. Promoted AC1, 29 February 1940. To Trenton, 30 June 1940. Promoted Corporal, 1 March 1942. To "Y" Depot, 9 March 1942. To RAF overseas 30 April 1942. Promoted Sergeant, 1 March 1943; promoted Flight Sergeant, 10 July 1943. Repatriated 18 June 1945; to Debert, 19 June 1945; to Technical School, 9 August 1945. To No.8 Release Centre, 8 October 1945; released 16 October 1945. No citation in AFRO.

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RAYMOND, F/L Paul Victor (J13323) - **Commended for Valuable Services in the Air** - No.1 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. American in RCAF; born 5 April 1918; home in Auburn, New York. Enlisted in Toronto, 21 August 1941 and posted to No.5A Manning Depot. To No.8 SFTS (guard), 8 October 1941. To No.3 ITS, 6 December 1941; graduated and promoted LAC, 30 January 1942 but not posted to No.17 EFTS until 14 February 1942; graduated 24 April 1942 when posted to No.8 SFTS; graduated and commissioned, 14 August 1942. To No.1 Flying Instructor School, 12 September 1942. To No.5 Manning Depot, 6 October 1942. To No.1 SFTS, 30 October 1942. Promoted Flying Officer, 14 February 1943. Promoted Flight Lieutenant, 1 October 1944. To No.1 Central Flying School, 8 October 1945. To Trenton, 24 December 1945. To Composite Training School, 15 February 1946. To No.1 Air Command, 2 April 1946. To Trenton, 6 April 1946. To No.1 Air Command again, 6 May 1946. Retained rank in postwar RCAF (19762); at Trenton as of 1 October 1946. To No.1 Flying Training School, 11 March 1947. To No.1 Instrument Flying School, 1 April 1947. To No.10 Group, 9 September 1947. Retired 4 March 1949 to Midland, Ontario. Certificate sent, 7 July 1945.

This officer has been a flying instructor for twenty-seven months, the part ten months of which he has been a flight commander. he has displayed a superior degree of initiative, persistence and co-operation at this unit. This officer was

given the task of organizing, writing up and lecturing on airmanship, which was done with excellent results. He has always taken a very personal interest in his pupils with the result that perfect harmony existed in his flight, ensuring efficient operation.

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RAYMOND, F/O William Ford (J93257) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 9 October 1921 in Woodstock, New Brunswick; home there (student); enlisted Moncton, 23 April 1942. To No.5 Manning Depot, 7 June 1942. To No.5 ITS, 8 November 1942; graduated and promoted LAC, 23 January 1943 but not posted to No.13 EFTS until 20 February 1943; graduated 15 May 1943 when posted to No.13 SFTS; graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 17 September 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Commissioned 28 December 1944. Repatriated 14 April 1945. To No.1 Air Command, 28 April 1945. To No.13 EFTS, 29 May 1945. Promoted Flying Officer, 28 June 1945. Retired 6 August 1945. Living in Woodstock, New Brunswick as of September 1949. Award presented 17 August 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9082 has recommendation dated 11 March 1945 when he had flown 37 sorties (195 hours 45 minutes), 24 August 1944 to 3 March 1945. His sortie list is virtually identical to that of P/O Lawrence W. Clark, suggesting they were in the same crew.

24 August 1944 - Brest (5.20)
25 August 1944 - Chapelle Notre Dame (3.40)
31 August 1944 - Lumbres (3.25) DNCO
10 September 1944 - Le Havre (3.40)
12 September 1944 - Munster (4.15)
15 September 1944 - Kiel (5.45)
17 September 1944 - Boulogne (3.15)
20 September 1944 - Calais (3.45)
6 October 1944 - Gladbach (4.20)
7 October 1944 - Cleve (4.25)
14 October 1944 - Duisburg (5.40)
15 October 1944 - Duisburg (5.45)
23 October 1944 - Essen (5.30)
25 October 1944 - Essen (4.55)
28 October 1944 - Walcheren (2.45)
31 October 1944 - Cologne (5.15)
2 November 1944 - Dusseldorf (5.25)

6 November 1944 - Gelsenkirchen (4.35)
21 November 1944 - Sterkrade (6.30)
29 November 1944 - Essen (5.40)
30 November 1944 - Duisburg (5.30)
6 December 1944 - Osnabruck (6.10)
24 December 1944 - Mulheim (5.30)
1 January 1945 - Dortmund (5.00)
5 January 1945 - Hanover (5.20)
13 January 1945 - Saarbrucken (6.40)
1 February 1945 - Mainz (6.35)
2 February 1945 - Wanne Eickel (5.00)
4 February 1945 - Bonn (5.40)
7 February 1945 - Goch (6.10)
13 February 1945 - Bohlen (8.00)
17 February 1945 - Wesel (5.30)
20 February 1945 - Reisholz (6.40)
23 February 1945 - Essen (5.35)
27 February 1945 - Mainz (6.40)
2 March 1945 - Cologne (5.40)
3 March 1945 - Kamen (6.15)

This officer, captain of aircraft, has completed his first operational tour of 37 sorties, comprised of day and night raids over a large variety of targets. His tour has been marked throughout by a good photographic record, showing numerous aiming points revealing consistency of accuracy.

Flying Officer Raymond always carried out his duties in a cool and calculating manner, an instance of which was displayed on the 17th September, 1944, when attacking the target at Boulogne, when he made three runs over the bombing area before he was able to release his bombs. On four other occasions his aircraft has sustained damage due to heavy flak.

From the beginning of his tour, this officer has always shown an excellent operational spirit and in recognition of his fine performance he is strongly recommended for the Distinguished Flying Cross.

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RAYNER, F/L Alan Garrett (J23881) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5

October 1945. Born 15 July 1921 in Saskatoon; home in Battleford, Saskatchewan (student, formerly in Royal Canadian Artillery); enlisted Saskatoon, 26 June 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 7 August 1940. To No.8 SFTS, 18 December 1940. Promoted AC1, 1 January 1941. Promoted LAC, 1 April 1941. Promoted Corporal, 1 June 1941. To Rockcliffe, 10 January 1942. To No.14 (Fighter) Squadron, 23 March 1942. To Sea Island, 9 April 1942. Remustered to aircrew and posted to No.5 ITS, 9 May 1942; may have graduated 4 July 1942 but not posted to No.10 EFTS until 15 August 1942; may have graduated 9 October 1942 but not posted to No.2 SFTS until 21 October 1942; graduated and commissioned, 19 February 1943. To No.1 GRS, 5 March 1943. To "Y" Depot, 28 May 1943; to RAF overseas, 22 June 1943. Promoted Flying Officer, 19 August 1943. Promoted Flight Lieutenant, date uncertain. Repatriated 23 April 1945. To Western Air Command, 8 May 1945. Retired 30 June 1945. Award presented in Vancouver, 22 October 1949. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". Public Records Office Air 2/9081 has recommendation dated 16 March 1945 when he had flown 38 sorties (200 hours nine minutes), 20 July 1944 to 5 March 1945.

5 August 1944 - Foret de Nieppe (3.34)
7 August 1944 - TOTALIZE 3 (3.52)
18 August 1944 - Sterkrade (4.49)
1 September 1944 - Lumbres (3.30)
3 September 1944 - Soesterburg (3.44)
10 September 1944 - Le Havre (3.57)
11 September 1944 - GARDENING (5.20)
12 September 1944 - Munster (4.09)
15 September 1944 - Kiel (5.23)
20 September 1944 - Calais (3.36)
25 September 1944 - Calais (3.54)
14 October 1944 - Duisburg (4.24)
15 October 1944 - Duisburg (5.25)
23 October 1944 - Essen (5.38)
25 October 1944 - Essen (4.36)
29 October 1944 - Westkapelle (3.03)
2 November 1944 - Dusseldorf (5.18)
6 November 1944 - Gelsenkirchen (4.35)
21 November 1944 - Sterkrade (6.52)
29 November 1944 - Essen (5.59)
5 December 1944 - Soest (5.43)
6 December 1944 - Osnabruck (5.58)
14 December 1944 - GARDENING (5.41)
18 December 1944 - Duisburg (6.09)
26 December 1944 - St.Vith (6.09)

20 July 1944 - Bottrop (4.52)
6 January 1945 - Hanau (6.16)
12 January 1945 - GARDENING (5.50)
14 January 1945 - Dulmen (6.06)
16 January 1945 - Magdeburg (6.05)
14 February 1945 - GARDENING (6.23)
17 February 1945 - Wesel (5.07)
20 February 1945 - Reisholz (6.16)
23 February 1945 - Essen (4.54)
27 February 1945 - Mainz (5.51)
2 March 1945 - Cologne (5.14)
3 March 1945 - Kamen (5.58)
5 March 1945 - Chemnitz (8.14)

This officer has now completed his first operational tour consisting of 38 sorties (141 points) involving a total of 200 hours.

He has always displayed great enthusiasm for operations and has never failed to attack the target, and has shown exceptional fighting qualities and resourcefulness on operations.

This officer has attacked some of the most heavily defended targets in Germany and has always successfully pressed home his attacks.

For his devotion to duty, courage and coolness in the face of the enemy, he is most strongly recommended for the award of the Distinguished Flying Cross.

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RAYNER, P/O (now F/O) Harold Clifford (J29638) - **Mention in Despatches** - No.113 Squadron (Canada) - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 30 June 1919. Home in Edmonton; enlisted there, 15 March 1941 and posted to No.2 Manning Depot. To No.2 WS, 29 April 1941; promoted LAC, 18 August 1941; graduated 3 January 1942 when posted to No.8 BGS; graduated and promoted Sergeant, 2 February 1942. To Halifax, 3 February 1942. To No.113 (BR) Squadron, 2 March 1942. Promoted Flight Sergeant, 2 August 1942. Promoted WO2, 2 February 1943. Commissioned 4 July 1943. Promoted Flying Officer, 4 January 1944. To No.145 (BR) Squadron, 10 August 1944. To Goose Bay Communications Detachment, 3 December 1944. To Torbay, 8 July 1945. To No.7 Release Centre, 15 August 1945. Retired 17 August 1945. Living in Edmonton in June 1949. Died 20 October 2012.

This wireless operator air gunner has set an excellent example by his ability and loyalty throughout his tour of duty on operational flying.

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RAYNOR, Sq/O Edna May (V30187) - **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 25 January 1908 at Clayoquet, British Columbia. Educated in British Columbia and at the University of Washington (B.Sc. in Home Economics). In 1929 she undertook a study tour of Europe and Britain. Curiously, she was uncertain as to whether to pursue a career in textiles or dietary sciences, but something in the tour convinced her to take the latter rour. Home in Vancouver; Relief Dietician at Royal Columbia Hospital, 1930; Head Dietician at Saint Joseph Hospital, Victoria, 1931-1936; Assistant Dietician, Vancouver General Hospital, 1935-1942. Enlisted in Vancouver, 5 June 1942 as Dietician and posted to No.6 Manning Depot, Toronto. Posted to No.4 SFTS, Saskatoon and commissioned as Assistant Section Officer in Equipment Messing Branch, 6 July 1942. To No.1 ANS, Rivers, 25 August 1942. To No.23 EFTS, Davidson, Saskatchewan, 9 November 1942. Promoted Section Officer, 6 January 1943. To No.8 Manning Depot, Souris, 16 February 1943; to No.17 SFTS, Souris, 17 March 1943. To No.2 Training Command Headquarters, Winnipeg, 20 April 1943. Promoted Flight Officer, 15 October 1943. Transferred to Messing Branch, 18 August 1944. Promoted Squadron Officer, 1 October 1944. To No.5 Release Centre, Winnipeg, 5 May 1946. Released at Dorval, 13 June 1946 where she intended to take up a career as Dietitian with TCA. Award sent by registered mail, 30 September 1948. Died in Vancouver, 28 March 1977 as per British Columbia Vital Statistics.

The exceptional devotion to her duties and the intense interest in messing displayed by this officer has resulted in a very high standard of messing in No.2 Air Command. Her example has been an inspiration to the staffs working under her supervision and guidance. Her willing and cheerful manner in accepting the most difficult assignments and carrying them through to a successful conclusion is deserving of the highest praise.

The recommendation for this award was raised on 19 July 1945 by G/C W.M. Murray and proceeded through all levels with full support.

Selected Assessments:

First assessments were on 17 August 1942 - "Doing very good work here." (S/L E.A. James) and "Very inexperienced officer who shows considerable promise." (W/C C.F. Newcombe, No.4 SFTS).

"Is reliable, hard working and has carried out duties in organizing the mess in an efficient manner." (F/L V.C. Sutton, No.17 SFTS, 20 March 1943, to which G/C W.W. Brown adds, "Capable Messing Officer, recommended for appointment to Acting Section Officer and for

promotion to Temporary Section Officer.”

“Better suited to Command Staff work than Unit duties. N extremely popular and industrious staff officer. Well qualified in Messing. She has filled two vacancies without an assistant for 17 months. Strongly recommended for promotion.” (W/C W.M. Murray, No.2 Training Command Headquarters, 10 September 1944).

Her career with No.2 Training Command as its successor formation, No.2 Air Command, was marked by frequent Temporary Duty to various units in the formations

On 12 March 1948, W/C M. St.C. Clark wrote to her, inviting her to consider a career in the postwar RCAF.

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RAYNSFORD, F/O Leonard Thomas (J14742) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 8 August 1920 in Aurora, Ontario; home in Timmins; enlisted Halifax, 1 November 1941 and posted to No.1 Manning Depot. To No.1 BGS, 22 November 1941. To No.5 ITS, 13 February 1942; graduated and promoted LAC, 11 April 1942 when posted to No.20 EFTS; ceased training and posted to Trenton, 11 May 1942. To No. 9 AOS, 20 June 1942; graduated and commissioned, 9 October 1942. To “Y” Depot, 23 October 1942; ro RAF overseaa, 27 October 1942. Promoted Flying Officer, 9 April 1942. Repatriated 25 September 1944. Promoted Flight Lieutenant, 1 October 1944. To No.1 Training Command, 4 November 1944. To No.1 ACU (whatever that is), 4 June 1945. To No.4 Release Centre, 13 September 1945. Retired 24 October 1945. Award sent by registered mail, 19 February 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 23 July 1944 when he had flown 27 sorties (151 hours 50 minutes) from 14 June 1943 to 4 July 1944.

This navigator has participated in 27 attacks on enemy territory, seven of them against Berlin and many others against heavily defended targets. His skill as a navigator has been above average and he has always, by his skilful navigation, kept the aircraft well on track and in so doing contributed greatly to the success of the attacks and the safety of the aircraft.

His devotion to duty has been outstanding and his work on the ground has contributed greatly to the operational success of other navigators. It is considered that this officer's outstanding devotion to duty fully merits the award of the D.F.C.

The sortie list was as follows:

14 June 1943 - Sea Search (4.50)
8 October 1943 - Hanover (5.00)
18 October 1943 - Hanover (6.00)
20 October 1943 - Leipzig (8.00)
3 November 1943 - Dusseldorf (5.00)
18 November 1943 - Berlin (8.30)
22 November 1943 - Berlin (7.10)
2 December 1943 - Berlin (6.50, badly shot up)
16 December 1943 - Berlin (7.15)
29 December 1943 - Berlin (6.30)
2 January 1944 - Berlin (6.50)
21 January 1944 - Magdeburg (3.15, abortive)
15 February 1944 - Berlin (7.40)
30 March 1944 - Nuremberg (8.00)
20 April 1944 - Cologne (4.25)
22 April 1944 - Dusseldorf (5.05)
27 April 1944 - Fredrichshafen (8.10)
7 May 1944 - St. Valery-en-Caux (3.30)
9 May 1944 - Calais (3.15)
12 May 1944 - Louvain (4.15)
19 May 1944 - Merville-Franceville (4.35)
7 June 1944 - Acheres (4.50)
10 June 1944 - Versailles (5.05)
15 June 1944 - Boulogne (4.00)
21 June 1944 - Oisemonte (4.05)
25 June 1944 - Gorenflos (3.45)
4 July 1944 - Villeneuve St. George (6.00)

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READ, FS John Herman (Can 9878) - **Mention in Despatches** - No.11 (BR) Squadron - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 2 August 1918. Enlisted in Saint John, New Brunswick, 30 May 1938. To Eastern Air Command, 27 August 1939. Promoted LAC, 5 September 1939 when classified as Wireless Electrical Mechanic. Promoted Corporal, 1 September 1940. To No.4 Repair Depot, 20 May 1945. Promoted Sergeant, 1 July 1942. To "K", 17 March 1943. To No.11 (BR) Squadron, 10 May 1943. Promoted Flight Sergeant, 1 July 1943. To AFHQ, 30 May 1944. To "K", 4 July 1944. To No.11 (BR) Squadron, 24 May 1945. To Patricia Bay, 14 September 1945. To No.8 Release Centre, 15 September 1945. Retired 14 November 1945. Certificate sent to Station Dartmouth, 4 July 1945.

Flight Sergeant Read has been employed in signals section of this Command since its inception. His diligence, initiative and resourcefulness have been of the greatest value under trying conditions. His untiring efforts and ability in his trade

are largely responsible for the high standard of maintenance in the wireless section of his present squadron.

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READ, FS William Rowland (R174405, later J53344) - **Distinguished Flying Medal** - No.608 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 21 August 1923. Home in Verdun, Quebec; enlisted in Montreal, 29 June 1942. To No.5 Manning Depot, 3 November 1942. To Mountain View, 21 January 1943. To No.6 ITS, 5 February 1943; graduated and promoted LAC, 16 April 1943; posted next day to No.12 EFTS; ceased training and, posted to No.1 Manning Depot, 7 June 1943; to No.6 BGS, Mountain View, 21 August 1943; to No.10 AOS, 16 October 1943; graduated and promoted Sergeant, 10 March 1944. To No.4 Aircrew Graduate Training School, 24 March 1944. To "Y" Depot, 22 April 1944. Taken on strength of No.3 PRC. 3 May 1944. Commissioned 12 May 1945. Repatriated 7 June 1945. To No.1 Air Command, 24 June 1945. To No.13 EFTS, 26 July 1945. To No.2 Release Centre, 9 September 1945. Retired 24 September 1945. Award presented 15 April 1948. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9070 has recommendation dated 22 February 1945 when he had flown 34 sorties (138 hours 25 minutes), 9 October 1944 to 19 February 1945.

9 October 1944 - Wilhelmshaven (3.40)
12 October 1944 - Berlin (4.40)
19 October 1944 - Wiesbaden (3.50)
23 October 1944 - Berlin (4.50)
30 October 1944 - Berlin (4.50)
1 November 1944 - Berlin (4.35)
11 November 1944 - Wiesbaden (4.20)
20 November 1944 - Hanover (3.10)
21 November 1944 - Stuttgart (4.25)
23 November 1944 - Hanover (3.30)
25 November 1944 - Nuremburg (4.40)
28 November 1944 - Nuremburg (4.35)
29 November 1944 - Hanover (4.05)
30 November 1944 - Duisburg (3.30)
2 December 1944 - Giessen (3.25)
5 December 1944 - Nuremburg (4.15)
8 December 1944 - Duisburg (3.50)
11 December 1944 - Hanover (3.15)
23 December 1944 - Limberg (3.50)
26 December 1944 - Munster (3.25)
28 December 1944 - Frankfurt (4.00)
30 December 1944 - Cologne (3.25)

2 January 1945 - Berlin (4.25)
5 January 1945 - Berlin (4.30)
7 January 1945 - Hanan (3.30)
14 January 1945 - Berlin (5.10)
17 January 1945 - Magdeburg (3.50)
29 January 1945 - Berlin (4.45)
1 February 1945 - Berlin (4.40)
2 February 1945 - Mannheim (3.50)
7 February 1945 - Magdeburg (3.55)
13 February 1945 - Magdeburg (3.45)
14 February 1945 - Mainz (3.30)
19 February 1945 - Erfurt (4.10)

Flight Sergeant Read has taken part in 34 operations against German targets, nine against Berlin itself. His courage in action and his skill as a navigator in the face of all difficulty have been of great assistance to his pilot. The successes achieved by his crew have been to a large extent dependent upon his excellent work.

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READY, F/L Clark Hazelwood (C12897) - **Commended for Valuable Services in the Air** - Station Rockcliffe (No.168 Squadron) - Award effective 10 March 1945 as per **Canada Gazette** of that date and AFRO 625/45 dated 13 April 1945. Born 12 August 1914. Enlisted in Saskatoon, 24 July 1942 as General List (staff pilot) and posted to No.5 Manning Depot; also commissioned on enlistment. To Rockcliffe, 8 August 1942. To No.12 (Communications) Squadron, 12 December 1942. To No.164 (Transport) Squadron, 22 January 1943. Promoted Flying Officer, 24 January 1943. To Rockcliffe, 31 October 1943. To No.168 (Heavy Transport) Squadron, 18 November 1943. Promoted Flight Lieutenant, 1 June 1944. To No.6 OTU, 25 July 1956. To No.4 Release Centre, 23 October 1945. Retired 26 October 1945. Postwar airline pilot; died in Toronto, 5 February 2015. Incident described involved Fortress 9205 on 19 November 1944. See Carl Vincent, **The Liberator and Fortress** (Canada's Wings, 1975), p.139. Photo PL-23113 is a portrait.

After taking off from Newfoundland for Europe with a heavy load of overseas Christmas mail, Flight Lieutenant Ready found that his undercarriage was not functioning and after attempting for some time to rectify the trouble decided to return to his home base rather than delay the mail by crash-landing at an overseas base. Reaching his base before daylight he discussed his landing procedure over R/T with the engineering officer on the ground, rejected the

suggestion of jettisoning the mail for fear of damaging Christmas parcels and, waiting for daylight, made a clever landing without damaging anything but the four propellers. None of his crew was injured. His judgement and the decisions he made saved an aircraft, the load of mail, and enabled his unit to despatch his load forthwith in another aircraft. Flight Lieutenant Ready has been employed on the Trans-Atlantic service for the past year. He has displayed outstanding airmanship and ability at all times and has set an excellent example as a captain.

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REAIN, FS (now F/O) Frederick Fortesque Edmund (R131517/J86288) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 10 June 1915 (pay card) or 11 June 1915 (birth date on MI.9 report). Home in Blair, Ontario; described himself as an "Erection Engineer"; enlisted in Calgary, 26 August 1941. Granted Leave Without Pay until 20 September 1941 when posted to No.2 Manning Depot. To No.4 BGS (guard), 2 January 1942. To No.6 ITS, 25 February 1942; graduated and promoted LAC, 24 April 1942 but not posted to No.7 EFTS until 6 June 1942; graduated 31 July 1942 and posted next day to No.9 SFTS; graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, 4 December 1942; to RAF overseas, 10 December 1942. Further trained at No.24 OTU (Pershore) and No.1659 HCU (Topcliffe). Promoted Flight Sergeant, 20 May 1943. Commissioned 23 May 1944. Repatriated 7 June 1944. To "Y" Depot again, 27 July 1944. Taken on strength of No.3 PRC, 29 August 1944. Promoted Flying Officer, 23 November 1944. Repatriated 23 July 1945. Retired 14 September 1945. In January 1997 the Royal Air Forces Escaping Society (Canadian Branch) presented to the National Aviation Museum a "dossier" (actually more like an album) with extended autobiographical notes on members (catalogued in the museum as D.805 C3 L96 1995 NMM). This included much information on Reain although the numerous units in which he served makes it difficult to determine which initiated the recommendation which led to his award. However it was most likely for events with No.428 Squadron. Public Record Office WO 208/3319 has MI.9 report noting he had left Gibraltar on 4 May 1944, arrived Whitchurch 5 May 1944 and been interviewed that day. Others in crew were F/O Lavoie (RCAF, bomb aimer, evader), F/O Fisher (RCAF navigator, evader), Sergeant W. Fell (RCAF, flight engineer, evader), Sergeant Banner (WOP, evader), Sergeant W.R. Wyveen (RCAF, rear gunner, POW) and Sergeant L.R. Fryer (RCAF, mid-upper gunner, evader).

We took off from Middleton St.George about 1640 hours on 20 January 1944 in a Halifax aircraft to bomb Berlin.

About 20 minutes before we reached the target we were hit by flak in the petrol tank. The aircraft began to lose height and we turned for home. I believe we

were again hit by flak and, as we had only enough petrol to last for about ten minutes, I gave the order to bale out.

I came down about 2230 in open country about four kilometres west of Tilloy-et-Bellay (Northwest Europe 1:250,000, Sheet 9, T 7251). After I had hidden my parachute I walked to Somme Vesle (T 7048) where I went into a barn and remained there for 24 hours. During this time I opened up my escape box, but I did not use any of the contents.

The next day I heard voices outside the barn and, after I had convinced myself that they were speaking in French, I came out of my hiding place about 2100 hours that day (21 January) and went up to a farmhouse nearby. I speak a little French and after I had explained who I was I was taken in and given a meal and a bed.

The next day (22 January) my helpers, who were very poor, gave me some civilian clothes and got in touch with someone who they thought could help me. It turned out that the woman I was taken to see could do nothing for me, but she in turn took me to see another man who spoke perfect English. This man suggested that I should put on my RAF uniform and go into Chalons-sur-Marne (T 54) and give myself up to the Germans. I left his house and my helpers told me later that he got in touch with the Gestapo immediately.

My helpers then packed up some food for me, and their son took me to some woods where I spent the night. The next day (23 January) I approached a woodcutter and asked him to help me. He called to a friend, and after they discovered who I was they said they could do nothing for me. They did, however, tell me the whereabouts of the Germans in that vicinity. I headed for Marson (T6539) and there I went to a house and asked for assistance. I was taken in and from this point my journey was arranged for me.

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REANSBURY, Corporal George (R68500) - **Mention in Despatches** - No.6409 Servicing Echelon - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 20 February 1922. Home in Brantford, Ontario; enlisted 27 September 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 18 October 1940. Promoted AC1, 15 March 1941. To No.8 SFTS, 19 March 1941. Promoted LAC, 1 July 1941. Promoted Corporal, date uncertain. To No.16 SFTS, 26 November 1941. To "Y" Depot, date uncertain. To RAF overseas, 10 December 1942. Repatriated 7 August 1945. Released 14 August 1945. Recalled to Interim Force, 11 July 1946 with No.1 Air Command. To Rockcliffe, 12 July 1946. To

No.2 Air Command, 3 November 1946. Discharged 6 November 1946. DHist file 181.009 D.5529 (RG.24 Vol.20667) has letter dated 23 December 1943 from RAF Station Acklington to Commanding Officer, RAF Station Colby Grange, recommending Sergeant R.T. Irwin [sic], Corporal G. Reansbury and Corporal A.G. Townsley for Mention in Despatches. Irwin and Reansburg are Fitters IIE at No.3063 Echelon; Townsley is a Photographer with No.3063 Echelon. See Irwin for text.

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REARDON, Sergeant George Kenneth (R73037) - **British Empire Medal** - No.149 Squadron - Award effective 26 December 1942 as per **London Gazette** dated 29 December 1942 and AFRO 232/43 dated 12 February 1943. Born in New Brunswick, 11 August 1916; home in St.George, New Brunswick (chemist). Enlisted in Moncton, 13 September 1940. To No.118 (Coastal Artillery Cooperation) Squadron, 8 October 1940. To No.1 Equipment Depot, 3 January 1941. To No.1 ITS, 15 January 1941; graduated and promoted LAC, 21 February 1941 when posted to No.10 EFTS; ceased training, 29 March 1941 and posted to No.1 Manning Depot. To Trenton, 12 May 1941; to No.1 WS, 24 May 1941; to No.6 BGS, 11 October 1941; graduated and promoted Sergeant, 7 November 1941. To "Y" Depot, 8 November 1941; to RAF overseas, 12 December 1941. Promoted Flight Sergeant, 7 May 1942. Promoted WO2, 7 November 1942. Reverted to Sergeant, 10 March 1944. Repatriated 19 August 1944. Retired 30 January 1945. Cited with 912925 Sergeant Louis Victor Fossleitner and 1206642 Flight Sergeant John Phillip. Invested with award by King George VI, 6 July 1943.

Flight Sergeant Phillip and Sergeants Reardon and Fossleitner were captain, front gunner and navigator, respectively, of an aircraft which attacked Munich one night in September 1942. On the return flight the engineer reported that there would only be sufficient spare fuel to operate for fifteen minutes on arrival at base. Flight Sergeant Phillip, therefore, obtained permission to land at a nearer airfield. When nearing the airfield, however, one of the engines failed and it was necessary to descend on the sea off the coast. Although the aircraft was kept level it broke in four parts on impact with the water and these three airmen, together with the wireless operator and the mid-upper gunner, were thrown into the sea. Flight Sergeant Phillip, who is a strong swimmer, volunteered to swim to shore alone to get help. He abandoned this intention, however, as it was necessary to help the mid-upper gunner, and in company with Sergeant Reardon, started to swim to shore taking the mid-upper gunner with them. They were picked up by a fishing boat after swimming for three and a half hours but unfortunately the gunner was found to be dead. In the meantime Sergeant Fossleitner, although badly shaken, had volunteered to remain behind on one of the wings and support the wireless operator whose spine was fractured. He

supported him for two and a half hours until eventually both were picked up by an air/sea rescue launch. The courage and fortitude displayed by Flight Sergeant Phillip and Sergeants Reardon and Fossleitner were of the highest order.

NOTE: Public Records Office Air 2/4918 has original recommendation (for an Albert Medal) dated 31 October 1942 when he had flown six sorties (27 hours 31 minutes). It differs in detail from the published citation:

Sergeant Reardon was the front gunner of an aircraft detailed to attack Munich on the night of 19/20 September 1942. On the return flight the engineer reported that there would only about 15 minutes spare petrol on arrival at base.

The captain decided to land at Manston and obtained permission to do so. When flying downwind, however, the starboard inner engine failed and the aircraft had to be ditched off Margate. Although the captain managed to keep the aircraft level, the ditching was unsuccessful and the aircraft broke into four parts on impact. The captain, observer, wireless operator, mid-upper gunner and front gunner all found themselves in the water without knowing how they got there.

The captain, who is a strong swimmer, decided to swim to shore for help whilst the others stayed by one of the wings. However, Sergeant King (mid-upper gunner) was very nervous about being left; therefore it was decided that the captain and Sergeant Reardon, the front gunner (who was not a particularly good swimmer) should swim to land, taking Sergeant King with them. The captain and Sergeant Reardon set off, each holding a hand of Sergeant King. They were eventually picked up by a fishing boat after swimming for three and a half hours. On getting Sergeant King aboard it was found that he was dead.

There is no doubt that Sergeant Reardon showed an outstanding example of unselfish courage in attempting to save the life of Sergeant King, even though this attempt was unsuccessful.

RCAF Press Release No.1148 (immediate) dated 27 December 1942, transcribed by Huguette Oates, reads:

Award of the British Empire Medal to Sergeant George Kenneth Reardon, 26-year-old member of the RCAF from the New Brunswick hamlet of St. George, is the fruit of what his commanding officer describes as "an outstanding example of unselfish courage". For four hours, Sergeant Reardon, front gunner on a bomber from which the crew was catapulted into the North Sea, kept afloat a

younger member of the crew who could not swim. That exposure and shock caused the death of the airman whom Sergeant Reardon attempted to save is no way detract from the lustre of his courage.

Sergeant Reardon is the son of Mrs. A. Reardon, St. George, New Brunswick. He came into the RCAF early in the war. When the deed which won his medal was performed, he was on his way home from his eighth operational trip over enemy territory in a Sterling bomber. So vivid yet is the fearful memory of hours in the icy waters before rescue by a fishing vessel that Reardon does not like to talk about the episode. "I know we went onto the sea at 16.25," he says. "My watch stopped then. We were picked up at 20.15. There was quite a sea running. I just kept hold of him and he never let me go – not even to take off some of my flying clothing so that I might swim better."

Sergeant Reardon was front gunner in a Stirling. On the return trip, the engineer reported that there would be only a few minutes spare gasoline on arrival at base. The captain obtained permission to land at another base than that from which the departure had been made. When flying downward, the starboard engine failed and it became necessary to "ditch" the aircraft. Although the captain managed to keep the aircraft level, the ditching was unsuccessful and the aircraft broke into four pieces on the impact with the sea. The captain, observer, wireless operator, mid-upper gunner and front gunner all found themselves in the water, not quite sure how they had got there. At first it was decided the captain should try to swim to shore for help. However, the mid-upper gunner, unnerved by the ordeal, was fearful of being left clinging to the craft's wreckage. He could not swim. The captain and Reardon therefore decided to try to swim to shore, taking the mid-upper gunner with them. Part way on the trip, the captain went to the help of some other crew members. Reardon was left the sole help of the mid-upper gunner.

After four hours, before land was reached, the airmen were picked up by a fishing boat. It was only then that Reardon learned that the young airmen he thought he had saved had died from shock and exposure.

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REBICK, F/O Irwin (J90642) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 12 April 1915 in Toronto; home there; enlisted there 3 July 1942 and posted to No.1 Manning Depot. To No.1 Training Command, 13 August 1942. To No.6 ITS, 10 October 1942;

graduated and promoted LAC, 18 December 1942 but not posted to No.20 EFTS until 23 January 1943; graduated 19 March 1943 and posted next day to No.9 SFTS; graduated and promoted Sergeant, 9 July 1943. To "Y" Depot, 23 July 1943. To United Kingdom, 2 August 1943. Commissioned 22 September 1944. Repatriated 9 February 1945. To No.1 Air Command, 26 February 1945. Promoted Flying Officer, 22 March 1945. To No.4 Release Centre, 5 April 1945. Retired 11 April 1945. Award presented in Toronto, 30 November 1949.

Throughout many operational sorties this officer has displayed great skill and courage. He has always pressed home his attacks with the utmost determination and has secured some excellent photographs. In November 1944 he was captain of an aircraft which, during a mission to Essen, was attacked three times by a Messerschmitt 110. Flying Officer Rebeck's skilful airmanship enabled his gunners to get in accurate bursts of fire. The enemy fighter was seen to catch fire and was forced to break off the engagement.

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RECHENUC, F/O John (J29238) - **Mention in Despatches** - No.437 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 6 June 1923. Home in Windsor, Ontario; enlisted there 25 September 1942. To No.2 Manning Depot, 27 September 1942. To No.2 WS, 3 December 1942; promoted LAC, 11 January 1943; to No.4 BGS, 26 June 1943; graduated and commissioned, 9 August 1943. To No.45 Group, Transport Command, 23 August 1943; to United Kingdom, 28 January 1944. Promoted Flying Officer, 9 February 1944. Repatriated 2 August 1945. Retired 19 September 1945. Certificate sent to his home in Toronto, 1 December 1947. Changed his name to Richards; still alive in 2014.

No.437 Squadron Dakota KG387 departed Blakehill Farm at 1314 hours, 21 September 1944. Aircraft was engaged in pannier drop to airborne forces in Holland. Heavy small-calibre flak was reported in the area and enemy fighters attacked en route home. The crew were reported as J2833 F/L R.W. Alexander (pilot), J38773 F/O W.S. McLintock (co-pilot and navigator), J28238 F/O J. Rechenuc (WOP/AG, survived) and 1378949 Flight Sergeant A. McHugh (Navigator, injured and hospitalized as of 30 September 1944).

As of 12 November 1944 the following statement had been obtained from F/O Rechenuc:

The aircraft had done the run in on the D.Z. and on the return flight the aircraft was attacked by six FW.190s. On the first burst F/L Alexander was shot and the second pilot, F/O W.S. McLintock, although himself hit, took over control. He ordered the remainder of the crew to bale out. F/O Rechenuc and FS McHugh

parachuted safely to earth, where they were picked up by some American Army unit and taken to hospital. According to F/O Rechenuc the Americans state that no one else jumped from the aircraft and it crashed in flames further forward.

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REDEKER, F/L Charles Reginald (J12484) - **Mention in Despatches** - No.418 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 21 August 1923. Home in Windsor, Ontario; enlisted there 28 August 1941 and posted to No.1 Manning Depot. To Trenton, 12 September 1941. To No.1 ITS, 26 October 1941; graduated and promoted LAC, 20 December 1941 when posted to No.3 EFTS; may have graduated 27 February 1942 but not posted to No.14 SFTS until 14 March 1942; graduated and commissioned, 3 July 1942. To No.128 (Fighter) Squadron, Sydney, Nova Scotia, 19 July 1942 to 24 June 1943 and at Torbay, 24 June 1943 to 5 March 1944 (promoted Flying Officer, 29 June 1943). To No.36 OTU, 9 March 1944. To "Y" Depot, 20 May 1944. Taken on strength of No.3 PRC, Bournemouth, 2 June 1944. Served with No.418 Squadron, 12 September 1944 to 19 May 1945. Repatriated 7 August 1945. Retired 25 September 1945. Died in Don Mills, Ontario, 20 February 1986 as per **Airforce Magazine** of July-August-September 1986. Unit identified in AFRO only as "Overseas"; see **The RCAF Overseas: The Sixth Year**, pp.320 and 341. RCAF photo PL-32823 (ex UK-15082 dated 20 September 1944 shows arrival of parcels from sponsoring city of Edmonton; mascots Butch, Rufus and Tony with F/O George Drew, RAF (trained at Port Albert, Ontario), F/O Chuck Redecker (Windsor, Ontario), F/O E. Gent, RAF, and F/O Sid Seid of San Francisco.

Answering a questionnaire from Directorate of History and Heritage, about 1980, he put down the following recollections, starting with significant sorties:

Intruder Operations: No significant mission, just the keenness of the various crews to complete at least one "Day Ranger" per month and various "Flower" operations.

2nd Tactical Air Force: Several come to mind, including the main daylight mission on February 22, 1945 involving 29 [sic] of No.418's aircraft in the 6,000 total aircraft sortie in which only four of 418's aircraft were serviceable for that night's operations. Several were in collisions; others, including my own, were badly damaged by birds, flak, ground fire, etc or were shot down. March 8/45, bombed Isselburg, causing tremendous explosion and fire; January 17, 1945, squadron aircraft bombed and strafed Erkelenz, destroying most of town (German leave centre).

Under heading of "prior experience" he wrote:

Prior to joining squadron I had more than 650 hours solo, mainly on single seater fighter and other aircraft, and was happen to be chosen for Mosquito OTU. OTU was well-planned; squadron organization was generally good and morale was mainly excellent. We looked up to the "leaders" such as Russ Bannock, etc (the keen ones), but not so favourably to those who were made squadron or flight commanders because of seniority only. "Intruding" per se was very necessary, mainly to keep the enemy off balance; to disrupt the enemy's training and operational programs; to penetrate areas previously considered fo far or impenetrable.

Under "Relationships" he wrote:

"Bomber boys" - low number of missions...high number of gongs (medals, etc).

"Other Intruder Squadrons" - High degree of competition; respect for those who set the best example."

Describing general impressions, he wrote:

Insofar as 418 Squadron was concerned, the keenness which entered the squadron's planning, debriefing, scoring, etc. was second to none in either the RCAF or the RAF. We not only had pride and enthusiasm, but the deepest sense of loyalty and accomplishment which did not show itself (from talking with and seeing other squadron members both during and after the war) by bragging or chest-thumping, but mainly through hard work, enthusiasm and pride in our accomplishments.

He noted that No.128 Squadron (Canada) had an unofficial badge featuring a fox wearing boxing gloves, and included a poem from their Newfoundland days:

To The Foxes

Here's to the gallant Flying Foxes,
Gone to the land of bogs and rockses,
Far from the comforts of civilisation,
The abundance of rum is their sole consolation.

Departed, alas, from the shores of Cape Breton

And leaving a lost of Glace Bay gals a-settin'
With time on their hands and their hearts filled with woe,
'Cause Ulmer and Fowler have both had to go.
While the Rowley and Mabel the goat -
Their loss brings a lump to this editor's throat -
Sit sadly together and wait for the day
When the squadron heads homeward down Cottage Road Way.

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REDFERN, F/L Cecil William (J10352) - **Air Force Cross** - No.1 IFS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 26 December 1917 in Belleville, Ontario. Enlisted at Kingston, 24 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 15 August 1940 when posted to No.5 EFTS; graduated 10 November 1940 when posted to No.4 SFTS; graduated and promoted Sergeant, 28 January 1941. Posted that date to Trenton. To No.11 SFTS, 12 April 1941. Commissioned 1 March 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 15 April 1943. To No.5 BGS, 10 November 1944. To No.1 Instrument Flying School, 13 February 1945. To Trenton, 12 August 1945. Retired 12 April 1946. Re-engaged as Chipmunk Instructor, Lethbridge, 4 August 1952 in rank of Flight Lieutenant, 4 August 1952 (208532); Released 31 October 1953, still in Lethbridge. Died in Vancouver, 23 February 2013. Award presented 27 May 1950. As of award had flown 2,510 hours (2,306 as instructor, 350 in previous six months).

The instructional duties carried out by this officer have been outstanding due to his intense application to every task. His fine personal example and keen sense of discipline have been of invaluable assistance to more junior officers and have provided marked support to his superiors. He has displayed extreme devotion to duty and by his qualities of leadership and able guidance has raised the morale and standard of training in his flight to an above average standard.

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REDMOND, F/L Douglas Rollen (J13751) - **Distinguished Flying Cross** - No.608 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 30 August 1918 in Musquodobbitt, Nova Scotia; home there (firefighter); enlisted in Calgary, Alberta, 22 August 1941. To No.3 Manning Depot, 30 September 1941. To No.8 BGS (guard), 8 November 1941. To No.4 ITS, 20 December 1941; graduated and promoted LAC, 14 February 1942 when posted to No.2 AOS; graduated 23 May 1942 when posted to No.8 BGS; to No.1 ANS, 18 July 1942; graduated and commissioned, 21 August 1942. To No.10 AOS, 8 September 1942. Promoted Flying Officer, 1 March 1943. To "Y" Depot, 29 June 1944. Taken

on strength of No.3 PRC, Bournemouth, 11 July 1944. Promoted Flight Lieutenant, 2 August 1944. Repatriated 5 August 1945. Retired 3 October 1945. Graduated with highest honours from University of New Brunswick (BA) and Yale University (M.Sc and Ph.D in forest pathology) before commencing a career in the federal public service with the Canadian Forestry Service. Represented Canada at the international level to spearhead the preservation of world forest resources. Continued to work on forestry causes after his retirement. Award sent by registered mail, 9 February 1950; living in Connecticut then. Died in Ottawa, 29 October 2008 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2009. 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 22 January 1945 when he had flown 36 sorties (141 hours 45 minutes), 5 September 1944 to 14 January 1945.

* denotes daylight sortie

11 September 1944 - Berlin (4.35)
12 September 1944 - Berlin (4.40)
15 September 1944 - Berlin (4.35)
5 September 1944 - Hanover (4.15)
6 September 1944 - Hamburg (3.35)
8 September 1944 - Nuremburg (4.35)
9 September 1944 - Brunswick (3.30)
2 October 1944 - Brunswick (3.35)
5 October 1944 - Saarbrücken (3.40)
6 October 1944 - Berlin (4.55)
10 October 1944 - Cologne (2.50)
13 October 1944 - Cologne (2.55)
14 October 1944 - Ludwigshafen (4.05)
16 October 1944 - Cologne (3.00)
23 October 1944 - Berlin (4.15)
27 October 1944 - Berlin (4.30)
29 October 1944 - Cologne (3.05)
31 October 1944 - Hamburg (3.35)
2 November 1944 - Osnabrück (4.00)
3 November 1944 - Berlin (4.30)
5 November 1944 - Stuttgart (4.30)
21 November 1944 - Castrop Rauxel (3.20)
23 November 1944 - Hanover (3.15)
25 November 1944 - Nuremburg (4.20)
28 November 1944 - Nuremburg (4.50)

29 November 1944 - Hanover (3.50)
30 November 1944 - Duisburg (3.35)*
2 December 1944 - Hagen (3.30)
5 December 1944 - Nuremburg (4.20)
8 December 1944 - Duisburg (3.40)*
11 December 1944 - Hanover (3.50)
28 December 1944 - Frankfurt (4.05)
30 December 1944 - Hanover (3.30)
1 January 1945 - Hanau (4.10)
7 January 1945 - Hanover (3.15)
14 January 1945 - Berlin (5.05)

This navigator has completed 36 operations against targets in Germany of which eight have been against the German capital itself, and most of the others have been against distant targets where the highest standard of navigation was necessary.

He has at all times remained calm and collected, even when under attack by the heaviest German defences. The assistance rendered to his captain by this combination of skill with personal courage is worthy of the highest praise, and his example to other navigators in the squadron is unsurpassed.

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REDMOND, P/O Hugh Carleton (J87157) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 25 July 1921 in Edmonton; home there; enlisted there 20 March 1942. To No.3 Manning Depot, 3 May 1942. To No.7 SFTS (guard), 22 June 1942. To No.4 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.2 BGS until 24 October 1942; posting change 27 October 1942 when sent to No.5 AOS; graduated and promoted Sergeant, 12 February 1943. To "Y" Depot, 26 February 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 12 August 1943. Commissioned 9 June 1944. Promoted Flying Officer, 9 December 1944. Repatriated 14 May 1946. Retired 30 June 1946. Photo PL-36287 is a portrait. Award presented in Toronto, 30 November 1949. Died in Peterborough, Ontario, 3 December 2006. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8823 has recommendation dated 7 August 1944 when he had flown 29 sorties (183 hours 45 minutes) as follows:

8 September 1943 - Boulogne (3.05)

20 January 1944 - Berlin (6.35)
27 January 1944 - Berlin (8.20)
19 February 1944 - Leipzig (7.30)
20 February 1944 - Stuttgart (2.30) DNCO
24 February 1944 - Schweinfurt (8.30)
25 February 1944 - Augsburg (7.45)
1 March 1944 - Stuttgart (8.15)
9 March 1944 - Maignane (9.00)
15 March 1944 - Stuttgart (8.15)
18 March 1944 - Frankfurt (5.50)
30 March 1944 - Nuremburg (7.40)
5 April 1944 - Toulouse (7.20)
20 April 1944 - La Chapelle (4.40)
24 April 1944 - Munich (10.15)
26 April 1944 - Schweinfurt (8.50)
28 April 1944 - Bordeaux (6.50)
1 May 1944 - Toulouse (7.35)
11 May 1944 - Bourg Leopold (3.15)
19 May 1944 - Tours (5.30)
21 May 1944 - Duisburg (4.50)
22 May 1944 - Brunswick (5.45)
24 May 1944 - Eindhoven (2.55)
27 May 1944 - Nantes (3.00)
31 May 1944 - Saumur (6.00)
3 June 1944 - Cherbourg (3.30)
6 June 1944 - Argentan (3.40)
10 June 1944 - Orleans (5.30)
14 June 1944 - Aunay sur Odon (4.20)
15 June 1944 - Châtellerauld (6.15)

This officer has completed 29 sorties as Air Bomber. He has participated in attacks on some of the most heavily defended targets in Germany and also in precision attacks on targets in occupied Europe both by day and by night. At all times Pilot Officer Redmond has shown great ability as Air Bomber, and a courage and tenacity that have been an inspiration to his crews. He has brought back many photographs of his targets which testify as to his skill in accurate bombing.

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REED, F/L Arthur Philip (C8492) - **King Haakon VII's Medal of Liberation (Norway)** - Award effective 13 December 1949 as per **Canada Gazette** of 17 December 1949 and AFRO dated 23 December 1949. Born 14 October 1902. Home in Toronto. Served in 1st Hussars (Militia), 1921 to 1938 (Sergeant and Pay Sergeant). Employed pre-war by Ford Motor Company. Enlisted 1 November 1941 as Administrative Officer. Flying Officer as of 1 November 1941. From 13 December 1941 to 16 July 1942 he was with No.16 SFTS, Hagersville. To McMaster University on 16 July 1942; to Orlando, Florida, 23 August 1942 (temporary duty, identification course); to Western Air Command, 30 September 1942; to No.2 Group Headquarters, Victoria, 15 January 1943; promoted Flight Lieutenant that date. To No.2 Filter Detachment, Victoria, 15 March 1944. On 16 May 1944 he was posted to Station Prince George. On 31 October 1944 he was sent to participate in "Polar Bear". To No.4 Release Centre, 20 March 1945. Retired 2 June 1945. Living in Leaside, Ontario as of November 1949. Awarded Canadian Efficiency Medal, GO 351/1943. Had been a liaison officer with Norwegians and Press Release 7581 (16 December 1949) said it was for "assistance rendered by these officers (Cowley, Loosely, Reed) in the training of members of the Royal Norwegian Air Force in Canada during the Second World War and particularly during the training of flyers at Little Norway, near Toronto."

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REED, F/L John Thomas (C1646) - **Mention in Despatches** - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born 17 June 1918 in Algonquin, Ontario; home in Ottawa (bank clerk). Enlisted and commissioned, 29 January 1940 in General List; trained at Toronto Flying Club; to Station Trenton, 8 May 1940; to Camp Borden, 18 July 1940 for training at No.1 SFTS; promoted to Flying Officer, 5 October 1940 (Flight Lieutenant, 1 August 1942; Squadron Leader, 15 September 1944). To Trenton, 4 November 1940; instructed at No.3 SFTS, 7 January 1941 to 8 May 1942; to RAF overseas, 9 May 1942; served with No.422 Squadron, 23 November to 19 December 1942; with Marine Experimental Establishment, Helensburg, 24 February 1943 to 6 January 1944; with No.131 OTU, 6-18 January 1944; posted to No.512 Squadron, 19 January 1944 and flew with them on D Day; with No.437 Squadron, 14 September 1944 to 3 July 1945. Repatriated July 1945. To No.1 Instrument Flying School, 13 September 1945. To No.1 Air Command, 11 November 1945. To No.1 Flying Training School, 15 November 1945. As of 22 July 1945 he claimed 306 hours on Sunderlands, 634 hours on Dakotas, 201 hours on Catalina. See postwar awards data base for more on career. Awarded U.S. Bronze Star Medal, 10 August 1951, and Queen's Coronation Medal, 1953.

REED, S/L John Thomas (C1646) - **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. DHist file 181.009 D.4855 (RG.24 Vol.20657) has recommendation dated 10 April 1945

when he had flown 1,760 hours (220 in previous six months). Noted that he had "participated in all airborne operations since and including D-Day."

Squadron Leader Reed has displayed noteworthy skill, courage and resource in action against the enemy. In the airborne operations against Arnhem he led his flight with the greatest resolution in the face of extremely heavy opposition. Later, Squadron Leader Reed flew with much distinction in the operations in support of the Rhine crossing. His work won much praise.

REED, S/L John Thomas (C1646) - **Commended for Valuable Services in the Air** - No.437 Squadron - Award effective 3 April 1945 as per **London Gazette** of that date. This does not appear to have been published in RCAF Routine Orders. Public Record Officer Air 2/9061, courtesy Steve Brew, has citation drafted when he had flown 1,750 hours, 224 in previous six months.

This officer is a Flight Commander in No.437 Squadron which he joined on its formation. He was one of the first to land on the beachhead after the invasion of Normandy and since then has completed 35 operational and transport trips to the Continent in all types of weather. He has been instrumental in evacuating a considerable number of wounded personnel. The high standard of flying shown by the pilots of his Flight has been due to Squadron Leader Reed's constant endeavour to improve their flying capabilities. His keenness, ability and outstanding devotion to duty have set a magnificent example to all.

NOTE: RCAF General and Routine Orders dated 28 November 1941 carried the following as Order 1432 under the heading "Sentence of a General Court-Martial:

1. Flying Officer John Thomas Reed (C.1646), an officer of the Special Reserve , serving at No.3 Service Flying Training School, Calgary, Alberta, was tried by a general court-martial on the 30th day of July 1941, and was found guilty on a charge of low flying over a hangar and buildings of No.3 Service Flying Training School, contrary to station standing orders.
2. He was sentenced to forfeiture of seniority to 16th November 1940 and a reprimand. The findings and sentence, having been confirmed by His Excellency, the Governor General, were duly promulgated.

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REED, FS (now P/O) Thomas Edward (R90512/J23544) - **Air Force Medal** - Station Mountain View - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born 24 May 1916. Home in Richards Landing (was this near Sault Ste. Marie ?), Ontario. Bank clerk before war. Enlisted in North Bay, 18 February 1941 and posted to No.1 Manning Depot. To Technical Training School, 27 July 1941. To No.5 ITS, 20 August 1941; graduated and promoted LAC, 9 October 1941 but not posted to No.3 EFTS until 26 October 1941; graduated 20 December 1941 when posted to No.14 SFTS; graduated and promoted Sergeant, 10 April 1942. To "Y" Depot, 11 April 1942; to No.6 BGS, 24 April 1942. Promoted Flight Sergeant, 10 October 1942. Commissioned 20 November 1942. To "Y" Depot again, 15 March 1943. To RAF overseas, 2 April 1943. Promoted Flying Officer, 20 May 1943. Promoted Flight Lieutenant, 20 November 1944. Repatriated 2 August 1945. Retired 22 September 1945. Died in Ottawa, 26 May 2009. Award presented. DHist file 181.009 D.1244 (RG.24 Vol.20596) has recommendation dated 22 January 1943. However, it adds little to the published citation.

As a staff pilot this Flight Sergeant has at all times shown a keen interest in his flying duties. His personal qualities of dependability, steadiness and good spirits have made him an example to all NCO pilots. His conduct and deportment have been excellent. He has constantly set himself a high standard and his efforts toward that standard have been commendable. During the year 1942 Flight Sergeant Reed completed 821 flying hours.

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REED, F/L William Herbert (J10655) - **Mention in Despatches** - No.407 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in Daysland, Alberta, 15 October 1914. Educated at Leduc, Alberta and in international school, Home in Castlegar, British Columbia. Served as a member of the British Columbia Regiment (Duke of Cornwall's Own Rifles), 3 August 1940 to 30 April 1941. Enlisted in RCAF in Vancouver, 28 May 1941 and posted to No.2 Manning Depot. To No.3 BGS, 14 July 1941. To No.2 ITS, 7 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.19 EFTS; graduated 21 November 1941 when posted to No.2 SFTS; graduated and commissioned, 13 March 1942. To No.31 GRS, 4 April 1942. To No.31 Personnel Depot, Moncton, 1 July 1942. Embarked from Canada, 20 July 1942. Taken on strength of No.3 PRC, Bournemouth, 30 July 1942. To No.3 (Pilots) AFU, 18 August 1942. To No.7 (Coastal) OTU, 29 September 1942. Promoted Flying Officer, 1 October 1942. To No.303 Ferry Training Unit, 18 April 1943. To Middle East, 14 May 1943 and thence to India, where he was engaged in ferry operations. Returned to Britain, 2 October 1943. To No.3 School of General Reconnaissance, 28 November 1943 (instructing). Promoted Flight Lieutenant, 13 March 1944. To RCAF Overseas Headquarters, 5 August 1944. Special Leave in Canada, 6

August to 1 October 1944. To No.407 Squadron, 21 October 1944. Repatriated via Debert, 23 July 1945. To No.8 Release Centre, Vancouver, 23 September 1945. Retired 1 October 1945. Postwar Analyst and Lab Technician. Reengaged as Personnel/Education Officer, 1 February 1954 at Castlegar, serving with No.12 Air Defence Group and No.581 Air Cadet Squadron (301177); retired 1 September 1959. DHist award card gives unit and says the award was "for incident on 17 March 1945 when one engine of his aircraft failed". Certificate mailed to Castlegar, 10 August 1948. Died in Vancouver, 23 December 1971, aged 56 as per British Columbia Vital Statistics. DHH file 181.009 D.2620 (Library and Archives RG.24 Volume 20628) has recommendation for a DFC drafted 15 April 1945 when he had flown 21 sorties (124 operational hours) as follows:

This officer was captain of Wellington M/407 which took off on an anti-submarine patrol in the early hours of the morning of March 17th, 1945. Before daylight while the aircraft was still heavily loaded the port engine failed completely. Flight Lieutenant Reed's high qualities of leadership and ability were directly responsible for the correct emergency procedure being carried out coolly and efficiently by all members of the crew, and as a result the aircraft was landed safely in difficult weather conditions without further incident.

The exemplary keenness and determination which he consistently displays in the execution of his duties are outstanding and are an excellent example for all members of the squadron.

The following added by G/C D.W. Bayne:

This incident is typical of the undaunted courage, leadership and strong sense of duty which this officer continually displays. On the occasion quoted above, F/L Reed, by his possession of these high attributes, undoubtedly saved his aircraft and crew from a difficult and hazardous situation.

His devotion to duty, cheerfulness and determination sets a very high example and is of great value to all members of his unit. I consider that he well deserves the award for which he is now recommended.

Notes: In Wellington NC905, 17 March 1945, 0748 hours, Predannack, on operational sortie. Port engine raced at 2,350 r.p.m. Decreased r.p.m to 1,900. Boost on port motor jumped and then oil pressure "dropped off the clock". Increased revs on starboard engine. Finally got port engine feathered and crew lightened aircraft. Aircraft mushed to 700 feet and then held steady at 110 knots. Controller at Predannack talked him in to a normal single engine landing. Defective drive which sheared on oil pump. "Pilot of this aircraft displayed great skill in

handling and landing under difficult conditions. He is strongly recommended for green ink log book endorsement." Crew consisted of F/O R. Dawson (second pilot), F/L R.B. Kelly (navigator), F/L M.F. Lewis (WAG), F/O J. Spence (WAG), and F/O G. Anderson (WAG).

On repatriation (9 July 1945) he summarized his overseas service as having flown 410 operational hours (88 sorties, the last on 30 June 1945) and 647 non-operational hours. Types flown were Oxford (55.35), Harvard (3.00), DH.82 (37.35), Anson (470), Wellington (479.50), Fairchild (4.00) and Dakota (7.00)

Selected Assessments: "A very confident officer, very keen and interested in anything concerned with flying." (W/C W.P. Bain, No.407 Squadron, 27 June 1944, at which time he had flown 765 hours (203 in previous six months).

"A very competent and strict captain. Willingly undertakes and successfully completes any extra duties." (W/C K.C. Wilson, 27 June 1945).

"This officer has done a remarkable job of promoting interest in Air Cadets in this area. Recommend he be promoted to Flight Lieutenant in accordance Org Order 1.00.1 dated 3 May 1955 to be effective 15 May 1955." (C.A. Anderson, Chairman of Local Air Cadet Committee; promotion approved with effect of 1 November 1956).

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REEKIE, F/O John (J17767) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 18 July 1919 in Fifeshire, Scotland; home in Winona, Ontario. Enlisted in Hamilton, 14 October 1940. Posted to "R", 22 November 1940. To No.2 WS, 31 January 1941. Appointed Acting Corporal (unpaid), 17 February 1941. Promoted Leading Aircraftman, 3 February 1941. Posted to No.3 BGS, 20 June 1941; graduated 22 July 1941 and promoted Sergeant. To Embarkation Depot, 22 July 1941. To RAF overseas, 14 August 1941. Promoted Flight Sergeant, 22 January 1942. Promoted WO2, 1 November 1942. Promoted WO1, 1 May 1943. Commissioned 11 May 1943. Promoted Flying Officer, 11 November 1943. Repatriated to Canada, 8 February 1945. To No.4 Release Centre, 11 February 1945. Released 23 March 1945. Postwar engineer, building dams. Died in California, 26 December 2003. Award presented 22 November 1948. RCAF Photo PL-42155 (ex UK-18991, circa 22 February 1945) shows him after screening, packing his flying kit, having flown 70 sorties on Wellingtons and Lancasters. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9039 has recommendation dated 21 October 1944 when he had flown 68 sorties (386 hours 54 minutes).

18 June 1942 - Ferrying, Portreath to Gibraltar (7.45)
19 June 1942 - Gibraltar-LG.224 (8.35)
19 June 1942 - Gibraltar-Malta (8.35)
28 June 1942 - Enemy concentrations, Mersa Matru (5.40)
30 June 1942 - Crete (8.10)
3 July 1942 - El Daba (4.45)
5 July 1942 - El Almein (5.30)
8 July 1942 - Tobruk (8.00)
11 July 1942 - Tobruk (7.45)
14 July 1942 - Tobruk (9.00)
16 July 1942 - Tobruk (8.40)
18 July 1942 - Tobruk (8.10)
21 July 1942 - Battle area (2.00, DNCO)
22 July 1942 - Tobruk (8.25)
24 July 1942 - Enemy concentrations, LG.106 (4.05)
26 July 1942 - ditto, LG.104 (4.30)
28 July 1942 - Tobruk (8.35)
30 July 1942 - Tobruk (8.00)
1 August 1942 - Tobruk (7.30)
3 August 1942 - Tobruk (8.20)
10 August 1942 - Tobruk (8.20)
13 August 1942 - Tobruk (8.05)
15 August 1942 - Tobruk (8.30)
19 August 1942 - Tobruk (7.00)
24 August 1942 - Tobruk (6.20)
27 August 1942 - Tobruk (6.30)
29 August 1942 - El Alamein (3.35)
31 August 1942 - Enemy concentrations (2.50)
31 August 1942 - Enemy concentrations (2.55)
1 September 1942 - Enemy concentrations (2.35)
4 September 1942 - Tobruk (6.55)
11 September 1942 - Tobruk (7.05)
16 September 1942 - Tobruk (6.35)
21 September 1942 - Enemy landing grounds (3.45)
25 September 1942 - Tobruk (7.15)
30 September 1942 - Tobruk (8.05)
1 October 1942 - Tobruk (7.15)
15 October 1942 - Tobruk (7.15)
25 October 1942 - Ghazal (3.00)

30 October 1942 - Ghazal (3.00)
2 November 1942 - Ghazal (3.10)
4 November 1942 - Daba (3.20)
6 November 1942 - Sidi Barrani (6.20)
8 November 1942 - Halfaya Pass (6.05)
10 November 1942 - Tobruk (7.25)
22 June 1943 - Sea Sweep (4.45)
4 December 1943 - Sea Sweep (5.45)
10 July 1944 - Nucourt (2.45)
12 July 1944 - Paris/Vaires (3.08)
15 July 1944 - Nucourt (3.30)
17 July 1944 - Cagny (2.30)
28 July 1944 - Stuttgart (6.17)
30 July 1944 - Battle area (2.34)
3 August 1944 - Nieppe (2.03)
4 August 1944 - L'isle Adam (2.44)
13 August 1944 - Falaise (2.38)
14 August 1944 - TRACTABLE 21 (2.21)
15 August 1944 - Melsbroek (4.15)
16 August 1944 - Stettin (4.57)
18 August 1944 - Sterkrade (3.34)
25 August 1944 - Russelheim (6.42)
26 August 1944 - Kiel (5.24)
29 August 1944 - Stettin (8.32)
15 September 1944 - Kiel (5.23)
30 September 1944 - Bottrop (3.23)
11 October 1944 - Fort Fredrick Hendrick (2.09)
14 October 1944 - Duisburg (3.55)
15 October 1944 - Wilhelmshaven (4.06)
19 October 1944 - Stuttgart (5.09)

Flying Officer Reekie is a skilled Wireless Operator/Air Gunner who is now on his second tour of operations. He has participated in attacks on such heavily-defended areas as Kiel, Stuttgart and Stettin. Invariably, this officer has inspired confidence by his coolness, determination and unabated desire to take offensive action against the enemy on every possible occasion. Undoubtedly this officer's unselfish devotion to duty has done much to contribute to the operational efficiency of all members of his crew. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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REES, F/O Horace Lewis (J22187) - **Distinguished Flying Cross** - No.576 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 6 June 1944 and AFRO 1660/44 dated 4 August 1944. Born in Nelson, British Columbia, 19 March 1911; home there. Laboratory Assistant, B.C. Sugar (1927-1929); Hydrogen Operator (1930-1932); Electric Furnace shift boss, 1935 to enlistment. He had been traveling to Spokane (at great inconvenience) for flying lessons and had logged 14 hours dual, five hours as passenger and 15 minutes solo. Enlisted in Vancouver, 22 August 1940. To No.1 BGS, Jarvis, Ontario, 28 September 1940. Promoted LAC, 1 October 1940. To No.120 (BR) Squadron, Patricia Bay, 20 October 1940. Promoted Sergeant, 25 November 1940. To No.6 (BR) Squadron, Alliford Bay, 2 June 1941. To No.4 ITS, Edmonton, 23 April 1942; graduated 31 July 1942 but not posted to No.8 BGS (Lethbridge) until 15 August 1942; graduated 22 November 1942 and posted to No.2 AOS (Edmonton); graduated and commissioned 30 December 1942. To "Y" Depot, 15 January 1943. To RAF overseas, 2 February 1943. Disembarked in Britain, 13 February 1943. Attached Station Filey, 28 February 1943 (Commando training). To No.2 (Observer) AFU, 27 April 1943 (Anson aircraft, 22 hours 40 minutes). To No.28 OTU, 25 May 1943 (Wellington aircraft, 70 hours). Promoted Flying Officer, 20 June 1943. To No.1667 Conversion Unit, 9 August 1943 (Lancasters, 21 hours). Attached Hemswell, Lincoln, 14-27 September 1943. To No.103 Squadron, 27 September 1943 (Lancasters, 53 hours). To No.576 Squadron, 25 November 1943 (Lancasters, 166 hours). To No.82 OTU, 30 April 1944 (Wellingtons, 12 hours). Promoted Flight Lieutenant, 20 December 1944. Repatriated 15 January 1945. To No.8 Release Centre, Vancouver, 26 January 1945. Retired 3 March 1945. In early 1950s was Chief Warden, Forest and Wildlife, Aklavik, Northwest Territories. Died in Nanaimo, British Columbia, 11 January 1987, aged 75 as per British Columbia Vital Statistics, Royal Canadian Legion "Last Post" website and **Legion Magazine** of April 1987. Award sent by registered mail, 3 June 1948. No citation other than; "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8780 has recommendation dated 17 March 1944 when he had flown 22 sorties (157 hours 55 minutes), 7 October 1943 to 25 February 1944.

7 October 1943 - Stuttgart (7.30)
18 October 1943 - Hanover (5.40)
3 November 1943 - Dusseldorf (4.40)
10 November 1943 - Modane (8.40)
18 November 1943 - Berlin (8.15)
22 November 1943 - Berlin (6.30)
3 December 1943 - Leipzig (7.30)
16 December 1943 - Berlin (6.35)
20 December 1943 - Frankfurt (4.15)

24 December 1943 - Berlin (7.50)
29 December 1943 - Berlin (7.05)
1 January 1944 - Berlin (7.40)
14 January 1944 - Braunschweig (5.45)
20 January 1944 - Berlin (7.45)
21 January 1944 - Magdeburg (7.20)
27 January 1944 - Berlin (8.30)
28 January 1944 - Berlin (7.50)
30 January 1944 - Berlin (6.50)
15 February 1944 - Berlin (7.15)
19 February 1944 - Leipzig (8.00)
24 February 1944 - Schweinfurt (8.30)
25 February 1944 - Augsburg (8.00)

Since commencing his operational tour in October 1943, Flying Officer Rees, a Canadian, has completed 22 operational sorties and has flown 158 hours on operations as an Air Bomber. He has attacked many of the most heavily defended targets in Germany, including eleven attacks on Berlin.

Under a calm and quiet manner this officer possesses a fine offensive spirit in action which inspires confidence and he is largely responsible for the high standard of morale and efficiency attained by his crew. In all his attacks, often in the face of heavy opposition, he has pressed home his attacks with the utmost determination and he has consistently shown courage and coolness of a very high order.

For his devotion to duty he is recommended for the non-immediate award of the Distinguished Flying Cross.

Notes: Assessed 9 May 1944 by W/C G.T.B. Clayton, No.576 Squadron - "A loyal, hardworking officer who has plenty of common sense. No specific qualifications. An average officer with a pleasant personality, not brilliant, but can always be depended upon. Above the average as an Air Bomber."

Application for Operational Wing dated 12 May 1944 stated he had flown 28 1/3 sorties (201 hours 45 minutes), 29 September 1943 to 23 April 1944.

Repatriation form dated 31 January 1945 states he had flown 29 sorties (201.45 hours), the last on 24 April 1944. Also 142.55 training and non-operational hours.

Training: Interviewed in Vancouver, 15 July 1940. "Though scholastic education below requirements, School Board I.Q. test shows vocabulary equal to first year University and I.Q. almost equal to requirements. Done lot of studying. Has held and is holding responsible position in a large Plant at Trail. He is alert mentally, determined, pleasant in manner, quite mature and has good judgement."

Attended No.1 BGS, 1-28 October 1940. Battle aircraft - eight hours 55 minutes. Scored ten percent hits in Beam Test, 12 percent hits in Beam Relative Speed Test, 11 percent hits in Under Tail Test. Scored 79 percent in Written Exam, 80 percent in Practical and Oral Examination. Placed eighth in a class of 58. "Above average student, will make a good gunner."

Attended No.4 ITS, 8 June to 31 July 1942. Courses in Mathematics (75/150 on supplemental), Armament (37/50), Signals (113/150), Navigation (77/150), 64/100 in Visual Link, 75/100 in General Studies, 41/50 in Drill, 66/100 in Law and Discipline, 62/100 in Meteorology (on supplemental), 68/100 in Aircraft Recognition, 34/50 in Anti-Gas. Placed last in a class of 92. "Steady, cool, has had to work hard to overcome educational background. Good personality. Expressed keen desire to be categorized Air Bomber."

Attended No.8 BGS, 17 August to 20 November 1942. Bombing training on Anson (29.00 by day, 6.50 by night); Gunnery training on Fairey Battle (10.45) plus two hours ten minutes in Turret Manipulation. In high level bombing dropped 51 bombs by day and 24 by night. On low level bombing dropped 17 bombs by day. In gunnery tests 5.8 percent hits in Beam Test, 7.3 percent hits in Beam Relative Speed Test, 3.5 percent hits in Under Tail Test. Examined in Bombing, written (126/250), Bombing, oral (185/250), Gunnery, written (56/100), Gunnery, oral (71/100), Aircraft Recognition (47/50) and Signals (37/50). Placed 21st in a class of 51.

Attended No.2 AOS, 22 November to 30 December 1942. Anson aircraft (24.00 day, 12.15 night). Graded in Navigation air work (77/100), Bombing, air work (75/100), Photography, air work (75/100), Elements of Navigation (42/50), Signals, practical (75/75), Photography (34/50), Reconnaissance (42/50) and Aircraft Recognition (50/75). Placed 13th in a class of 23. "Mature and reliable, careful worker."

Attended No.28 OTU, 25 May to 9 August 1943. Wellington aircraft - 41.35 by day and 38.25 by night. Dropped 24 bombs high level by day, eight bombs high level by night, eight bombs low level by day, four bombs in cross-country exercise, seven night infra-red simulations.

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REESOR, F/O Edward Martin (J86987) - **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 25 March 1923. Home in Dauphin, Manitoba; enlisted in Winnipeg,

1 June 1942 and posted to No.3 Manning Depot. To No.10 SFTS (guard), 1 August 1942. To No.2 ITS, 26 September 1942; graduated and promoted LAC, 5 December 1942 when posted to No.15 EFTS; to No.12 SFTS, 20 February 1943; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943; to RAF overseas, 25 August 1943. Commissioned 25 May 1944. Promoted Flying Officer, 25 November 1944. Repatriated 11 February 1945. To No.2 Air Command, 13 February 1945. To No.1 Central Flying School, Trenton, 29 March 1945. To No.5 OTU, 24 May 1945. To No.9 Release Centre, 21 September 1945. Retired 24 September 1945. Award presented 11 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 18 November 1944 when he had flown 30 sorties (151 hours 45 minutes), 10 June to 14 October 1944.

This officer, a captain of an aircraft, has made thirty operational sorties against the enemy, including such distant and well defended areas as Kiel, Bremen and Duisburg. Beneath a calm, quiet manner, Flying Officer Reesor has fused his crew with an aggressive spirit that has allowed them to press home the attack on every occasion. Encountering their fair share of flak and fighter attacks, this pilot, through his outstanding ability as a leader, has always received perfect crew co-operation. In recognition of Flying Officer Reesor's cool daring and bravery and devotion to duty, I strongly recommend that he be awarded the Distinguished Flying Cross.

The sortie list was as follows:

10 June 1944 - Versailles (5.30)
21 June 1944 - Neuville-au-Bois (5.20)
24 June 1944 - Bonnetot (3.50)
25 June 1944 - Gorenflos (4.05)
27 June 1944 - Boomerang (3.00)
18 July 1944 - Vaires (4.20)
20 July 1944 - Alderbelck (3.40)
23 July 1944 - Dongen (6.10)
1 August 1944 - Acquet (4.00)
2 August 1944 - Foret de Nieppe (4.15)
4 August 1944 - Bois de Casson (4.30)
5 August 1944 - St. Leu d'Esserent (5.10)
7 August 1944 - Caen (4.05)
9 August 1944 - La Bretique (6.50)
10 August 1944 - La Pallice (6.50)

15 August 1944 - Soesterburg (3.15)
16 August 1944 - Kiel (4.35)
18 August 1944 - Bremen (6.25)
31 August 1944 - Ile de Cezembre (4.30)
9 September 1944 - Le Havre (3.40)
10 September 1944 - Le Havre (5.15)
12 September 1944 - Wanne Eickel (5.10)
13 September 1944 - Osnabruck (4.30)
15 September 1944 - Kiel (6.00)
20 September 1944 - Calais (3.55)
25 September 1944 - Calais (4.45)
26 September 1944 - Calais (4.05)
27 September 1944 - Sterkrade (6.15)
9 October 1944 - Bochum (6.00)
14 October 1944 - Duisburg (5.45)
14 October 1944 - Duisburg (6.20)

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REEVE, F/L Alexander Jardine (J11484) - **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 March 1918 in Manitoba Interlake area. Home in Oxford, Nova Scotia; enlisted in North Bay, Ontario, 22 July 1941 and posted to No.4A Manning Depot. To No.3 ITS, 1 September 1941; graduated and promoted LAC, 7 October 1941 but not posted to No.10 AOS until 25 October 1941; graduated 30 January 1942 when posted to No.9 BGS; graduated 28 March 1942 when promoted Sergeant and posted to No.2 ANS; graduated and commissioned, 27 April 1942. To RAF Ferry Command, 30 June 1942. Promoted Flying Officer, 27 October 1942. Appears to have gone overseas with No.45 Group, 17 April 1944. Promoted Flight Lieutenant, 27 April 1944. Served in India with No.435 Squadron. Repatriated 3 December 1945. Retired 12 January 1946. Attended University of New Brunswick (degree in Forestry). Career in natural resources took him to every province and territory. Died in Victoria General Hospital, 19 August 2004 (obituary in Ottawa Citizen of 21 August 2004). Certificate mailed to home in Fredericton, New Brunswick, 10 August 1948.

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REEVE, Sergeant (now P/O) Peter Alan (R157637/J89401) - **Mention in Despatches** - No.433 Squadron (AFRO gives only "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 14 March 1922 (date on MI.9 evader report). Home in Vancouver; enlisted there 9 March 1942. To No.3 Manning Depot, 5

April 1942. To No.8 BGS (guard), 25 May 1942. To No.2 ITS, 4 July 1942; graduated and promoted LAC, 29 August 1942 but not posted to No.2 EFTS until 10 October 1942; to No.12 SFTS, 27 December 1942; ceased training 4 March 1943 and posted to No.2 Manning Depot; to No.5 BGS, 2 April 1943; to No.1 CNS, 26 June 1943; graduated and commissioned, 6 August 1943. To "Y" Depot, 20 August 1943. Posted overseas, August 1943. Further trained at No.23 OTU (Pershore) and No.1659 Conversion Unit (Topcliffe). To No.433 Squadron as Air Bomber. Shot down 4/5 July 1944 (Halifax HX353) and evaded capture. Repatriated October 1944; to No.1 Composite Training School, 15 November 1944. To Western Air Command, 30 November 1944. To No.8 Release Centre, 10 January 1945; released 26 January 1945. Died in Vancouver, 1 September 1951 as per British Columbia Vital Statistics. MI.9 Report, S/P.G. (F) 2197 and (F) 2198 is the report of his own evasion and that of R192337 Sergeant Arthur Richard Hutchinson (rear gunner). Other members of crew were P/O G.A. Wolstencroft (pilot, POW), FS H.P.Pergantes (navigator), FS H.H. Brewer (WOP, killed), Sergeant D.L. Maclean (mid-upper gunner, POW) and Sergeant S.J. Chambers (flight engineer). Document read as follows:

We left Skipton-on-Swale (Yorkshire) at about 2200 hours on 4 July 1944 to bomb the railway yards south of Paris, and our aircraft was shot down by a night fighter (Ju.188) at about 0200 hours on 5 July 1944 near Trun.

Sergeant Reeve

I landed at about 0200 hours on 5 July near Trun in a field where I stayed all night and remained for the whole of 5 and 6 July in the same place. I hid my parachute and Mae West in a ditch. On the night of 6.7 July I reconnoitred the area and on the morning of 7 July I went to a house on chance. It was owned by a collaborationist but his hired hands were all patriots and he did not dare give me away to the Germans. One of these labourers volunteered to help me, and he took me to a house where I got assistance.

Sergeant Hutchinson

I came down in some woods where I hid my parachute and stayed the night of 5 July. I was refused help at the first farmhouse which I approached but at the second one I was given food and civilian clothes. The occupants also fetched an interpreter and a doctor, since it was at first thought that I was injured, and until the interpreter came I could not make my hosts understand that I was not hurt. I was fetched after a couple of days by a man who took me to another house where I met Sergeant Reeve. From this point our journey was organised for us.

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REEVES, S/L Harold James (J10644) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 18 September 1919 in Toronto; home there (aircraft inspector); enlisted in Hamilton, 20 May 1941. To No.1 Manning Depot, 27 May 1941. To No.31 BGS (guard), 20 June 1941. To No.5 ITS, 8 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.1 EFTS; graduated 21 November 1941 and posted next day to No.2 SFTS; graduated and commissioned 13 March 1942. To "Y" Depot, 14 March 1942; to Trenton, 25 April 1942; to No.16 SFTS, 12 June 1942. Promoted Flying Officer, 15 November 1942. To "Y" Depot, 24 August 1943. Dates of posting overseas and repatriation uncertain. Promoted Flight Lieutenant, 13 March 1944. Remained in postwar RCAF, reverting to Flight Lieutenant, 1 October 1946 (19683). Regained rank of Squadron Leader, 1 October 1950. Award presented 26 August 1949 at No.1 FTS, Claresholm. Died in Toronto, 13 August 2008. Photo PL-128281 is a portrait taken at Trenton, 1959 as a Squadron Leader. RCAF photo PL-40130 (ex UK-16781 dated 21 November 1944) shows him soon after appointment as flight commander; caption says he taught school at Glen Thorn School, Toronto. RCAF Photo PL-43036 (ex UK-20243 dated 9 April 1945) is captioned as follows: "When her English-born husband, member of the RCAF, finished his first operational tour with the Canadian Goose squadron in Britain, Mrs. David Sokoloff, formerly Emma Stephan of Fairfield, Conn., was at the airfield to meet him, accompanied by S/L H. Reeves of Toronto (right). F/L Sokoloff lives at Courtwood, Compton Avenue, Hampstead, London, England." 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.1764 (RG.24 Vol.20610) has recommendation for immediate DFC dated 23 January 1945 when he had flown 32 sorties (162 hours five minutes).

Squadron Leader Reeves has completed a tour of operations on four-engined bombers. On the night of January 14, 1945, his last sortie against the enemy prior to completing his tour, one of his engines cut prior to reaching the target, which was Grevenbroich. Although two of the remaining engines were losing power, he pressed on to the target, released his bombs and flew safely home.

Throughout his tour Squadron Leader Reeves has displayed the utmost in courage and devotion to duty. He has proven to be an exceptional pilot both in the air and on the ground and has the complete confidence of every member of the squadron. His keenness on operations and cheerful disregard for any and all defences the enemy has to offer have made him an inspiration and outstanding example to all...

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REEVES, P/O Thomas Henry (J16268) - **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 22 April 1918. Home in New Westminster, British Columbia; enlisted in Vancouver, 30 December 1940 and posted to No.2 Manning Depot. To No.2 WS, 3 February 1941; promoted LAC, 3 April 1941; to No.7 BGS, 18 July 1941; graduated and promoted Sergeant, 18 August 1941. To Embarkation Depot, 19 August 1941; to RAF overseas, 17 September 1941. Promoted Flight Sergeant, 18 February 1942. Commissioned 25 August 1942. Promoted Flying Officer, 25 February 1943. Repatriated at uncertain date; to No.4 EFTS, 13 April 1943; to No.15 SFTS, 11 February 1944. Promoted Flight Lieutenant, 25 August 1944. Qualified as pilot, 22 September 1944. To No.2 Aircrew Graduate Training School, 9 October 1944. To No.8 Release Centre, 5 February 1945. Retired 16 February 1945. Action described was 26/27 July 1942. Award presented 16 May 1945.

Pilot Officer Reeves has completed a large number of operational sorties, many of them directed against heavily defended targets such as Cologne, Essen and Bremen. As wireless operator/air gunner he has displayed commendable courage and devotion to duty. In July 1942, when returning from Hamburg, his aircraft, which had been damaged by anti-aircraft fire over the target, was attacked twice by a Junkers 88. On the second occasion Pilot Officer Reeves hit the attacking aircraft. It turned over on its back and was last seen diving steeply. Throughout his operational career this officer has invariably displayed outstanding reliability in difficult situations.

NOTE: DHH file RG.24 Volume 20627 has original recommendation drafted on 17 March 1943 when he had flown 26 sorties (158 hours). This is also found in Public Record Office Air 2/8955. Sortie list and submission as follows:

30 May 1942	Cologne (7.50)
1 June 1942	Essen (8.05)
15 June 1942	Lorient (6.10)
18 June 1942	Lorient (4.35)
22 June 1942	Emden (5.35)
8 July 1942	Wilhelmshaven (5.20)
12 July 1942	St. Nazaire (6.25)
21 July 1942	Duisburg (5.20)
26 July 1942	Hamburg (7.00)
31 July 1942	Dusseldorf (5.05)
12 August 1942	Mainz (7.20)
17 August 1942	Osnabruck (6.05)
18 August 1942	Flensburg (6.35)

28 August 1942	Saarbrucken (7.05)
10 September 1942	Dusseldorf (5.15)
13 September 1942	Bremen (6.00)
9 January 1943	GARDENING, Frisians (4.50)
14 January 1943	Lorient (6.35)
7 February 1943	Lorient (5.40)
13 February 1943	Lorient (6.05)
16 February 1943	Lorient (6.20)
18 February 1943	Wilhelmshaven (4.50)
19 February 1943	Wilhelmshaven (4.50)
28 February 1943	St. Nazaire (5.25)
3 March 1943	Hamburg (5.25)
11 March 1943	Stuttgart (8.20)

Pilot Officer Reeves has made 26 operational sorties on which some of the most heavily defended German targets have been attacked. These operations included the following: Cologne (1), Essen (1), Lorient (6), Emden (1), Wilhelmshaven (3), St. Nazaire (2), Duisburg (1), Hamburg (2), Dusseldorf (2), Mainz (1), Osnabruck (1), Flensburg (1), Saarbrucken (1), Bremen (1), GARDENING (1), Stuttgart (1).

During this officer's operational tour, as a Wireless Operator/Air Gunner, on Hampdens, he has shown commendable courage and devotion to duty. On the night of the 26th July 1942, when returning from Hamburg, the aircraft in which Pilot Officer Reeves was flying was very badly shot up over the target by flak. When Pilot Officer Reeves sighted a JU.88 approaching at approximately 75 yards, he opened fire just as the JU.88 opened fire. There was a second attack from the JU.88 at an approximate range of 60 yards at which time Pilot Officer Reeves again opened fire when the JU.88 was seen to turn over on its back and go down in a steep dive. It was last seen entering low clouds. The aircraft was claimed as a probable.

This officer has carried out his duties most efficiently and through showing a great interest in his work has been an inspiration to his crew members.

Photo PL-17375 has the following caption: "Three Canadian heroes are returned from the wars. Flying Officer T.H. Reeves, DFC, of New Westminster, British Columbia, Squadron Leader V.C. McAuley, DFC of Toronto, Ontario and Flying Officer L.S. Hammond, DFC of Toronto all boast excellent operational records. F/O Reeves' decoration dates back to the night his bomber was attacked returning from Hamburg by two Ju.88 night fighters. His marksmanship accounted for

the check of the attackers and his own machine limped home on one engine. S/L McAuley's story is one of escape from an Italian hospital in Rome and veteran of 53 operational flights, McAuley has taken part in getting all his crew out of many a tight corner. Hammond, wireless air gunner, received his decoration for capability and courage shown on many operational sorties. Hammond is the son of Mr. and Mrs. S.G. Hammond, 639 Lansdowne Avenue, Toronto."

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REGAN, P/O William Henry (J49680) - **Mention in Despatches** - No.11 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 30 November 1919. Home in Cayuga, Ontario; enlisted in Toronto, 15 June 1942 and posted to No.1 Manning Depot. To No.16 SFTS (guard), 13 August 1942; to No.3 WS, 23 September 1942; promoted LAC, 20 October 1942; to No.5 BGS, 16 April 1943; graduated and promoted Sergeant, 31 May 1943. To "Y" Depot, 14 June 1943. To Eastern Air Command, 15 June 1943. To No.161 (BR) Squadron, 17 June 1943. Promoted Sergeant, 2 March 1944. Promoted WO2, 2 September 1944. Commissioned 14 September 1944. To No.11 (BR) Squadron, 7 November 1944. Promoted Flying Officer, 14 February 1945. To No.2 Release Centre, 4 August 1945. Retired 9 August 1945.

Pilot Officer Regan has completed a tour of operations on the East Coast and has carried out his duties in a quiet and efficient manner. His willingness to accept responsibility has been an inspiration to his section as well as to members of the squadron.

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REGIMBAL, F/L Joseph Henri Robert (J10149) - **Mention in Despatches** - No.36 Squadron (AFRO identifies 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 5 January 1920. Home in Sudbury, Ontario. Enlisted in North Bay, 3 May 1941. To No.1 Manning Depot, date uncertain. To No.12 Equipment Depot, 27 May 1941. To No.3 ITS, 15 July 1941; graduated and promoted LAC, 1 September 1941 when posted to No.13 EFTS; graduated 25 October 1941 when posted to No.2 SFTS; graduated and commissioned, 16 January 1942. To "Y" Depot, 14 February 1942. To RAF overseas, 7 March 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 16 January 1944. Repatriated 4 July 1944. To No.164 (Transport) Squadron, 27 October 1944. To No.2 Release Centre, 30 August 1945. Released 31 August 1945. Rejoined RCAF, 15 December 1948 (120925). To St. Hubert, 1 June 1949. To Supplementary Reserve, 2 April 1952. No citation in AFRO. He was pilot of Wellington MP803 which crashed on 27 November 1943. In effecting the rescue of the tail gunner, Flying Officer George C. Abel played a leadership role

(and was awarded a George Medal); Regimbal's role in the rescue is described in the entry for Abel.

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REGIMBAL, P/O Peter Ernest (J87673) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 27 October 1919 in Clemsford, England; home in Chapleau, Quebec (bulldozer operator); enlisted in Toronto, 15 February 1943. To No.3 Manning Depot, 3 March 1943. To No.4 SFTS (guard), 21 April 1943. To No.4 WS, 27 June 1943. To No.1 Air Gunner Ground Training School, 7 August 1943. Promoted LAC and posted to No.9 BGS, 18 September 1943; (graduated and promoted Sergeant, 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, 23 November 1943. Commissioned 1 July 1944. Promoted Flying Officer, 1 January 1945. Repatriated 2 August 1945. Retired 19 October 1945. RCAF photo PL-32740 (ex UK-14784 dated 13 September 1944) is captioned as follows: "Pilot Officers H.D. Egli (Toronto) and P.E. Regimbal (Sudbury) who fly with RCAF Bomber Group's Lion Squadron. Returning from a successful bombing operation recently, their Halifax was severely shot up by flak. Egli, the skipper, ordered his crewmates to bale out. They landed inside Allied lines in Normandy. Unable to clear himself, he crash-landed the bomber, sustaining a slight skull fracture and other injuries. Regimbal, the rear gunner and then a Sergeant, suffered a broken bone in his left leg. Both were flown back to England within 24 hours of their descent." Photo PL-32739 taken same date shows him alone. RCAF photo PL-45288 (ex UK-22727 dated 19 July 1945) taken following investiture at Buckingham Palace. PL-45290 (ex UK-22729) is same subject. Invested with award by King George VI, 13 July 1945. DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 14 September 1944 when he had flown 23 sorties (114 hours 55 minutes), 24 May to 12 September 1944. The recommendation is far more detailed, mentioning the following: 27 May 1944 (Bourg Leopold) aircraft attacked by fighter and he directed evasive action while opening fire and claiming a "probable"; 4 July 1944 (Villeneuve St.George) attacked by fighter and directed evasive action; 25/26 July (Stuttgart) aircraft hit by flak over target causing damage to hydraulics and mechanical up-locks. Undercarriage came down and hence fuel consumption excessive.

This officer has proved himself to be a resolute air gunner whose skill and coolness have contributed materially to the success of many of the sorties in which he has taken part. His sterling qualities were well in evidence on one occasion in a sortie against Stuttgart. Whilst over the target the aircraft sustained severe damage. As the French coast was neared it became apparent that the petrol supply was fast becoming exhausted. The pilot thereupon altered his course to bring him over the beachhead. On reaching the area it was necessary for the crew to leave the aircraft by parachute. At this stage two

enemy fighters approached. His comrades had commenced to leave the aircraft but Pilot Officer Regimbal remained at his guns ready to give covering fire if necessary. He only left his turret when finally requested by his captain. Since the incident, this officer has completed numerous sorties.

The original recommendation by W/C E.M. Bryson and sortie list were as follows:

24 May 1944 - Aachen (5.00)
27 May 1944 - Bourg Leopold (5.15)
31 May 1944 - Au Fevre (4.40)
4 June 1944 - Calais (4.15)
5 June 1944 - Merville Franceville (6.00)
6 June 1944 - Conde sur Noireau (5.25)
8 June 1944 - Mayenne (5.25)
12 June 1944 - Arras (4.45)
15 June 1944 - Boulogne (3.50)
16 June 1944 - Sautrecourt (4.20)
17 June 1944 - Oisemonte Neuville (4.00)
21 June 1944 - Oisemonte Neuville (5.00)
4 July 1944 - Villeneuve St. George (6.55)
6 July 1944 - Siracourt (4.30)
9 July 1944 - Ardouval (4.00)
12 July 1944 - Acquet (4.45)
18 July 1944 - Boiseville (4.45)
18 July 1944 - Wesseling (5.40)
20 July 1944 - Andersbelce (3.05)
23 July 1944 - Donges (6.00)
25 July 1944 - Stuttgart (7.55)
11 September 1944 - Le Havre (4.00)
12 September 1944 - Dortmund (5.25)

This gunner has completed twenty-three heavy operational bombing sorties against the enemy of which eight have been on major targets.

On the night of 25/26th July [his] aircraft was detailed to attack Stuttgart. The aircraft was hit by flak over target, causing damage to the hydraulic undercarriage and mechanical up-locks. The undercarriage came down causing the airspeed to drop off and increasing the fuel consumption to such an extent that there was not enough petrol to reach the English coast and crew were ordered to bale out over the Normandy Beachhead. Just prior to reaching the

Normandy Beachhead two enemy fighters were sighted by Pilot Officer Regimbal and he instructed his pilot to take mild evasive action in view of their damaged aircraft. Upon reaching the Normandy Beachhead the crew started to bail out and Pilot Officer Regimbal stayed in the rear turret to give cover against the enemy fighters. He only left his turret to bail out when finally ordered to by the captain.

On May 27th while attacking Bourg Leopold his aircraft was attacked by [an] enemy fighter and Pilot Officer Regimbal directed the evasive action, at the same time opening fire and scoring a probable.

On July 12th while attacking Villeneuve St. George [his] aircraft was attacked by enemy fighter and this officer again directed the evasive action.

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

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REGIMBALD, F/L Joseph Gaetan Marcel Eugene (J14794) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 293/45 dated 16 February 1945. Born 30 December 1919 in Montreal; home there (bookkeeper, formerly in Royal Canadian Artillery); enlisted there, 13 September 1941. To No.5A Manning Depot, 6 October 1941. To No.13 SFTS (guard), 10 November 1941. To No.5 ITS, 17 January 1942; graduated and promoted LAC, 13 March 1942 but not posted to No.11 EFTS until 11 April 1942; Ceased training and posted to Trenton, 31 May 1942; to No.8 AOS, 20 June 1942; graduated and commissioned, 9 October 1942. To "Y" Depot, 23 October 1942. To RAF overseas, 27 October 1942. Promoted Flying Officer, 8 April 1943. Promoted Flight Lieutenant, 10 August 1944. Repatriated 18 June 1945. To Debert, 8 August 1945. Retired 11 October 1945. Award presented at Sea Island, 21 November 1949. Died in St. Jerome, Quebec, January 2005 as per Legion **Last Post** website. RCAF photo PL-32814 (ex UK-14850 dated 18 September 1944) shows a group of navigators of No.425 Squadron - F/L John Houser (Hamilton), F/O Stuart Jacobs (Oshawa), Flight Sergeant Cecil Davies (Toronto, described as "the artist of their 'gen' room), F/L Marcel Regimbald (Montreal) and F/O K. Calverley (Poplar Point, Manitoba). RCAF photos PL-41408 (ex UK-17823) and PL-41409 (ex UK-17824), both dated 4 January 1945, show him alone, RCAF photo PL-41410 (ex UK-17825 dated 4 January 1945) shows two recent DFC winners having tea - F/O Lucien Marcotte and F/L Marcel Regimbald.

As navigator, Flight Lieutenant Regimbald has participated in attacks on such heavily defended targets as Dusseldorf, Karlsruhe, Wesseling and Castrop-Rauxel. Throughout he has exhibited a high degree of skill and resolution. On one occasion while en route to the target his compasses were rendered unserviceable as well as the air speed indicator. Undaunted, this officer, with exceptional ingenuity, directed his pilot to the target and back to base. An outstanding deputy navigation leader, he has displayed great administrative ability and set a splendid record by his fearlessness, cool courage and efficiency.

The original recommendation and sortie list by W/C Hugh Ledoux, found in DHH file 181.009 D.1633 (Library and Archives Canada RG.24 Volume 20603), was drafted 21 September 1944 when he had flown 26 sorties (137 hours 30 minutes), were as follows:

6 March 1944 - Trappes (4.40)
7 March 1944 - Le Mans (5.15)
13 March 1944 - Le Mans (5.40)
18 March 1944 - Frankfurt (2.10, duty not carried out)
22 April 1944 - Dusseldorf (5.20)
24 April 1944 - Karlsruhe (7.20)
5 June 1944 - Houlgate (4.50)
6 June 1944 - Coutances (4.35)
23 June 1944 - Bientiques (4.35)
5 July 1944 - Biennais (3.15)
7 July 1944 - Caen (3.55)
15 July 1944 - Nucourt (4.10)
17 July 1944 - Caen (4.50)
18 July 1944 - Wesseling (5.55)
20 July 1944 - Ferme-de-Forestel (4.30)
24 July 1944 - Ferfay (4.25)
30 July 1944 - Amaye-sur-Seulles (4.25)
31 July 1944 - Oeuf-en-Ternois (5.15)
3 August 1944 - Foret de Nieppe (3.40)
14 August 1944 - Bons Tassily (4.40)
15 August 1944 - Brussels (4.10)
18 August 1944 - Connantre (5.45)
25 August 1944 - Brest Cornouailleg (4.50)
9 September 1944 - Le Havre (4.15)
10 September 1944 - Le Havre (4.25)
11 September 1944 - Castrop Rauxel (5.00)
17 September 1944 - Boulogne (4.50)

As navigator, this officer has completed 26 sorties over heavily defended targets among which were Dusseldorf, Karlsruhe, Wesseling and Castrop-Rauxel. Throughout his many sorties he has exhibited a high degree of skill and resolution. His exceptional keenness and devotion to duty have been responsible for him being made Deputy Navigation Leader of the squadron and captain of his crew.

On the runup to the target over Le Mans, France, the P.4 compass and D/R compass were rendered unserviceable as well as the air speed indicator. Undaunted, this navigator, displaying exceptional ingenuity, directed the pilot to the target area and made use of the astro compass to navigate to base. The return trip was made without incident.

Flight Lieutenant Regimbald had displayed great administrative ability and has set a splendid example of fearlessness and outstanding leadership. His exceptional cool courage and efficiency are worthy of high praise.

I recommend that this officer's gallantry and good service be recognized by the non-immediate award of the Distinguished Flying Cross.

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REICHEL, F/L Robert Craig (J26014) - **Distinguished Flying Cross** - No.88 Squadron - Award effective 7 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1453/45 dated 14 September 1945. Born 25 August 1917 in St.James, Manitoba; home in Winnipeg (checking clerk, formerly in Royal Canadian Artillery); enlisted there 11 February 1941 and posted to No.1 Equipment Depot. To No.1 Manning Depot, 17 February 1941. To No.1 BGS (guard), 23 March 1941. To No.1 ITS, 16 May 1941; graduated and promoted LAC, 20 June 1941; posted to No.1 Manning Depot that date. To No.4 AOS, 7 July 1941; graduated 28 September 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 8 November 1941 when posted to No.2 ANS; graduated 8 December 1941. To Eastern Air Command, 10 December 1941. To No.115 Squadron, 23 March 1942. Promoted Flight Sergeant, 8 May 1942. Promoted WO2, 8 November 1942. Subsequently commissioned with effect from 5 November 1942. Promoted Flying Officer, 5 May 1943. To "Y" Depot, Lachine, 4 February 1944. Taken on strength of No.3 PRC, Bournemouth, 3 May 1944. Promoted Flight Lieutenant, 5 November 1944. Repatriated 7 August 1945. Retired 19 October 1945. Award sent by registered mail, 24 February 1950.

Flight Lieutenant Reichel has completed many operational sorties against such heavily defended targets as Venlo, Deventer and Roermond. He has guided his pilot over heavily defended areas and on his bombing runs with exceptional

accuracy and coolness, ensuring the achievement of excellent results. His reliability and efficiency as navigator and his keen sense of devotion to duty are worthy of high praise.

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REICHERT, P/O Clifford Clarence (J18083) - **Mention in Despatches** - No.408 Squadron (deceased) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 25 October 1919 at Thornhill, Manitoba of Austrian parents. Home in Morden, Manitoba (farm hand); enlisted in Winnipeg, 21 June 1941. He had a brother in the Cameron Highlanders. Posted to No.2 Manning Depot, Brandon, 21 June 1941; to No.4 ITS on 2 September 1941 (graduated 3 October 1941, although not promoted to LAC until 26 October 1941), to No.5 EFTS on 27 October 1941 (graduated 21 December 1941); to No.12 SFTS on 27 December 1941 (graduated 10 April 1942 and promoted Sergeant). While there he was in crash of Crane 7846 which hit a tree during a cross-country navigation flight, 4 March 1942 with another pilot (Flight Sergeant A.R. Woods). Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 13 May 1942; to No.12 (Pilot) Advanced Flying Unit, 21 July 1942; to No.22 OTU, 15 September 1942. While at No.22 OTU he was involved in one serious mishap. On 21 October 1942, flying Wellington III, DF738 on daylight cross-country flight, the pilot's escape hatch blew open. He could not close it, and then, at 6,000 feet, the starboard engine began to cough and misfire. He decided to land at the nearest aerodrome, and on approach the engine became worse. He executed a successful landing and while taxiing the engine stopped completely. Promoted Flight Sergeant, 10 October 1942; to No.1659 Conversion Unit, 19 December 1942; to No.408 Squadron, 9 February 1943; promoted WO2, 10 April 1943; commissioned 11 August 1943 (backdated). Killed in action 22 June 1943 (Halifax BB375); name on Runnymede Memorial. Although no citation appears with the AFRO, a letter on DHist 181.009 D.1516 (NAC RG.24 Vol.20601) states that on the night of 21/22 June 1943 his aircraft was hit by flak. Two crewmen were killed outright. Flames swept through the nose, enveloping the cockpit where Reichert was pilot. He stayed at the controls to allow others to bale out; the aircraft exploded while he was still aboard. Evidence provided in June 1944 by P/O G.F. Pridham, who survived gravely wounded (lost a leg) and was repatriated from POW camp who wrote to the family (13 January 1944), "He was the bravest man I ever knew. He died to save my life. The Germans informed me that the whole crew were dead except the Navigator and myself. I had my leg shot off and Cliff held the ship up so I could get out, then it was too late for him. The Navigator Russell got out without a scratch. I should have written before but I couldn't get the letters. It pains me every time I think of him. He was the best pilot that ever flew." The other survivor, J22511 F/O J.C.A. Russell, wrote:

Our aircraft was attacked twice by a fighter and it is probable that most of the crew members were badly injured. I was the first to leave the front hatch and

immediately after baling out the aircraft exploded before anyone else had the opportunity of escaping in like fashion. The aircraft was in flames from the first attack and completely riddled with bullets. I saw no parachute open and have since heard nothing whatever of the missing members of my crew.

At No.5 EFTS he flew 33.35 dual and 32,05 solo plus 9.25 on instruments (Tiger Moths) and 12.00 in Link. Described as "A low average pilot who should be okay if given to a hard working instructor". A ground school instructor described him as "Below average, study type, rather resentful of discipline." He graduated 34th in a class of 56. At No.12 SFTS (Cranes) he flew 58.40 day dual, 55.25 day solo, 7.05 night dual, 9.20 night solo, 23.10 on instruments, 20.30 in Link. Graduated 36th in a class of 57 and considered a "good student with average ability"

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REID, Corporal Anne Anderson Rennie (W302541) - **Mention in Despatches** - Station Linton-on-Ouse (AFRO says only "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Home in Toronto; enlisted there 26 March 1942. To No.6 Manning Depot, 10 April 1942. To No.8 BGS, 5 June 1942. Promoted AW1, 10 July 1942. Promoted LAW and Acting Corporal, 1 November 1943. To "Y" Depot, 7 December 1943. Taken on strength of No.3 PRC, 13 December 1943. Repatriated 17 June 1946. Retired 19 July 1946. Certificate forwarded to her 12 October 1948. No citation in AFRO or biographical file. DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has recommendation for a BEM dated 24 May 1945, at which time she was employed as a Clerk General in the Station Orderly Room.

During the eighteen months that this Corporal has served with the RCAF Overseas the service which she has rendered as a Clerk General have been most commendable. At all times she has carried out her duties in a most cheerful and efficient manner, often voluntarily working long hours far beyond the normal call of duty. Her exemplary conduct and devotion to duty has been a real inspiration to those working with her, and has served greatly in strengthening the hands of those under whom she has served...

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REID, P/O Charles Alfred (J86586) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 28 March 1920 in Windsor, Ontario; home there; enlisted there 4 March 1942 and posted to No.1 Manning Depot. To No.6 ITS, 18 July 1941; graduated and promoted LAC, 11 September 1941 but not posted to No.7 EFTS until 10 October 1942; graduated 27 December 1942 when posted to No.9 SFTS; graduated and promoted Sergeant,

30 April 1943. To "Y" Depot, 14 May 1953. To RAF overseas, 26 May 1943. Promoted Flight Sergeant, 30 October 1943. Commissioned 17 May 1944. Promoted Flying Officer, 17 November 1944. Repatriated 22 January 1945. To No.9 SFTS, 6 March 1945. To "Y" Depot, 6 April 1945. To United Kingdom, 13 April 1945. Repatriated 2 August 1945. To Mountain View, 13 September 1945. Retired 23 October 1945. RCAF photo PL-32008 (ex UK-14248 dated 24 August 1944) is captioned as follows: "Members of the Goose Squadron of RCAF Bomber Group, Flying Officer G.D. Butler, navigator from Winnipeg, left, and Pilot Officer C.A. Reid, Windsor, pilot, both have completed one tour of operational flying." PL-32009 (ex UK-14249 dated 24 August 1944) shows Reid in cockpit of Lancaster "Our Mary II" (57 trips and due for retirement); standing beside him is F/O Butler. Award presented 28 June 1946. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1633 (RG.24 Vol.20603) has recommendation dated 16 August 1944 when he had flown 32 sorties (152 hours ten minutes), 26 March to 14 August 1944.

Pilot Officer Reid has completed a very large number of sorties against the enemy, many of which were to very heavily defended targets deep in the heart of Germany. On all occasions he has shown a fine offensive spirit and a great determination to come to grips with the enemy. The photographic evidence of his bombing shows unmistakably what a splendid job Pilot Officer Reid and his crew have done. Nearly all his pictures indicate that his bombs have fallen squarely on the aiming point.

Pilot Officer Reid, by his keenness to operate and results achieved on operations, has set a splendid example to the whole squadron.

The sortie list was as follows:

26 March 1944 - Essen (5.18, second pilot)
30 March 1944 - Nuremberg (7.37, second pilot)
9 April 1944 - Villeneuve St. George (5.02)
18 April 1944 - Noisy-le-Sec (5.04)
1 May 1944 - St. Ghislain (3.51)
9 May 1944 - Calais (2.49)
11 May 1944 - Boulogne (3.12)
22 May 1944 - Dortmund (4.23)
27 May 1944 - Bourg Leopold (5.35)
2 June 1944 - Neufchatel (3.54)
5 June 1944 - Longues (4.37)
6 June 1944 - Coutances (5.28)

21 June 1944 - St. Martin (3.40)
23 June 1944 - Bientques (3.15)
24 June 1944 - Bamieres (3.55)
26 June 1944 - Foret d'Eawy (3.55)
4 July 1944 - Villeneuve St. George (6.25)
5 July 1944 - Siracourt (3.55)
6 July 1944 - Coquereaux (3.55)
7 July 1944 - Caen (4.10)
12 July 1944 - Creil area (4.25)
15 July 1944 - Bois Desjardins (3.40)
18 July 1944 - Wesseling (5.00)
23 July 1944 - Kiel (5.35)
24 July 1944 - Stuttgart (8.10)
5 August 1944 - St. Leu d'Esserent (5.10)
7 August 1944 - Caen (3.25)
8 August 1944 - Foret de Chantilly (4.50)
9 August 1944 - Foret de Nieppe (3.55)
10 August 1944 - La Pallice (6.30)
11 August 1944 - Montrichard (5.00)
14 August 1944 - Brussels (4.20)

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REID, WO2 David Martin (R163730) - **Distinguished Flying Cross** - No.582 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 13 June 1913 in Balcarres, Saskatchewan; home there (delivery boy, store clerk, and in 1941 was assistant manager of a lumber yard). Enlisted in Regina, 8 May 1942 and posted to No.2 Manning Depot. To No.4 SFTS (guard), 4 July 1942. To No.7 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.3 AOS until 24 October 1942; graduated 5 April 1943 and posted to No.3 Manning Depot; to No.8 BGS, 1 May 1943; graduated 7 August 1943 when posted to No.4 AOS; promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Embarked from New York, 8 October 1943; disembarked in Britain, 16 October 1943. Attached to Whitley Bay, 17 November to 6 December 1943. To No.6 (Observer) AFU, 4 January 1944. To No.83 OTU, 15 February 1944. To No.11 Base, 14 May 1944. To No.576 Squadron, 8 July 1944. To No.582 Squadron, 10 August 1944. Promoted WO2, 17 August 1944. Attached to Night Training Unit, 11-28 August 1944. To Little Stoughton, 7 October 1944. To No.582 Squadron, 3 November 1944. Repatriated 15 June 1945. To No.8 OTU, 18 June 1945. To Greenwood, 31 July 1945. Retired 15 September 1945. Died in Moose Jaw, 3 December 1987 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of April 1988. Award presented 18 June 1949. No citation,

"completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8772 has recommendation dated 20 May 1945 when he had flown 49 sorties (267 hours five minutes). The following list is adapted from that document and a list in his RCAF file which gave the times:

23 July 1944 - Kiel (5.30)
24 July 1944 - Stuttgart (9.15)
28 July 1944 - Stuttgart (8.35)
31 July 1944 - Le Havre (4.30)
3 August 1944 - Trossy St.Maximim (4.40)
4 August 1944 - Pauillac (8.15)
5 August 1944 - Blaye (8.25)
7 August 1944 - Caen (4.10)
29 August 1944 - Stettin (9.20)
11 September 1944 - Castrop Rauxel (3.45)
13 September 1944 - Osnabruck (4.05)
15 September 1944 - Kiel (5.35)
5 October 1944 - Saarbrucken (5.10)
6 October 1944 - Schloven (3.40, wounded by shrapnel, left shoulder)
4 November 1944 - Bochum (3.40)
16 November 1944 - Julich (3.55)
18 November 1944 - Munster (3.45)
21 November 1944 - Castrop Rauxe (5.35)
27 November 1944 - Neuss (4.30)
30 November 1944 - Duisburg (4.15)
3 December 1944 - Heimbach (4.10)
6 December 1944 - Leuna (6.45)
12 December 1944 - Essen (4.05)
15 December 1944 - Ludwigshaven (5.30)
17 December 1944 - Duisburg (4.50)
5 January 1945 - Hanover (4.45)
6 January 1945 - Hanua (5.25)
13 January 1945 - Saarbrucken (5.15)
16 January 1945 - Magdeburg (6.00)
1 February 1945 - Ludwigshaven (5.25)
2 February 1945 - Weisbaden (5.05)
20 February 1945 - Dortmund (4.50)
21 February 1945 - Duisburg (4.30)
23 February 1945 - Pforzhiem (6.30)

3 March 1945 - Kamen (5.20)
7 March 1945 - Dessau (8.10)
8 March 1945 - Kassel (6.10)
12 March 1945 - Dortmund (4.25)
13 March 1945 - Herne (5.00)
15 March 1945 - Castrop Rauxel (4.35)
22 March 1945 - Dulmen (4.05)
24 March 1945 - Sterkrade (4.20)
4 April 1945 - Lutzkendorf (7.10)
8 April 1945 - Hamburg (5.05)
9 April 1945 - Kiel (5.00)
10 April 1945 - Leipzig (6.25)
14 April 1945 - Potsdam (7.50)
22 April 1945 - Bremen (4.15)
25 April 1945 - Wangerooge (3.50)

Warrant Officer Reid is an excellent navigator in a most successful and experienced visual marker crew. He has completed an extended tour of operations of which 37 sorties have been marker sorties. His skill and determination have at all times been of the highest order, and his cool confidence and spirit have set a fine example to all. He is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

Notes: Prior to enlistment he had lost both parents and a brother in the course of two years, which delayed him applying to RCAF.

Application for Operational Wing dated 14 June 1945 stated he had flown 49 sorties (267 hours), 23 July 1944 to 25 April 1945.

Training: Attended No.3 AOS, 16 February to 30 March 1943. Anson aircraft - 40.40 as first navigator by day, 32.45 as second navigator by day, 29.15 as first navigator by night, 8.20 as second navigator by night. Ground school marks poor (was last in a class of 23). After six weeks of extra instruction, judged to be a borderline case - Air Bomber material but not a Navigator.

Attended No.8 BGS, 3 May to 23 July 1943. Bombing training on Ansons (29.05 by day, 4.25 by night); dropped 60 bombs high level by day and 24 bombs high level by night; dropped eight bombs low level by day. In Battle and Bolingbroke aircraft for gunnery (9.05 by day). Scored 6.8 percent hits in Beam Test, 8.7 percent hits on Beam Relative Speed Test and 5.7 percent hits on Under Tail Test. Examined in Bombing, written (222/250), Bombing, oral (173/250), Gunnery,

practical (68/100), Gunnery, oral (72/100), Aircraft Recognition (33/50) and Signals (42/50 on supplemental). Rated "fair" in Bombing, "Only average" in Gunnery - "Good type - slow thinker."

Attended No.2 AOS.9 August to 17 September 1943 for Air Bomber course. Anson aircraft navigation - 18.35 by day and 19.25 by night. Air work graded as follows - Air Navigation by day (150/200), Air Navigation by night (144/200), Bombing (222/300) and Photography (275/300). Ground work graded as follows - Air Navigation Elements (130/200), Aircraft Recognition (198/250), Signals, practical (250/250), Reconnaissance (133/150) and Photography (123/150). "Keen student - a bit slow but hard working."

Attended No.8 (Observer) AFU, 4 January to 15 February 1944. Day flying on Bombing (3.10) and Combined Exercises (10.05). Night flying on Bombing (3.10) and Combined Exercises (15.00). Practiced infra-red bombing simulations nine times. Air Work assessed as follows - Day Bombing (120/200), Night Bombing (70/200), Map Reading, day (100/200), Map Reading, night (115/150). Ground courses in Bombing Theory (134/150), Bombing, Practical (155/200), Air Sighting (35/50), Gunnery, Practical (78/100), Map Reading (184/200), Signals (47/50) and Aircraft Recognition (90/100). "Worked well but inclined to be slow."

Attended No.83 OTU, 15 February to 1 May 1944. Wellington aircraft - day flying was 5.25 local bombing, 1.30 local gunnery, 19.30 cross country exercises, 9.45 other; night flying was 5.00 local bombing, 21.35 cross country exercises, 9.35 other. Dropped 24 bombs medium level by day (three exercises), ten bombs by day in five stick exercises and carried out four photo simulations. By night dropped 24 bombs medium level (three exercises), 16 bombs in eight exercises and had six infra-red simulations. Fired 600 rounds by day air-to-air, 1,000 rounds by day air-to-ground and 1,000 rounds by night air-to-ground. Air Work assessed as follows - Map Reading by day (130/200), Map Reading by night (184/200), Photography by day (64/100), Photography by night (65/100) and Gunnery (64/100). Ground work assessed as follows: Bombing Theory (41/50), Bombing Drill and Panel Manipulation (176/200), Map Reading in AMBT (150/200), Photography (36/50), Operational Bomb Loads (40/50), Air Sighting (60/100), Gunnery, practical (70/150), Aircraft Recognition (38/50) and Emergency Crew Drills (40/50). "Slightly above average Air Bomber who shows enthusiasm for his work."

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REID, FS Donald George (R67906) - **Distinguished Flying Medal** - No.185 Squadron - Award effective 25 July 1942 as per **London Gazette** dated 28 July 1942 and AFRO 1243/42 dated 7 August 1942. Born Lacombe, Alberta, 6 June 1922; home in Windsor, Ontario, enlisted there 28 October 1940. To No.1 ITS, 15 January 1941; graduated and promoted LAC, 21 February 1941 when posted to No.10 EFTS; graduated 22 April 1941 and posted to No.1 Manning Depot; to No.9 SFTS, 2 May 1941; graduated and promoted Sergeant, 15 July 1941. To Embarkation

Depot, 16 July 1941; to RAF Trainee Pool, 9 August 1941. Arrived overseas 30 August 1941. At No.57 OTU (5 September to 21 October 1941), No.152 Squadron (21-28 October 1941), No.412 Squadron (28 October to unknown date, 1941), No.161 Squadron (unknown date to 15 December 1941), No.601 Squadron (15-23 December 1941), No.19 Squadron (23 December 1941 to 30 April 1942). Posted to Malta, arriving with major reinforcement (Operation "Bowery" via aircraft carriers on 9 May 1942; assigned to No.185 Squadron. Commissioned 7 July 1942 (but not gazetted until November). Killed in action 22 July 1942 (Spitfire BR203 coded "X" during engagement with Bf.109s, one of which he may have shot down; name on El Alamein Memorial. Chris Shores lists following victories in **Aces High** (2nd edition): **2 June 1942**, one Z.1007 damaged (although citation says an Italian bomber destroyed) plus one Re.2001 probably destroyed; **6 June 1942**, one Re.2001 destroyed plus one Re.2001 damaged plus one Z.506B destroyed (shared with two other pilots); **7 June 1942**, one Bf.109 probably destroyed; **22 June 1942**, one Bf.109 destroyed (Spitfire coded GL-O); **1 July 1942**, one Bf.109 destroyed plus one Bf.109 damaged (Spitfire BR294); **2 July 1942**, one Bf.109 destroyed (BR294); **6 July 1942**, one Bf.109 probably destroyed plus one Ju.88 damaged (both on BR317; latter shared with another pilot); **17 July 1942**, one Bf.109 destroyed plus one damaged (BR380). He was short - only five feet four and one-half inches tall and weighed 120 pounds on enlistment and was very shy. At EFTS he was described as "Excellent pilot material - aggressive, bright and keen, an energetic battler who should be excellent as a fighter pilot". He crashed a Spitfire at Hal Far, 2 July 1942 (port tyre burst, wingtip dug in, aircraft overturned). He had three older brothers, plus a younger brother and sister who were twins. His mother died in 1937, his father in January 1941; Reid left his estate to his younger siblings.

This airman has displayed skill and courage and determination in the face of the enemy. On two occasions recently he has been detailed to attack enemy fighters escorting bombers and although greatly outnumbered, he destroyed one fighter on each occasion. In June 1942 he encountered a force of Italian bombers which were heavily escorted by fighter aircraft. Diving through the fighters he attacked one of the bombers and set it on fire and then destroyed one of the fighters which had attacked him. Flight Sergeant Reid has destroyed at least five enemy aircraft in a period of seven weeks.

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REID, F/O Douglas MacKay (J18696) - **Distinguished Flying Cross** - No.252 Squadron - Award effective 11 November 1944 as per **London Gazette** dated 21 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Trenton, Nova Scotia, 5 January 1917. Educated in New Glasgow. Home in Shubenacadie, Nova Scotia; educated at Queen's University. Six years a Royal Bank employee; enlisted in Halifax, 5 June 1941 and posted to No.1 Manning Depot. To Trenton, 15 July 1941. To No.1 ITS, Toronto, 20 August 1941; graduated and promoted LAC, 9

October 1941 when posted to No.9 EFTS, St. Catharines; graduated 5 December 1941 and posted next day to No.16 SFTS, Hagersville; graduated and promoted Sergeant, 27 March 1942. To "Y" Depot, 28 March 1942. To RAF overseas, 30 April 1942. Disembarked in Britain, 12 May 1942. To No.15 (Pilots) AFU, 30 June 1942. To No.5 (Coastal) OTU, 3 November 1942. To No.1 Torpedo Training Unit, Turnberry, 17 March 1943. Promoted Flight Sergeant, 27 March 1943. To No.306 Ferry Training Unit, 14 April 1943. Left by air for Middle East, 16 May 1943. Taken on strength of Air Headquarters, India, 3 August 1943. Commissioned 4 September 1943. Returned to United Kingdom, 7 October 1943. To No.2 (Coastal) OTU, 9 November 1943. To No.9 OTU, 15 February 1944. Promoted Flying Officer, 4 March 1944. To Mediterranean, 19 March 1944. To No.252 Squadron, 24 April 1944. Attached to No.24 Personnel Transit Centre, 6 February 1945. To No.56 Personnel Transit Centre, 14 May 1945. Embarked from Greece, 29 May 1945; arrived in United Kingdom, 11 June 1945. Repatriated 5 August 1945. Retired 14 September 1945. Award presented in New Brunswick, 21 December 1949. Died in New Glasgow, Nova Scotia, 1991 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November 1992.

This officer has displayed the greatest tenacity and courage throughout many engagements with the enemy. In July 1944 he attacked an enemy vessel off Leros. During this action his aircraft was severely damaged in the port wing and fuselage. Despite this, Flying Officer Reid orbited his base for one hour while an emergency flare path was laid before making a successful crash landing. In September 1944 he attacked enemy shipping on a number of occasions; several of the vessels attacked were destroyed. This officer has also taken part in a number of successful reconnaissance sorties. Throughout his tour of duty he has set a fine standard of keenness and good judgement.

Notes: Accident, 13 February 1944, Beaufighter T4984, No.2 (Coastal) OTU. Day navigation exercise over the sea. Some 100 miles from land the port airscrew and reduction gear came off (mechanical failure). He made a successful forced landing at Leuchars with no further damage to aircraft. With 1468382 Sergeant R.G. Hay.

Accident, 30 April 1944, No.252 Squadron, Beaufighter NE416 at Landing Ground 107, Matruh West. Doing circuits, starboard tyre blew out on landing; swing developed and port oleo leg collapsed. Attributed to stony nature of the landing ground. With 1468382 Sergeant R.G. Hay.

On repatriation form dated 16 July 1945 he stated he had flown 47 sorties (230 operational hours), the last on 31 March 1945. Also 480 non-operational hours. Types flown were Oxford (150 hours), Beaufort (150) and Beaufighter (410).

Application for Operational Wing dated 13 September 1945 gave the following sorties:

16 May 1943 - No.46 Group - Beaufort, England to Gibraltar (8.00)
17 March 1944 -No.46 Group - Beaufort, England to Rabat Sale (6.20)

The remainder were on Beaufighters, No.252 Squadron, Aegean, as follows:

17 May 1944 - offensive sweep, shipping (4.50)
21 May 1944 - offensive sweep, shipping (5.10)
23 May 1944 - offensive sweep, shipping (3.40)
3 June 1944 - night intruder (4.45)
6 June 1944 - night intruder (5.05)
13 June 1944 - offensive sweep, shipping (4.50)
15 June 1944 - night strike, shipping (2.50)
17 June 1944 - reconnaissance (4.45)
20 June 1944 - fighter sweep, Mediterranean (3.40)
25 June 1944 - offensive sweep, shipping (5.35)
29 June 1944 - night intruder (5.05)
2 July 1944 - night strike, shipping (5.25)
4 July 1944 - night strike, shipping (5.15)
8 July 1944 - night sweep, shipping (4.55)
14 July 1944 - night sweep, shipping (1.40)
17 July 1944 - offensive sweep, shipping (4.30)
28 July 1944 - night strike, shipping (5.45)
29 August 1944 - anti-sub (3.40)
30 August 1944 - night intruder (4.50)
3 September 1944 - night sweep, shipping (5.10)
4 September 1944 - night strike (6.30)
7 September 1944 - night strike (4.40)
10 September 1944 - offensive sweep, shipping (1.25)
14 September 1944 - day strike, shipping (4.55)
17 September 1944 - reconnaissance (3.55)
22 September 1944 - day strike, shipping (4.55)
23 September 1944 - day strike, shipping (5.00)
3 October 1944 - reconnaissance (5.15)
11 October 1944 - reconnaissance (4.45)
15 October 1944 - convoy patrol (5.15)
19 October 1944 - reconnaissance (3.20)
24 October 1944 - reconnaissance (5.20)
18 November 1944 - reconnaissance (4.20)
27 November 1944 - reconnaissance (4.30)

2 December 1944 - reconnaissance (4.25)
12 December 1944 - reconnaissance (5.15)
17 December 1944 - reconnaissance (3.50)
24 December 1944 - reconnaissance (5.00)
5 January 1945 - reconnaissance (5.00)
7 January 1945 - strike, shipping (4.10)
13 January 1945 - reconnaissance (4.55)
16 January 1945 - reconnaissance (4.40)
23 January 1945 - reconnaissance (4.45)
17 March 1945 - strafing aerodrome (3.00)
31 March 1945 - strafing aerodrome (3.00)

Training: Attended No.1 ITS, 21 August to 25 September 1941. Courses in Mathematics (96/100), Armament, practical and oral (87/100), Signals (100/100), Hygiene and Sanitation (31/40), Drill (82/100) and Law and Discipline (60/60). Placed 11th in a class of 157. "A conscientious and energetic airman possessed with a keen sense of responsibility. Is cheerful and willing. Reliable and dependable. Should make good aircrew material."

Attended No.9 EFTS, 10 October to 5 December 1941. Finch II aircraft - 30 hours 10 minutes dual, 31.45 solo. Was 10.05 on instruments. Logged ten hours in Link. "This student has been very slow on his progress. His landings are very bad and bear watching, He is very cautious and needs considerable coaching." (J. Cochrane, CFI). Courses in Airmanship (141/200), Airframes (72/100), Aero Engines (82/100), Signals, practical (96/100), Theory of Flight (70/100), Air Navigation (142/200) and Armament, oral (141/200). Graded 158/200 in Qualities as an Officer. Placed seventh in a class of 26. "Average student who will have to show a little more zest to become a service pilot. Conduct and deportment satisfactory."

Attended No.16 SFTS, 7 December 1941 to 27 March 1942. Anson aircraft - 43.10 day dual, 51.00 day solo, 6.25 night dual, 10.55 night solo. Was 17.05 on instruments. Logged 22 hours in Link. "A good steady pilot who was a slow starter. Does not look around enough." (F/L J.D. Brooker). Courses in Airmanship and Maintenance (192/200), Armament, written (75.5/100), Armament, practical (73.5/100), Navigation and Meteorology (167/200), Signals, written (35/50) and Signals, practical (95/100). Placed 14th in a class of 40. "An average airman. He is a poor student but has some good qualities. Personality is good."

Attended No.15 (Pilots) AFU, 30 June to 27 August 1942. Oxford aircraft - 48.30 day dual, 82.20 day solo, 4.20 night dual, 5.35 night solo. Was 17.50 on instruments. Logged 2.35 in Link. Reprimanded for an accident on 20 July 1942, Oxford P1082 which he taxied without brakes and struck another aircraft.

Attached to No.1512 Beam Approach Training Flight, 2-9 August 1942. Oxford aircraft (ten hours ten minutes) plus five hour in Link. "Good keen type of pupil. Did not hold beam too well on approaches. Instrument flying OK. Average,"

Attended No.5 (Coastal) OTU, 3 November 1942 to 17 March 1943. Beaufort aircraft - 5.35 day dual for first day solo, 11.00 total day dual, 46.00 day solo, 2.00 night dual to first night solo, 2.30 total night dual, 16.00 night solo. Was 1.30 in formation and 13.15 on instruments. Logged 29 hours in Link. Flying tests in General Flying (350/400), Applied Flying (180/200), Instrument Flying (230/250), Night Flying (95/100) and Link (34/50). Ground examinations in Airmanship (270/300), Armament (210/300), Meteorology (59/100), Navigation (146/200) and Signals (62/100). "A thoroughly reliable pilot. Keen and should prove an excellent operational pilot. Recommended for commission." (W/C W.A.L. Davis)

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REID, F/O (now F/L) Earl Frank (J8751) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 17 August 1943 as per **London Gazette** of that date and AFRO 819/46 dated 23 August 1946. Born in Regina, 29 October 1918; home in Westmount, Quebec. Attended Westmount High School and Sir George Williams College. YMCA Camp Counselor for three summers. Salesman and supervisor, Maclean Publishing, July 1938 to September 1940. Signaler in Royal Canadian Corps of Signals, Kingston, September 1940 onwards. Enlisted in Montreal, 14 March 1941 and posted to No.1 Manning Depot. To No.5 Equipment Depot, 25 March 1941. To No.1 WS, 25 May 1941; promoted LAC, 28 June 1941; to No.1 BGS, 12 October 1941; graduated and commissioned 8 November 1941. To "Y" Depot, 9 November 1941; to RAF overseas, 7 December 1941. To No.3 AOS, 25 April 1942. To No.20 OTU, 2 June 1942. To No.218 Conversion Flight, 8 August 1942. To No.218 Squadron, 6 September 1942. Promoted Flying Officer, 1 October 1942. To No.83 Squadron, 12 December 1942. Repatriated 5 September 1943. To No.6 ITS, 16 October 1943. To No.4 EFTS, 22 February 1944. To No.16 SFTS, 19 May 1944. Promoted Flight Lieutenant, 4 August 1944. Classified as Pilot, 1 October 1944. To No.10 BGS, 30 March 1945. To No.1 Composite Training School, Toronto, 31 May 1945. To Western Air Command, Vancouver, 1 July 1945. To Station Trenton, 28 July 1945. Remained in RCAF, holding rank of Flying Officer as of 1 October 1946 (19637). To Station Clinton, 12 August 1946. To Station Trenton, 7 March 1947. To IFS, Centralia, 8 June 1948. To Air Armament School, Trenton, 16 August 1948. Promoted Flight Lieutenant, 1 June 1949. To No.101 Composite Flight, Dartmouth, 22 August 1950. To Maritime Command Headquarters, 14 July 1953. Awarded Queen's Coronation Medal, 23 October 1953 (Flight Lieutenant, Maritime Air Command Headquarters). Promoted Squadron Leader, 1 January 1954. To No.1 Flying Training School, Centralia, 21 August 1956. To No.2 Advanced Flying School, Portage le Prairie, 6 October 1956. To No.1 Advanced Flying School, Saskatoon, 3 February 1957. To No.3 (All Weather) OTU, Cold Lake, 16 March 1957. To No.413 Squadron, Bagotville, 9 July 1957. To Station Gander, 15 November 1959. To Air Defence Command Headquarters as Staff Officer Air

Operational Training, 18 July 1961. Retired 21 January 1966. Died in Victoria, 5 July 1982, aged 63 as per British Columbia Vital Statistics. Award presented 1 March 1945. No citation other than "In recognition of gallantry and devotion to duty in the execution of air operations."

Notes: Summary of his flying to 1950 recorded the following types and hours - Tiger Moth and Cornell (44 hours solo, 40 dual), Harvard (250 solo, 100dual), Expeditor (76 solo, 34 dual), Mitchell 87 solo, three dual), Dakota (16 solo, six dual), Anson (85 solo, 70 dual), Nordeman (14 solo, three dual), Bolingbroke (15 solo, three dual), Ventura (400 solo, four dual) and Vampire (62 solo) and Lancaster (150 solo, five dual).

Training: Course at No.1 Wireless School was 26 May to 12 October 1941. Flew one hour as first operator in flying classroom, three hours on listening watch in flying classroom, six hours as sole operator in two seat aircraft. Graded in Theory (47/50), Radio Equipment (170/250), Morse, buzzer and lamp (165/200), Procedure (190/200), Signals Organization (140/150), Armament (83/100) and Drill and Physical Training (27/50). Placed fifth in a class of 107.

Attended No.1 BGS, 13 October to 8 November 1941. Battle aircraft, eight hours 55 minutes in gunnery training, three hours as passenger. Fired 470 rounds on ground, 400 air-to-ground, 2,400 air-to-air. Scored 15.2 percent hits in Beam Test, 2.6 percent hits in Beam Relative Speed Test, 8.3 percent hits in Under Tail Test. Rated 77 percent in written test, 76 percent in practical and oral test, rated 163/250 in Ability as Firer. Placed 14th in a class of 38. "A well liked but retiring pupil, possesses a very even temperament, thorough in all his work, accepting responsibility willingly." G/C G.E. Wait added, "Has the ability and intelligence to make a good officer."

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REID, WO1 Gordon Ernest (R65753, later J92695) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 11 January 1915 in Toronto; assistant manager of a Woolworth store; home in New York City; enlisted in Toronto, 6 June 1940. To No.1 ITS, 24 June 1940; promoted LAC, 19 July 1940 and posted to No.1 WS on that date; to No.1 Manning Depot, 4 December 1940; to No.4 BGS, 17 March 1941; graduated and promoted Sergeant, 14 April 1941. To Embarkation Depot, 14 April 1941; to RAF overseas, 29 May 1941; promoted Flight Sergeant, 1 December 1941; promoted WO2, 1 November 1942; repatriated 21 July 1943; to "Y" Depot again, 14 October 1943; taken ; promoted WO1, 1 August 1943; to "Y" Depot, 14 October 1943; taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Further trained at Kinloss. Commissioned 24 October 1944. Repatriated 22 January 1945. To No.1 Air Command, 2 February 1945. Promoted Flying Officer, 24 April 1945. To No.2 Release Centre, 18 August 1946; released 19 August 1946. Award presented 25 May 1945. Died in Rexdale,

Ontario, 24 April 1986 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of December 1987/January 1988. Photo PL-35078 taken on return to Canada shows P/O Gordon Reid, DFC, G/C E.L. Wurtele (CO of Lachine), Mrs. H. Smith (mother of Hector Smith), F/L Hector Smith, DFC, and Captain L.B. Davies (Canadian Legion War Services). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8823 has recommendation dated 20 August 1944 when he had flown 54 sorties (230 hours 34 minutes) as follows:

29 September 1941 - Stettin (9.50)
1 October 1941 - Stuttgart (8.05)
23 October 1941 - Kiel (7.30)
29 August 1941 - Frankfurt (8.25)
7 November 1941 - Sylt (6.30)
12 February 1942 - Sea Search
14 February 1942 - Cologne (6.35)
22 February 1942 - Norway (5.15)
3 March 1942 - Paris (5.30)
5 May 1942 - Stuttgart (8.10)
8 May 1942 - Warnemunde (6.10)
17 May 1942 - France (3.05)
5 January 1944 - Stettin (8.09)
14 January 1944 - Brunswick (5.24)
20 January 1944 - Berlin (7.16)
21 January 1944 - Magdeburg (6.44)
20 April 1944 - Lens (2.57)
22 April 1944 - Laon (4.09)
8 May 1944 - Maine St.Pierre (2.31)
10 May 1944 - Ghent (2.33)
11 May 1944 - Boulogne (2.33)
19 May 1944 - Mont Couple (3.00)
21 May 1944 - Duisburg (4.02)
24 May 1944 - Aachen West (3.36)
27 May 1944 - Rennes a/f (3.41)
28 May 1944 - Mardick (1.54)
31 May 1944 - Mont Couple (1.58)
5 June 1944 - Longues (3.10)
7 June 1944 - Foret de Cerisny (3.19)
9 June 1944 - Lhey (1.43)
11 June 1944 - Toures (4.58)

15 June 1944 - Lens (2.11)
24 June 1944 - M-Straete (1.54)
27 June 1944 - Oisemont (2.30)
28 June 1944 - Metz (5.18)
30 June 1944 - U-Bocage (2.27)
2 July 1944 - Oisemont (2.30)
5 July 1944 - Wizernes (1.51)
6 July 1944 - Coquereaux (2.38)
7 July 1944 - Caen (2.36)
9 July 1944 - Lhey (1.43)
10 July 1944 - Nucourt (2.44)
12 July 1944 - Paris/Vaires (3.14)
15 July 1944 - Nucourt (3.33)
17 July 1944 - Cagny (2.30)
19 July 1944 - Rollez (2.58)
20 July 1944 - Courtrai (2.03)
23 July 1944 - Kiel (5.21)
24 July 1944 - Stuttgart (7.04)
25 July 1944 - Stuttgart (7.08)
28 July 1944 - Stuttgart (6.22)
30 July 1944 - Battle area (2.54)
12 August 1944 - Russelsheim (4.34)
16 August 1944 - Stettin (5.08)
18 August 1944 - Bremen (4.52)

Warrant Officer Reid is a keen and reliable Air Gunner now on his second tour of operations. He has taken part in many sorties, which include such targets as Berlin, Stuttgart and Stettin. This Warrant Officer has always displayed a fine fighting spirit and determination to complete the most difficult tasks allotted to him. The excellent personal example set by the Warrant Officer has been an inspiration to all members of the squadron. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

Note: Public Record Office Air 50/248 has a Combat Report for the night of 5/6 January 1944, Lancaster H/405 (JB286), target Stettin. Crew consisted of J4566 F/L W.A. Roberts (captain), 419200 F/O R.D. Moore (Navigator/Plot), J22541 F/ D. Hackett, DFC (Navigator, Set), 1393048 Sergeant E. Stevens (WOP/AG), R55993 Warrant Officer P.R. Boileau (mid-upper gunner), R65753 Warrant Officer G.E. Reid (rear gunner) and 1602985 Sergeant N. Pyke (flight engineer).

Whilst on operations the night of 5/6 January 1944 on Stettin, Lancaster "H" (JB286) of 405 Squadron was attacked by a Ju.88 at a position 53.55N 13.40E at 0332 hours, heading 139 degrees magnetic, Indicated Air Speed 150 knots at a height of 19.500 feet. Visibility excellent; three-quarter moon.

Rear Gunner [Reid] first sighted Ju.88 at a range of 800 yards, port quarter down. The Ju.88 came in to attack and broke away on the starboard quarter up. Evasive action taken was a corkscrew to port. Rear Gunner opened fire at 700 yards and fired a short burst of 15 rounds per gun with no stoppages. Enemy aircraft did not open fire.

There was no damage to our aircraft. There is no claim as far as an enemy aircraft is concerned.

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REID, F/O Ivan Douglas (J36848) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 20 July 1945 as per **London Gazette** of that date and AFRO/431 dated 8 August 1947. Born 23 October 1921 in Hamilton; home in Cleveland, Ohio (layout man, ex-Royal Canadian Artillery, gave his citizenship as Canadian rather than American). Enlisted in Windsor, 20 July 1942 and posted to No.5 Manning Depot. To No.5 SFTS, 11 September 1942. To No.1 ITS, 7 November 1942; promoted LAC, 22 October 1942; to Mountain View, 20 February 1943; to No.8 AOS, 17 April 1943. Commissioned 15 October 1943. To No.1 GRS, 29 October 1943. To "Y" Depot, Lachine, 14 January 1944; taken on strength on strength of No.3 PRC, Bournemouth, 21 January 1944. Promoted Flying Officer, 15 April 1945. Repatriated 5 August 1945. Retired 18 September 1945. Award presented 27 May 1949. No citation other than "completed numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 23 March 1945 when he had flown 32 sorties (192 hours 10 minutes), 17 September 1944 to 4 March 1945.

This officer, navigator of the crew captained by Flight Lieutenant Bertram, has now completed thirty-two trips over enemy territory including several long distance targets which called for a high degree of navigational ability.

Flying Officer Reid has at all times displayed courage and coolness of a very high order and his exceptional skill and devotion to duty has contributed much to the successful completion of his operational flights including many specialist mining sorties. He has also taken a very keen interest in the working of his section

where his experience and advice has done much to improve the efficiency of the junior members of the Navigation Section.

I consider that this officer, by his co-operative and unselfish example, plus his splendid record of achievement, fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

17 September 1944 - Boulogne (3.45)
20 September 1944 - Calais (2.55)
23 September 1944 - Homberg (3.50)
25 September 1944 - Calais (4.35)
27 September 1944 - Duisburg (5.30)
28 September 1944 - Cap Gris Nez (3.25)
4 October 1944 - Bergen (6.35)
6 October 1944 - Dortmund (6.25)
9 October 1944 - Bochum (6.25)
14 October 1944 - Duisburg (5.30)
14 October 1944 - Duisburg (5.55)
2 November 1944 - Dusseldorf (6.35)
4 November 1944 - Bochum (5.10)
6 November 1944 - Gelsenkirchen (5.00)
16 November 1944 - Julich (5.30)
18 November 1944 - Munster (6.30)
27 November 1944 - Neuss (5.30)
30 November 1944 - Duisburg (6.35)
4 December 1944 - Karlsruhe (7.35)
17 December 1944 - Duisburg (6.15)
26 December 1944 - St. Vith (6.00)
28 December 1944 - Oslo Fjord (6.05)
30 December 1944 - Cologne (6.30)
31 December 1944 - Oslo Fjord (7.05)
2 January 1945 - Ludwigshaven (7.05)
5 January 1945 - Hanover (5.40)
12 January 1945 - Flensburg Harbour (5.55)
14 January 1945 - Oslo (7.00)
20 February 1945 - Dortmund (7.10)
1 March 1945 - Mannheim (7.10)
2 March 1945 - Christenson (5.55)

4 March 1945 - Chemnitz (10.30)

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REID, WO1 James Ian McBride (R69941) - **French Croix de Guerre with Palm** - No.143 Wing (AFRO gives only "Overseas" as unit) - Awarded as per **Canada Gazette** dated 16 July 1949 and AFRO 307/49. Born in Toronto, 30 July 1918. Educated there; accounts collector for a furniture store. Served briefly in Canadian Army Postal Corps. Enlisted in Toronto, 16 July 1940 as Clerk/Accountant and granted rank of Sergeant immediately. To No.1 BGS, 16 September 1940. Promoted Flight Sergeant, 1 January 1941. Promoted WO2, 1 July 1941. To Technical Training School, St. Thomas, 10 November 1941; promoted WO1, 1 April 1942. To Trenton, 13 May 1942; to "Y" Depot, 30 July 1943; taken on strength of United Kingdom, 2 September 1943; disembarked in Britain, 16 September 1943. To No.62 Base, 2 October 1943. To No.143 Wing Headquarters, 17 December 1944. To No.126 Wing, 30 June 1945. Repatriated 23 November 1945; released 4 January 1946. Died in Miami, Florida, 8 October 1969. Reported to have had ambitions to become a radio commentator and was interviewed by BBC to determine his suitability for that. Although undoubtedly efficient in his trade, his file does not indicate any specific reason for his being awarded such a singular honour.

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REID, W/C Joseph Wendell (C927) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 18 June 1918 in Sydney, Nova Scotia; home in Montreal; enlisted in RCAF Auxiliary, 3 January 1939. Qualified for wings at Trenton, 2 September 1939. Promoted Flight Lieutenant, 1 November 1940. Flying instructor to September 1941; with RAF Transport Command, September 1941 to January 1942; To No.118 Squadron, 15 January 1942. To RAF overseas, 30 March 1942; promoted Squadron Leader, 1 June 1942. May have been with Transport Command after leaving Canada. With No.409 Squadron, January 1943 to August 1944 (promoted Wing Commander, 1 November 1943); repatriated 12 August 1944; loaned to TCA, 12 October 1944; to No.2 Air Command, 6 August 1945; released 22 September 1945; became TCA Director of Flight Standards. Postwar he was with RCAF Auxiliary (service number 120182), being posted to No.442 Squadron, Vancouver, 15 July 1947 and No.401 Squadron, Montreal; 1 January 1948; promoted Wing Commander, 24 August 1948 and commanded No.401 Squadron; awarded Queen's Coronation Medal 23 October 1953 (No.1 Group, rank of Group Captain). Claimed to have flown 53 types of aircraft during the war including gliders, autogyros, fighters and bombers; his passengers had included Churchill. Died in Vancouver, 9 August 1985 as per **Airforce Magazine**, issue of January-February-March 1986 and British Columbia Vital Statistics. No citation in AFRO. Aerial victories with No.409 Squadron as follows: **13/14 June 1944**, one He.177 destroyed 20-25 miles north of Le Havre (Mosquito MM560); **19/20 June 1944**, one

Ju.88 damaged in Rouen area (Mosquito MM587); **25/25 July 1944**, one Ju.88 destroyed southwest of Rouen (Mosquito MM587).

REID, W/C Joseph Wendell (C927) - No.409 Squadron - **United States Distinguished Flying Cross** - Award effective 15 May 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. DHist file 181.009 D.3053 (RG.24 Vol.20634) has text of citation taken from USAF General Order 92 dated 14 November 1944.

For extraordinary achievement while participating in many patrols over the Normandy beachhead area. As a result of his outstanding leadership, Wing Commander Reid's squadron has destroyed at least twenty enemy airplanes since D Day. His courage and devotion to duty reflect highest credit upon himself and the Armed Forces of his country.

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REID, F/O Kenneth Percy James (J23359) - **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 22 July 1921 in Kingston, Ontario; home there (accountant); enlisted in Ottawa, 30 March 1942 and posted to No.5 Manning Depot. To No.3 ITS, 15 August 1940; graduated and promoted LAC, 10 October 1942; posted that date to No.9 AOS; graduated and commissioned 5 February 1943. To "Y" Depot, 19 February 1943. To RAF overseas, 28 February 1943. Promoted Flying Officer, 5 August 1943; promoted Flight Lieutenant, 5 February 1945. Repatriated 5 August 1945. Retired 12 September 1945. Award presented 6 August 1946. Postwar he was instrumental in the building of the Kingston Memorial Centre, involved in the local sports scene and had a long established career in the investment business. Died in Kingston, 10 February 2005. Photograph PL-31808 and PL-31809 show F/L T.S. Wright, F/L Russ Baer and F/O Ken Reid. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8827 has recommendation dated 21 August 1944 when he had flown 38 sorties (155 hours 36 minutes) as listed below. The CO, Station Burn, also writes, "This quiet Canadian has undoubtedly been an outstanding member of a gallant crew. His skill and accurate navigation have played a vital part in the successes achieved by his crew."

* denotes daylight sortie

9 April 1944 - Lille (4.35)
10 April 1944 - Tergnier (5.01)
18 April 1944 - Tergnier (4.48)
20 April 1944 - Ottignies (4.07)

22 April 1944 - Dusseldorf (4.59)
24 April 1944 - Karlsruhe (6.33)
26 April 1944 - Essen (4.20)
27 April 1944 - Aulnoye (4.09)
30 April 1944 - Acheres (4.25)
8 May 1944 - Berneval (3.57)
10 May 1944 - Lens (3.13)
22 May 1944 - Orleans (4.46)
24 May 1944 - Aachen (4.06)
27 May 1944 - Bourg Leopold (3.59)
4 June 1944 - Boulogne (3.28)
5 June 1944 - Mont Fleury (4.16)
6 June 1944 - Chateaudun (5.49)
17 June 1944 - St.Martin l'Hortier (3.36)
22 June 1944 - Siracourt (3.47)*
23 June 1944 - Oisemont (3.58)
24 June 1944 - Le Grand Rossignol (3.25)
27 June 1944 - Marquis Mimoyecques (3.25)*
30 June 1944 - Villers Bocage (3.41)*
12 July 1944 - Thiverny (4.33)*
15 July 1944 - Nucourt (4.19)
18 July 1944 - Caen H.2 (3.35)*
20 July 1944 - Bottrop (4.09)
28 July 1944 - Foret de Nieppe (3.32)*
30 July 1944 - Battle area (4.12)*
1 August 1944 - Anderbelck (2.34)*
2 August 1944 - Le Nieppe (3.24)*
3 August 1944 - Foret de Nieppe (3.06)*
6 August 1944 - Hazelbrouck (3.02)*
9 August 1944 - Foret de Mormal (3.38)*
11 August 1944 - Somain (4.18)*
12 August 1944 - Russelsheim (5.35)
14 August 1944 - TRACTABLE (3.35)*
15 August 1944 - TRACTABLE (3.31)*

Flying Officer Reid has carried out 38 sorties totalling 155.36 hours during which he has attacked many important targets which have included those situated in such well known areas as Dusseldorf, Essen, Aachen and Russelsheim.

This brilliant Canadian navigator has shown throughout a long operational tour an efficiency and skilful ability combined with a ready willingness to deal with the longest and most difficult routes which he might be given. Conscientiously he always continued with the calculating and completing of his charts with accuracy and speed, placidly undisturbed by the strongest enemy anti-aircraft defences or fighter action in which the aircraft might be involved. On one occasion a burst of flak near the nose caused some fragments to enter his compartment, one of which struck his parachute harness and caused a superficial wound. This he did not report to his captain but continued with his work.

This is typical of his disregard for his own safety, combined with a high sense of duty which has encouraged and spurred on all those with whom he flew. It is recommended that he should receive the award of the Distinguished Flying Cross.

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REID, F/O Mervyn Garfield (J90338) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Much of the following from Dix-Noonan-Web website (medal dealers). Born 3 November 1922 in Winnipeg; home in Minaki, Ontario (repairman); enlisted in Winnipeg, 23 June 1942. Trained at No.2 ITS (graduated 25 October 1942) and No.2 AOS (graduated 28 August 1943). Embarked for the United Kingdom and next attended No. 29 Operational Training Unit, following which he was posted to No. 76 Squadron, a Halifax unit operating out of Holme-on-Spalding, Yorkshire in July 1944. Commissioned 1944. First operational sorties on 18 July 1944 - a strike against the flying-bomb site at Acquet, Normandy. Completed another 20 operations with No. 76, several of them of a similar nature - or other targets in support of the Allied landings - and the remainder against German targets such as Russelheim, Sterkrade and Gelsenkirchen - several, too, of the daylight variety. Transferring to No. 78 Squadron, another Halifax unit, operating out of Brighton, Yorkshire, in October 1944, he flew another 18 sorties, the vast majority of them against heavily defended German targets, including Bottrop, Cologne, Dortmund, Duisburg, Dusseldorf, Essen, Magdeburg, Munster and Stuttgart - and return trips to Gelsenkirchen and Sterkrade. Added to which, as stated in recommendation, "on several occasions he led the Squadron and the Group in daylight attacks on [these] German targets". Posted to No.10 Squadron at the end of his operational tour in March 1945, he was awarded the DFC, which decoration was sent to him from Government House in November 1949. Retired 11 July 1945. Rejoined the Royal Canadian Air Force, 19 November 1948; served as a Navigator in No. 408 Squadron at Rockcliffe, a Lancaster photographic unit, and remained similarly employed until December 1951, when he joined No.

2 Air Navigation School as a Screen Navigator. Then in June 1955, having attended RAF Merryfield to gain experience in Canberras, he was attached to No. 540 Squadron at R.A.F. Wyton. In fact, Reid remained employed at Wyton, latterly as a member of the Radar Reconnaissance Flight, until July 1959; re-graded as a Navigator A1. Returned to Canada, April 1961. Here he served on the staff of the Canadian Navigation School. Then Liaison Officer to Strategic Air Command, Omaha, Nebraska. Retired 10 March 1970 to Minaki. He became Marina Manager and then Assistant General Manage of Minaki Lodge Resort until 1973. He and his sons acquired Minaki Marina in 1974 and Birch Island Resort in 1978. He finally retired in 2002 Died in Kenora, Ontario, 14 October 2010. No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9131 has recommendation dated 5 May 1945 when he had flown 38 sorties (94 hours 20 minutes), 18 July 1944 to 24 March 1945.

18 July 1944 - Acquet Road (3.50)
20 July 1944 - Bottrop (4.40)
23 July 1944 - Kiel (5.20)
25 July 1944 - Foret de Croc (3.40)
28 July 1944 - Foret de Nieppe (3.25)
7 August 1944 - TOTALIZE (3.55)
9 August 1944 - Foret de Mormal (3.55)
10 August 1944 - Dijon (6.25)
12 August 1944 - Russelheim (5.40)
14 August 1944 - TRACTABLE (4.15)
17 August 1944 - Brest (4.50)
18 August 1944 - Sterkrade (4.50)
25 August 1944 - Pons Corff (5.25)
27 August 1944 - Homburg (4.15)
1 September 1944 - La Pouchinte (3.10)
12 September 1944 - Gelsenkirchen (4.10)
23 September 1944 - Neuss (4.55)
25 September 1944 - Calais (3.05)
26 September 1944 - Calais (3.30)
6 October 1944 - Schloven (4.40)
14 October 1944 - Duisburg (4.58)
28 October 1944 - Westkappelle (3.20)
2 November 1944 - Dusseldorf (5.30)
6 November 1944 - Gelsenkirchen (4.44)
18 November 1944 - Munster (5.08)
16 January 1945 - Magdeburg (6.38)
7 February 1945 - Goch (5.32)

14 February 1945 - Chemnitz (8.10)
27 February 1945 - Mainz (7.55)
28 February 1945 - Stuttgart (6.50)
2 March 1945 - Cologne (7.40)
11 March 1945 - Essen (5.50)
12 March 1945 - Dortmund (5.45)
13 March 1945 - Wuppertal (5.35)
15 March 1945 - Bottrop (5.10)
18 March 1945 - Witten (6.40)
22 March 1945 - Dulmen (5.00)
24 March 1945 - Sterkrade (6.00)

Pilot Officer Reid was posted to No.10 Squadron in March 1945 and has now completed his first tour of operations comprising 38 sorties, 194 operational hours. He has participated in attacks on heavily defended German targets, including Gelsenkirchen (twice), Sterkrade (twice), Dusseldorf, Duisburg and Magdeburg.

This Canadian officer has at all times proved himself to be a consistently superior navigator whose outstanding skill has enabled his captain to bring back many good photographs of the target area and has played a great part in the safe return of his aircraft and crew. His enthusiasm for operations has been abounding, while his extreme coolness under adverse conditions has done much to foster a high standard of morale in his crew. On several occasions he has led the squadron and the group in daylight attacks on German targets. These attacks were carried out with the greatest skill and determination and have been highly successful. He has greatly assisted in the training of new crews and has always set a fine example to his fellow navigators in the squadron.

I strongly recommend that Pilot Officer Reid's outstanding skill, courage and strong devotion to duty be recognized by the award of the Distinguished Flying Cross.

The Dix-Noonan-Web website has a slightly different text for recommendation:

Pilot Officer Reid has now completed his first tour of operations, comprising 38 sorties and 194 operational hours. He has participated in attacks on heavily defended German targets, including Gelsenkirchen (twice), Sterkrade (twice), Dusseldorf, Duisburg and Magdeburg.

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I strongly recommend that Pilot Officer Reid's outstanding skill, courage and strong devotion to duty be recognised by the award of the Distinguished Flying Cross.

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REID, P/O Norman Duncan (J10353) - **Air Force Cross** - No.11 SFTS - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Durban, Manitoba, 6 December 1914. Employed by father at farming, 1932-1936; machinist with Jellicoe Gold Mines, 1936-1937; apprentice engineer at Fort William Flying Club, 1939; Machinist at Sturgeon River Gold Mines, 1937-1939. Enlisted at Fort William, 20 June 1940 and posted to No.1 Manning Depot, Toronto. To No.2 ITS, Regina, 30 June 1940; graduated and promoted LAC, 15 August 1940; posted on 17 August 1940 to No.2 EFTS, Fort William; to No.2 SFTS, Uplands, 20 October 1940. Graduated and promoted Sergeant, 4 January 1941. To Central Flying School, Trenton, 8 January 1941. To No.11 SFTS, Yorkton, 11 April 1941. Promoted WO2, 4 January 1942. Commissioned 1 March 1942. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 16 November 1942. Disembarked in Britain, 18 December 1942. Invested with award by King George VI, 2 February 1943. To 15 (Pilots) AFU, 9 February 1943. Attached to No.1512 Beam Approach Training Flight, 27 February to 3 March 1943. To No.22 OTU, 23 March 1943. To No.1659 Conversion Unit, 18 May 1943. To No.427 Squadron, 10 June 1943. Missing in action, 22/23 June 1943 (Mannheim raid). RCAF photo PL-2390 shows him as a Leading Aircraftman; caption gives home town as Dunbar, Manitoba.

The above noted officer was employed as an NCO Flying Instructor at No.11 Service Flying Training School, Yorkton, Saskatchewan, for a period of eleven months, after which he was appointed to a commission as Pilot Officer on 1 March 1942. During this period of eleven months, he logged nine hundred hours of instructional flying time. The quality of his work was outstanding in that his pupils always placed high in their respective classes, and during the whole period

only one of his students was involved in an accident. His steadiness and persistent attention to duty furnished an excellent example to other NCO flying instructors. He has flown, while in the service, 1,651 hours. His persistent efforts and devotion to duty have, if anything, increased since his appointment to commissioned rank.

This began as a recommendation by S/L W.R. Irwin, 14 August 1942 which read as stated above. The Commanding Officer of No.11 SFTS added his remarks on the same day: "P/O Reid's persistent efforts and devotion to duty while an NCO instructor merit recognition." This was further endorsed at No.2 Training Command Headquarters (23 September 1942) and by Air Marshal Breadner at AFHQ (date on shown).

In fact, he was recommended for the Air Force Medal on 18 February 1942 by S/L E.S. Hohnes (guessing at signature), OC of No.1 Squadron, No.11 SFTS, who wrote:

This NCO became a Sergeant Pilot on December 4th, 1940, and arrived at this Station from Central Flying School, Trenton, late in March 1941. Since his arrivale here he has been continuously employed as a flying instructor. His work has been of a very commendable nature, his students always place high in their respective classes. As a Service Pilot he is above the average. His personal conduct and attitude towards his duties is excellent. As a Sergeant Pilot Instructor he is outstanding.

The Commanding Officer of No.11 SFTS agreed but it was not actioned at any higher level.

Notes: Flying Instructor course at Trenton was 3 February to 19 March 1941. Flew 33.25 solo and 22.05 dual (single engine) plus 30 minutes dual (twin engine). "Rough on controls - talks too fast. Average pilot. Aerobatics very good. Patter good." (F/L H.M. Hallatt). Ground courses in Airframes (93/100), Airmanship (65/100), Engines (92/100) and Air Navigation (65/100). Chief Ground Instructor was F/O G.P. Silke. Examined 19 March 1941 in a Harvard and assessed under following headings: Sequence ("Good"); Voice ("Clear, talks too fast"); Manner ("Convincing"); Ability to impart knowledge ("Good"); Ability as Pilot ("Average"), and overall, "Did a good test in a very strong wind and bumpy weather. Should make a capable instructor." (S/L C. Carling-Kelly, awarding "C" category).

Involved in an accident, 1015 hours, 22 April 1942, with R125247 George Howard (slightly injured), Crane 8046. "Practicing single engine landing, developed drift, attempted to go around, standard fuel mixture control in full lean; aircraft developed yaw and stalled into ground."

Involved in accident, 1130 hours, 28 April 1941 at No.11 SFTS, Harvard 2992, with R77041 LAC G. William as pupil. Ground looped, damaging oleo, wing and airscrew. No injuries. "Pilot error."

Reassessed as instructor by Central Flying School Visiting Flight, 8 March 1942. At that time he had flown 768 hours single engine solo, 111.20 single engine dual, 274 hours twin engine solo and 12.55 twin engine dual. He had flown Tiger Moths, Harvards, Fleet, Lockheed and Crane. Tested on a Crane and described under the following headings: Sequence ("Rather brief:"), Voice ("slightly weak"), Manner ("unassuming"), Ability to impart knowledge ("average"), Ability as Pilot ("Good average - clear hood and instrument"). Overall described as "A capable instructor but should make an effort to improve his patter by a study of CAP I Volume II." (F/L R. Bannock). Upgraded from "C" to "B" category.

Course at No.15 (Pilots) AFU was 9 February to 23 March 1943. Flew Oxford aircraft - 3.20 day dual to first day solo, 14.25 total day dual, 22.50 day solo, 50 minutes night dual to first night solo, total 5.40 night dual, 7.05 night solo. Of this, one hour was in formation and 4.05 on instruments. Also 6.30 in Link.

Course at No.1512 BAT Flight was 28 February to 5 March 1943. Flew 11.40 on Oxfords. "Made exceptional progress throughout the course. Has a sound knowledge of procedure and had no trouble with application." (S/L C.L. Roy, 5 March 1943).

Course at No.22 OTU was 23 March to 18 May 1943 (Wellingtons). Flew 4.30 day dual to first day solo, 9.35 total day dual, 30.20 day solo; 4.45 night dual to first night solo, 10.35 total night dual, 31.35 night solo. Of these times, three hours in formation and 32 hours on instruments. Also did 15 hours in Link. Appears to have taken no ground courses; in air assessed in General Flying (275/400), Applied Flying (150/200), Instrument Flying (200/250), Night Flying (75/100) and Link (40/50). "An experienced pilot who has made good use of this fact and has completed a very good OTU course. He has led his crew and should make an excellent operational captain." (G/C R.B. Jordan - I think - May 1943).

At No.1659 Conversion Unit, reported 18 May 1943; posted out 6 June 1943. Crew were J10353 F/O Reid, J14193 F/O Pariseau (navigator), 1394512 Sergeant Robinson (WOP), R103340 Sergeant Notely (air gunner), J21043 P/O Gracie (bomb aimer), 1437312 Sergeant Mann (flight engineer) and R13460 Sergeant Heximan (mid-upper gunner). Time on course was 40 hours 30 minutes. "A good average Halifax pilot with a goof average crew. The navigator has been on the unit for some time and has not flown with the crew before, but with experience should do well." (W/C R.S. Turnbull, 15 June 1943).

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REID, F/L Raeburn Livingstone (C10385) - **Commended for Valuable Services in the Air** - No.7 Photo Wing - award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 6 August 1912. Enlisted at Camp Borden, 1 November 1939 as Sergeant Pilot. To Trenton, 20 January 1940. To Rockcliffe, 12 February 1940. To Trenton, 8 June 1940. To No.6 Repair Depot, date uncertain. To Station Trenton, 19 April 1941. Promoted WO2, 1 December 1941. Commissioned 1 March 1942. Promoted Flying Officer, 1 August 1942. Promoted Flight Lieutenant, 1 October 1942. To No.3 Training Command, 27 April 1943. To Trenton, 29 June 1943. To No.12 (Transport) Squadron, 16 November 1943. To No.164 (Transport) Squadron, 15 February 1944.. To No.12 Communications) Squadron, 6 April 1944. To No.7 (Photo) Wing, 9 June 1944. To No.4 Release Centre, 15 November 1945. Retired 21 November 1945. Died 1998 in Holstein, Grey County, Ontario.

This officer is in command of a ground survey control detachment of four aircraft operating from the lakes in the Barren Lands west of Hudson Bay. He has shown excellent leadership and a sound knowledge of this phase of detached operations, which has been the main contributing factor in the successful accomplishment of a difficult task.

* * * * *

REID, F/L Ralph Garlett (J36186) - **Distinguished Flying Cross** - No.115 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO 1704/45 dated 9 November 1945. Born 3 January 1922 in Beamsville, Ontario; home in Falconbridge, Ontario (plumber); enlisted in North Bay, 14 July 1942. To No.5 Manning Depot, 10 November 1942. To Trenton, 21 January 1943. To No.1 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943; posted next day to No.20 EFTS; graduated 12 June 1943 when posted 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. Repatriated 8 June 1945. To No.1 Air Command, 20 June 1945. To No.16 SFTS, 31 July 1945. To No.4 Release Centre, 7 September 1945. Retired 24 September 1945. Award presented in Stamford Centre, Ontario, 7 August 1949. Died in Beamsville, Ontario, 19 October 2007 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2008.

As pilot and captain of aircraft this officer has consistently harassed the enemy. In December 1944 he was detailed for an attack against Siegen. Appalling weather was encountered en route to the target but Flight Lieutenant Reid pressed home his attack with great success. Other targets he has attacked include Ludwigshaven, Osterfeld Gelsenkirchen, Dresden and Chemnitz. This officer has also twice attacked the Leuna oil refinery at Merseberg. Throughout,

Flight Lieutenant Reid's fine fighting spirit and devotion to duty have been outstanding.

* * * * *

REID, F/O Robert Tennant (J23371) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 1 April 1920 in Toronto; home there; enlisted there, 8 August 1941. To No.1 Manning Depot, 27 August 1941. To No.5 EFTS (non-flying duty), 13 September 1941. To No.6 ITS, 10 November 1941; graduated and promoted LAC, 2 January 1942 but not posted until 17 January 1943 when sent to No.7 EFTS; to No.20 EFTS, 19 March 1942; ceased training and posted to Trenton, 11 April 1942; to No.7 AOS, 9 May 1942; to No.1 Composite Training School, 19 September 1942; to No.7 BGS, 23 October 1942; may have graduated 18 December 1942 but not posted to No.4 AOS until 27 December 1942; graduated as Air Bomber 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, 5 February 1945. Repatriated 8 June 1945. To No.1 Air Command, 20 June 1945. To No.4 Release Centre, 4 August 1945. Retired 8 August 1945. Photo PL-36283 is a portrait. Award presented in Hamilton, 27 July 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9026 has recommendation dated 13 July 1944 when he had flown 35 sorties (195 hours 15 minutes), 16 December 1943 to 24 June 1944.

16 December 1943 - Berlin
20 December 1943 - Frankfurt
29 December 1943 - Berlin
1 January 1944 - Berlin
14 January 1944 - Brunswick
20 January 1944 - Berlin
21 January 1944 - Magdeburg
27 January 1944 - Berlin
30 January 1944 - Berlin
15 February 1944 - Berlin
19 February 1944 - Leipzig
20 February 1944 - Stuttgart
10 March 1944 - Chateauroux (DNCO, stbd outer engine u/s)
15 March 1944 - Stuttgart
18 March 1944 - Frankfurt
22 March 1944 - Frankfurt
24 March 1944 - Berlin

26 March 1944 - Essen
30 March 1944 - Nuremburg
11 April 1944 - Aachen
18 April 1944 - Paris
10 May 1944 - Lille
11 May 1944 - Bourg Leopold
19 May 1944 - Tours
21 May 1944 - Duisburg
22 May 1944 - Brunswick
24 May 1944 - Eindouer
27 May 1944 - Nantes
31 May 1944 - Saumur
3 June 1944 - Ferme d'Urville
5 June 1944 - St.Pierre du Mont
6 June 1944 - Argentan
8 June 1944 - Rennes
23 June 1944 - Limoges
24 June 1944 - Prouville

Flying Officer Reid has successfully completed 34 operational sorties, 21 of which have been against German targets, including Berlin (eight times), Frankfurt (three times), Stuttgart (twice), Essen and Nuremburg, as well as small targets in France.

His high degree of skill as a Bomb Aimer has contributed greatly to the obtaining of frequent photographs of aiming points.

For his unflinching devotion to duty, his bravery against the enemy, and his keenness to press home the attack, Flying Officer Reid is recommended for the award of the Distinguished Flying Cross.

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REID, S/L Ross Frederick (J9936) - **Distinguished Flying Cross** - No.438 Squadron - Award effective 19 February 1945 as per **London Gazette** dated 27 February 1945 and AFRO 625/45 dated 13 April 1945. Born 5 October 1922 in Montreal; home in Toronto; enlisted there 1 May 1941 and posted to No.4A Manning Depot. To Trenton, 9 June 1941. To No.1 ITS, 15 July 1941; graduated and promoted LAC, 20 August 1941 when posted to No.10 EFTS; graduated 7 October 1941 but not posted to No.1 SFTS until 10 October 1941; graduated and commissioned, 22 January 1942. To No.14 (Fighter) Squadron, 23 January 1942. To Eastern Air

Command, 10 May 1942. Promoted Flying Officer, 1 October 1942. To No.118 (Fighter) Squadron, 14 May 1943. Promoted Flight Lieutenant, 22 January 1944. Overseas posting, repatriation and release dates not available. Rejoined RCAF Auxiliary, 26 April 1948 with No.400 Squadron (Aero Engineer Branch, service number 30627). Converted to Permanent Commission, 10 September 1949 when he was at Trenton. To Toronto, 2 April 1950. To London, 24 April 1950. To No.2 Technical Training School, 30 October 1950. To Reserve Officer School, Kingston, 5 May 1951. To Training Command Headquarters, 10 August 1951. Promoted Flight Lieutenant, 1 January 1952. To FIS Trenton, 9 March 1953. Further posting unclear. Retired 15 October 1957 to Willowdale, Ontario. Award presented 27 January 1946. RCAF photo PL-28397 (ex UK-8938 dated 18 March 1944) shows him with Alsatian puppy "Sheba". Photo PL-35934 is a wartime portrait.

Throughout a prolonged tour of duty this officer has consistently shown exceptional courage, skill and determination. He has led his squadron on many sorties against heavily defended bridges, ammunition dumps and a wide variety of other targets, invariably achieving outstanding success. On a recent occasion Squadron Leader Reid led an attack on an important bridge at Meijel in Holland. Despite heavy defences the target was destroyed. Again in November 1944, he delivered a telling attack on canal locks at Sneek and Gaarkuiken which were severely damaged. He has always completed his duties with outstanding initiative and courage.

The following article by Sidney Allison ("A Typhoon Pilot Remembers") appeared in **SITREP: The Newsletter of the Royal Canadian Military Institute**, Volume 41 No.7 (September 1984). The alert reader will detect several errors, such as a reference to No.438 Squadron flying jets in 1984 or the statement that when No.118 Squadron moved overseas it was "among the very first Canadian flying units to be shipped overseas with its own aircraft, stores and ground staff" (the precedents had been set in 1939-1940 by Nos.1, 110 and 112 Squadrons - and No.118 left its Kittyhawks in Canada). On the other hand the personal experiences of Reid make an interesting narrative..

Squadron Leader Ross Reid, DFC, CD, will have much to look back on in September 1984, when Reserve Squadron 438 celebrates its 50th anniversary.

Today's pilots of Reserve Squadron 438 still fly with the crest of a snarling wildcat on their jet fighters, many of them perhaps unaware that their unit's symbol was born in the grim days of World War two aerial combat over Northwest Europe and was designed by no less than Walt Disney ! However, that will likely be just one of scores of stories to be told in St, Hubert, Quebec this month when ex-members of the squadron convene to hold its 50th

Anniversary Reunion. Regrettably, Squadron Leader Ross Reid - 438's longest serving wartime pilot and one time its commanding officer - won't be among them.

Ross joined the Royal Canadian Air Force in May 1941, and a year later found himself flying Kittyhawk fighters with No.14 Home Defence Squadron at Sea Island, British Columbia. He was able to obtain a short leave home in October 1942 for his marriage to Billie in Toronto. After being transferred to Dartmouth, Nova Scotia, he joined No.118 Fighter Squadron, which finally settled for 14 months on Annette Island, Alaska. At that time a quirk of military jurisdiction had the RCAF providing a major role in air support of American forces during their campaign against the Japanese in the Aleutian Islands. Then, in 1943, the 118th moved to the United Kingdom, among the very first Canadian flying units to be shipped overseas with its own aircraft, stores and ground staff.

Based at Wittering, near Peterborough, England, the outfit was redesignated No.438 Squadron. Newly numbered, it was also newly equipped with Hurricane IIDs. The squadron had no sooner mastered this aircraft than it was moved to Ayr, Scotland and issued with the then highly-advanced Hawker Typhoon. This powerful fighter-bomber was heavily armed with four 20-mm cannon and an array of rockets and bombs. In addition to this hardware, the Typhoon was also the first single-engined Allied aircraft to carry two 1,000-lb bombs. This capability was soon incorporated into a "skip-bombing" technique that enabled pilots to attack targets from low levels with high precision.

Stationed at Bournemouth, the men of 438 began to specialize in operating across the English Channel at so-called "No-Ball" targets - flying bomb sites in France - as well as skipping their bombs into strategic railway tunnels. Their Typhoons arrived over the beach head at H-Hour on D-Day of the Normandy invasion, with responsibility for destroying German gun positions. "Flying over the invasion fleet that morning was the most spectacular sight I ever saw", recalls Ross. "The memory of it will live with me all my life." His squadron acted as flying artillery in support of British and Canadian troops during the assault on Caen and the breakout from Normandy. By then, the unit was stationed at a forward airfield named "B.9" near Creully.

Not content with air fighting, Ross Reid found frequent reasons to visit the battlefield on the ground, so as to have a better understanding of the troops' needs in air support. More than once he came under close fire from shelling and snipers. During his seventh visit to the front lines, he went with a fellow pilot

and an NCO in a truck in search of lumber for use as parachute drying racks. Enemy artillery found them and the truck received a direct hit from an 88-mm shell. Ross managed to escape the wreckage and ran with others to shelter in a nearby cave. There he found that his leg was a mass of gore from shrapnel wounds. A short while later, he took an ambulance jeep back to the scene to look for his comrades, only to find that the pilot had been killed there. Ross was back flying within a week, just in time to fly support missions for the air assault on Brussels.

Understandably proud of his City of Montreal Wildcat Squadron, Ross determined to obtain a proper unit crest. Taking the approved formal channel, he wrote to the College of Heralds in Britain, for registration and a design. "What came back was a drawing of what looked more like a house pussycat than a Canadian lynx," says Ross. "So I wrote off to Walt Disney in Hollywood, briefly explaining what we were after. In no time at all, he sent us a magnificent full colour design for our crest, with the finest looking fighting wildcat you could ever want!" The symbol was duly adopted with an enthusiasm and unit pride that is undiminished to this day.

Ross once had occasion to fly an Auster observation 'plane to Eindhoven, Holland. En route he was fired on by German ground troops and got lost during the lively interlude of evasive flying that followed. However, he did manage to perform a perfect 3-point landing in a farmer's field. Some helpful Dutch civilians hauled the aircraft out to the road, but it had sustained some damage which made it unable to take off. Leaving it in the resolute Dutchmens' care, Ross was driven away on the motorbike of a member of the Orange Resistance Army. When Ross was able to get back to the repaired Auster a week later to fly it out, he found it was trapped by a long row of trees which lined the road. Undaunted, his Dutch friends cheerfully "set to with axes and lopped down trees for half a mile, enabling him to take off finally in safety and style.

In September 1944 S/L Ross Reid took command of 438 Squadron, a 21-year old Squadron Commander. He continued to fly combat sorties until late December 1944, when his superiors noted that he had reached to 100 "trips". This was the maximum allowed for a fighter-bomber pilot, and he was ordered grounded as tour expired. Following a riotous New Year's Eve visit to the Eindhoven RCAF Military Hospital, he was rudely awoken at dawn by the racket of a full-scale air raid. It marked the devastating last mass assault of the war by the Luftwaffe, aimed against Allied airfields in the Low Countries. Hurriedly, hitching an ambulance ride, he tore back to the squadron's hard hit base. He took command

again on the spot. One of the heroes of 438's defence of the airfield was an armament sergeant who stood in the open to fire a Bren gun from the hip, and managed to bring down a Focke Wulf in flames. This gallant NCO never received an award for his action, and sad to report, died recently just as a testimonial in his honour was being planned to take place at the squadron's reunion.

When S/L Reid finally left 438 in early 1945, he had been with the squadron for 32 months, a record as one of the longest serving wartime pilots with a single unit. He returned to Canada in April 1945, and was at sea aboard the **Queen Elizabeth** with 20,000 U.S. troops when news arrived of the death of President Roosevelt. Ross reached Toronto with perfect timing on VE Day, "When the whole town went mad with joy." After a short period as an administrative officer, he was released from the RCAF in August 1945, a veteran of air warfare at the ripe old age of 22.

He then attended the University of Toronto, obtaining his degree in engineering. Returning to the air force as a Regular officer, he served from 1949 to 1956. After a successful civilian career in engineering, Ross retired a short while ago, only to take up a new role as an associate management consultant with his own firm, R-Squared Management Services. He is more than a little disappointed in the fact that a previously arranged visit to Alaska will prevent him from attending the reunion of his beloved old squadron this September. However, he has been able to donate to the occasion something which is sure to become a treasured memento - a large new oil painting of the City of Montreal 438 Squadron crest proudly sporting a snarling wildcat. May it long serve to evoke the memories shared by Squadron Leader Ross Reid, DFC, and his fellow airmen of the RCAF, who rode their Typhoons into battle to defend freedom's cause with such selfless gallantry.

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REID, F/L Thomas Gillen (J8391) - **Distinguished Flying Cross** - No.117 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 2 June 1944 and AFRO 1660/44 dated 4 August 1944. Born at Milton, Ontario, 28 July 1922; home in Delore, Ontario; enlisted in Hamilton, 13 January 1941 and posted to No.1 Manning Depot. To No.1 ITS, 16 May 1941; graduated and promoted LAC, 21 June 1941 when posted to No.1 EFTS; graduated 8 August 1941 when posted to No.14 SFTS; graduated and commissioned 24 October 1941. To "Y" Depot, 25 October 1941. To RAF overseas, 25 November 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 24 October 1943. Arrived in India, 31 October 1943

and posted to No.117 Squadron. Repatriated from India to Britain, 10 December 1944. Repatriated 8 February 1945. To No.1 Air Command, 13 February 1945. To No.6 OTU, 19 March 1945. To No.8 Release Centre, 20 September 1945. Retired 1 October 1945. Award sent by registered mail, 28 October 1948. TCA and Air Canada pilot after the war. Died at Brentwood Bay, British Columbia, 27 May 2003.

During the past two years this officer has completed a large number of operational sorties, the majority of which have been on transport operations in support of the Army and Air Force in North Africa, Sicily and Italy. He took part in both the landing of troops and supplies by air in the operations in Burma when, despite adverse weather, he showed the utmost determination to reach his objectives. At all times he has set an inspiring example by the skill, courage and resolution he has displayed.

NOTE: Public Record Office Air 2/9627 has recommendation drafted 4 April 1944 when he had flown 750 operational hours.

During the past two years this officer has completed 1,200 hours flying on this unit, a large proportion of which has been carried out in transport operations in support of the Army and Air Forces in North Africa, Sicily and Italy. During the recent airborne invasion of Burma, Flight Lieutenant Reid carried out many sorties, both landing troops and supplying by air and at all times he displayed the greatest desire to take part in any operations against the enemy. Recently, during adverse weather at night, Flight Lieutenant Reid has shown the utmost determination to reach his objectives. The skill, courage and determination with which he has completed his task at all times has been of the highest order and proved an inspiration to all other crews.

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REID, F/O Wallace Irving (J29050) - **Commended for Valuable Services in the Air** - No.435 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Home 3 March 1922 in Windsor, Ontario; enlisted there 12 September 1940 as Airframe Mechanic. To Technical Training School, St.Thomas, 11 October 1940. Promoted AC1, 8 March 1941. To No.6 Repair Depot, 12 March 1941. Promoted LAC, 1 July 1941. To Rockcliffe, 31 May 1942. Remustered to aircrew and posted to No.5 ITS, 5 December 1942; graduated 20 February 1943 when posted to No.10 EFTS; graduated 16 April 1943 and posted next day to No.5 SFTS; graduated and commissioned 6 August 1943. To "Y" Depot, 20 August 1943. Taken on strength of No.3 PRC, Bournemouth, 13 October 1943. Promoted Flying Officer, 6 February 1944. Repatriated 12 March 1946. To

Composite Training School, 21 March 1946. To No.1 Air Command, 14 June 1946. To Trenton, 15 June 1946. Retired 4 December 1946. Served again as Chipmunk Instructor, Toronto, 1 November 1950 to 14 November 1952 (Flying Officer, 131279). A family website says that Wallace Irving Reid was born 3 March 1921 and died in Collingwood, Ontario, 18 March 2007. No citation. DHist file 181.009 D.1768 (RG.24 Vol.20610) has recommendation for an AFC dated 27 October 1945 when he had flown 1,380 hours, 800 on transport work, 400 in previous six months.

Flying Officer Reid is a pilot with considerable experience in Transport Command. In ACSEA, in the carrying and dropping of supplies to the 14th Army during their victorious march through Burma, his trips were made in difficult monsoon weather over the Chin Hills and the rough Burma terrain. His experience included the carrying of parachute troops to the forward area, and the evacuation of wounded casualties.

Some six months ago, this officer joined No.437 Transport Squadron, and was engaged in the transport of passengers and freight to the forward European theatre during the latter stages of the war in Europe, and to the subsequent occupation forces.

Since joining this squadron, Flying Officer Reid has proved himself to be a very capable pilot, and a keen organizer. In the training of new crews his services as an instructor were invaluable. He is a very enthusiastic officer. He is recommended for an Air Force Cross.

NOTE: Public Records Office Air 2/9144 has citation as refined for Air Ministry Honours and Awards Committee:

Flying Officer Reid is a transport captain with considerable experience in this type of work. He made several flights in difficult monsoon weather over the Chin Hills during the victorious march of the 14th Army through Burma. His experience included the carrying of parachute troops to the forward area and the evacuation of wounded casualties. He was later employed in carrying passengers and freight to the forward European Theatre during the later stages of the war in Europe. Since joining his present squadron he has proved himself a very capable pilot and a keen organizer, whilst his services as an instructor were invaluable to the training of new crews. His zeal, energy and enthusiasm for all activities is most commendable.

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REID, Corporal William Alexander (R121861) - **Mention in Despatches** - Skipton-on-Swale - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 3 December 1919. Home in Bentley, Alberta; enlisted in Edmonton, 20 August 1941 for General Duties and posted to No.2 Manning Depot. To No.3 Personnel Holding Unit, 8 October 1941. Promoted AC1, 23 November 1941. To No.7 ITS, 9 December 1941. Reclassified as General Duties/Radio Telephone Operator, 19 February 1942. Promoted LAC, 20 February 1942. Promoted Corporal, 25 May 1942. To "Y" Depot, 19 September 1942. To RAF overseas, 27 October 1942. Reclassified as Radio Telephone Operator, 2 February 1943. Repatriated 12 June 1945. To Yarmouth, 13 June 1945. To No.661 Wing, Tiger Force, 15 August 1945. Retired 12 September 1945. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. DHist file 181.009 D.1762 (RG.24 Vol.20609) has recommendation composed about April 1945; enlisted 20 August 1941; served 14 months in Canada, 30 months in UK.

Corporal Reid has been in the Flying Control Section of Skipton for nearly two years. During that time he has had the training of several Radio Telephone operators as his responsibility and has brought them to a high degree of efficiency. He has assumed far more than his share of shift work and his efficiency, superior intelligence and quick wittedness have been of incalculable value to the landing of numbers of aircraft returning from operations. His willingness to work long overtime shifts during staff shortage at critical times have been of indispensable value. He has been, and is, a bulwark of the section.

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REID, F/L (now S/L) William Denness (J5134) - **Commended for Valuable Services in the Air** - No.6 SFTS - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Moose Jaw, Saskatchewan, 28 February 1916 (press release reporting award). Home in Montreal although he was employed by Burns, Limited of Winnipeg before the war; enlisted in Winnipeg, 25 September 1940. To No.7 Equipment Depot, 23 October 1940. To No.2 ITS, 18 November 1940; graduated and promoted LAC, 21 December 1940; posted next day to No.6 EFTS; graduated 9 February 1941 and posted to No.2 SFTS; graduated and commissioned 4 May 1941. To No.6 SFTS, date uncertain. Promoted Flying Officer, 1 April 1942. Promoted Flight Lieutenant, 15 October 1942. To AFHQ, 13 January 1943. To No.1 Flying Instructor School, 9 May 1944. To No.6 SFTS, 19 May 1944. Promoted Squadron Leader, 1 October 1944. To No.4 AOS, 20 November 1944. To No.1 Air Command, 15 January 1945. To No.5 Release Centre, 21 February 1945. Retired 7 March 1945. Died in Montreal, 19 July 1975. RCAF photo PL-3353 shows recent Quebec graduates of No.2 SFTS - LAC W.R.

McDunnough (Quebec), LAC M.H. Gifford (Sherbrooke), LAC W.D. Reid (Montreal), LAC I.R.A. Beaton (Longueuil), and LAC W.F. Hardy (De Beaujeau).

This officer, for over three years, has served in various training units in Canada and New Zealand. He has most capably trained a large number of inexperienced pilots to become service pilots and experienced pilots to become flying instructors. He is a most willing and co-operative worker, who cheerfully accepts duties over and above ordinary requirements. He is a most conscientious and capable pilot, instructor and organizer, who has made a substantial contribution to the training plan.

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REID, F/O William Robert (J87704) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 2 October 1909 in Esqueling Township, Halton County, Ontario; home in Perdue, Saskatchewan (farmer); enlisted in Saskatoon, 6 May 1941. To No.2A Manning Depot, 26 May 1941. To No.4 FTS (guard), 20 June 1941. To No.3 WS, 2 August 1941; promoted LAC, 4 September 1941; to No.3 BGS, 17 January 1942; graduated and promoted Sergeant, 16 February 1944. To "Y" Depot, 17 February 1942. To RAF overseas, 12 March 1942. Disembarked in Britain, 23 March 1942 and posted to No.4 Signals School (Proctor aircraft). To No.1 Wireless School, 8 May 1942. To No.20 OTU, 16 June 1942 (Wellington aircraft). Promoted Flight Sergeant, 16 August 1942. To No.115 Squadron, 8 September 1942 (Wellingtons and Lancasters). To Station Mildenhall, 28 October 1942. Promoted WO2, 16 February 1943. To No.115 Squadron, 2 August 1943. Promoted WO1, 16 August 1943. To No.84 OTU, 12 September 1943. To No.82 OTU, 29 February 1944. To No.86 OTU, 15 June 1944 (Wellingtons). Commissioned 19 July 1944. Special leave in Canada, 25 July to 25 September 1944. To No.61 Base, 31 October 1944. To No.420 Squadron, 12 November 1944. To No.427 Squadron, 18 January 1945. Promoted Flying Officer, 19 January 1945. Repatriated 8 July 1945. To No.2 Air Command, 20 July 1945. To No.6 Release Centre, 7 September 1945. Retired 15 September 1945. Award presented 6 September 1947. Died 27 October 1993 in Victoria, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of February 1994. No citation in AFRO other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation dated 19 March 1945 when he had flown 37 sorties (222 hours 45 minutes), in tours with No.115 Squadron (22 sorties, 122 hours, 16 September 1942 to 29 May 1943) plus No.427 Squadron (21 November 1944 to 16 January 1945, nine sorties) and No.427 Squadron (28 January to 14 March 1945).

This officer has completed one operational tour as a Wireless Operator, and fifteen heavy operational bombing attacks against the enemy on his second tour, nine of which as a Wireless Operator and six as a Gunner.

Flying Officer Reid did an excellent job of work as a wireless operator, and his co-operation, coolness and devotion to duty contributed in a large measure to the success of the many sorties he has completed. His work as a gunner is outstanding and his cheerful confidence has instilled a very high standard of morale in his crew.

In view of Flying Officer Reid's splendid record both as a wireless operator and as an air gunner, I strongly recommend that he be awarded a non-immediate Distinguished Flying Cross.

The sortie list was as follows (Wellingtons to 14 October 1942 on first tour, Lancasters, 8 April to 24 May 1943 on first tour):

With No.115 Squadron (first tour)

16 September 1942 - Essen (5.40)
19 September 1942 - Saarbrucken (6.15)
21 September 1942 - Gardening (3.00, duty not carried out)
26 September 1942 - Gardening (4.10, duty not carried out)
2 October 1942 - Krefeld (6.00)
12 October 1942 - Gardening (5.00)
14 October 1942 - Kiel (7.15)
15 October 1942 - Cologne (6.45)
26 January 1943 - Lorient (6.00)
3 February 1943 - Gardening (6.15)
7 February 1943 - Lorient (4.00, duty not carried out)
9 February 1943 - Gardening (2.45)
25 February 1943 - Gardening (6.00)
26 February 1943 - Cologne (3.45)
28 February 1943 - St. Nazaire (5.30)
3 March 1943 - Hamburg (1.45, duty not carried out)
5 March 1943 - Essen (2.50)
8 April 1943 - Gardening (5.20)
14 April 1943 - Stuttgart (5.55)
15 April 1943 - Gardening (5.50)
26 April 1943 - Duisburg (3.20)

12 May 1943 - Duisburg (3.35)
13 May 1943 - Bochum (4.00)
23 May 1943 - Dortmund (3.35)
27 May 1943 - Essen (3.40)
29 May 1943 - Wuppertal (3.50)

With No.420 Squadron (second tour)

21 November 1944 - Castrop Rauxel (6.50)
27 November 1944 - Neuss (6.00)
30 November 1944 - Duisburg (2.00, duty not carried out)
2 December 1944 - Hagen (7.05)
4 December 1944 - Karlsruhe (7.10)
5 December 1944 - Soest (7.00)
24 December 1944 - Dusseldorf (4.40)
14 January 1945 - Gladbach (6.15)
16 January 1945 - Magdeburg (6.50)

With No.427 Squadron (second tour)

28 January 1945 - Stuttgart (7.05)
13 February 1945 - Bohlen (7.55)
17 February 1945 - Wesel (5.45)
20 February 1945 - Modheim (6.45)
21 February 1945 - Worms (7.05)
12 March 1945 - Dortmund (6.15)
14 March 1945 - Zweibrucken (6.55)

Notes: Uninjured in crash of Wellington Z8954, No.20 OTU, 8 July 1942.

Wounded 15 October 1942 when aircraft attacked by a night fighter; hospitalized until 8 December 1942.

Application for Operational Wing dated 7 December 1943 claimed 22 sorties (183 hours), 19 September 1942 to 29 May 1943.

On repatriation form dated 20 July 1944 (while on leave) he stated he had flown 22 sorties (129 hours 30 minutes) and a total of 421 hours 25 minutes. Had taken No.93 Group Instructor Course.

Application for Bar to Operational Wing dated 2 May 1943 stated he had flown 20 sorties on second tour (129 hours 35 minutes), 18 January to 8 April 1945.

On repatriation form dated 11 May 1945 he stated he had flown 42 sorties (258 hours 45 minutes) plus 323 non-operational hours. Last sortie was 8 April 1945. Types he had experienced overseas were Proctor (11 hours 30 minutes), Anson (26.40), Wellington (178.00), Lancaster (251.20) and Halifax (114.15).

Training: Attended No.3 Wireless School, 4 August 1941 to 16 January 1942. Spent 15 minutes in flying classroom as first operator, 45 minutes in flying classroom on listening watch and six hours 25 minutes in two-seat aircraft as sole operator. Graded in ground school on Theory (35/50), Radio Equipment (173/250), Morse, buzzer and lamp (150/200), Procedure (177/200), Signals Organization (105/150), Armament (80/100) and Drill and P.T. (41/50).

Attended No.3 BGS. 19 January to 15 February 1942. Battle aircraft (nine hours 50 minutes). Fired 475 rounds on ground, 525 rounds air-to-ground and 1,925 rounds air-to-air. Scored nine percent hits in Beam Test, 2.5 percent hits on Beam Relative Speed Test and five percent hits on Under Tail Test. Scored 81 percent in written exam, 71 percent in practical and oral exam. Placed 24th in a class of 35. "Finds study difficult, but appears steady and reliable."

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REID, F/O Wilmer Harry (J16290) - **Distinguished Flying Cross** - No.43 Squadron - Award effective 23 February 1944 as per **London Gazette** dated 3 March 1944 and AFRO 766/44 dated 6 April 1944. AFRO erroneously identified unit as No.45 Squadron. Born Toronto, 12 November 1919; home there (barrel setter); enlisted there 12 December 1940. Trained at No.1 ITS (graduated 22 April 1941), No.1 EFTS (graduated 28 May 1941) and No.2 SFTS (graduated 7 August 1941). Sergeant, 8 August 1941; Flight Sergeant, 8 February 1942; WO2, 8 August 1942; WO1, 1 September 1942. Commissioned 6 December 1942; Flying Officer, 6 June 1943; Flight Lieutenant, 1 September 1944. Posted to England, August 1941; No.52 OTU, 9 September to 28 October 1941; No.247 Squadron, 28 October 1941 to 14 March 1942. With No.1447 Flight (Scilly Isles), 14 March to 22 August 1943; with No.247 Squadron, 22-28 August 1942; with No.175 Squadron, 28 August 1942 to 10 June 1943; with No.43 Squadron, Malta, 10 June 1943 to 8 January 1944 (flying Spitfires). Non-operational postings in the Mediterranean; arrived back in Britain, 27 September 1944; to Canada, 29 October 1944. On strength of No.4 BGS, Fingal, 10 December 1944 to 17 February 1945; released 10 April 1945. Overall he claimed 320 sorties (300 by day, twenty by night). Christopher Shores, **Aces High** (Grub Street, 1994) lists the following claims: **27 July 1943:** one Bf.109 destroyed, shared with another pilot, Spitfire JK782, Reggio; **2 November 1943:** one Bf.109 destroyed, shared with another pilot, Spitfire EN140, Voltorno area; **6 November 1943:** one Bf.109G of I/JG77 destroyed, Spitfire EN140,

Volturno area; **19 November 1943**: one Bf.109 G of I/JG77 destroyed, Spitfire MA501, Cassino; **14 December 1943**: one FW.190 destroyed, Spitfire MA400, north of Gaeta. On 13 June 1942 on a convoy patrol his Hurricane developed a glycol leak and caught fire. He baled out and was picked up by HMS **Pearl**. On 6 August 1943 his Hurricane's undercarriage collapsed as he landed at last light in Scillies. Photo PL-34097 shows him sitting at a table. Award presented 22 November 1948. Postwar lawyer, QC; died in Toronto 18 February 1994.

Flying Officer Reid has completed a long tour of duty on day and night fighter bomber operations. He has served in England and throughout the North African, Sicilian and Italian campaign. This officer has always shown exceptional courage and keenness to engage the enemy, on several occasions pursuing aircraft far into enemy territory. He has destroyed four enemy aircraft.

A draft RCAF Press Release gives more details; unhappily it is not dated so it is difficult to pinpoint which action it describes:

Advanced Italian Airfield - A Toronto Spitfire pilot who is just gone into the last 50 of his first 300 hours of operational flying, P/O W.H. Reid of 141 Old Forest Hill Road, Toronto, recently destroyed his third enemy aircraft during a dogfight behind the enemy lines on the western Italian front.

Reid was attacked by four Me.109 German fighters while he was on patrol with his squadron and shot one of them down while two others were firing at him from behind. Neither of the two Germans on his tail managed to put a single bullet in his machine.

"I pulled around in a might tight turn when the four of them came in on me", Reid said. "We were at about 5,000 feet and I got in a couple of bursts at one of them. The first time I saw strikes on the cockpit and the second squirt took most of his right wing off."

"The kite went right down into the ground. The pilot never had a chance to bail out. By the time I got through with him and started looking for the others, they had beat it into a cloud formation and I never saw them again."

"Two of them were right on my tail firing, when I was shooting at the guy, but luckily neither landed one," the Toronto pilot said.

His recent victory gave him a total of three aircraft to his personal credit, all of them Me.109s.

The veteran fighter pilot has been overseas since the summer of 1941, when he reached England as a Sergeant Pilot after completing his training at Malton and Uplands. He was successively with Hurricane night fighters, Hurribombers and day interception in Hurries again in Britain. Later he put in a short hitch ferrying aircraft between Gibraltar and Algiers before moving to an Army Coop and then to a Spitfire outfit.

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REINHART, Sergeant (now F/L) William Leonard (R68070/J15197) - **Distinguished Flying Medal** - No.408 Squadron - Award effective 13 February 1942 as per **London Gazette** of that date and AFRO 358/44 dated 18 February 1944. Born Stratford, Ontario, 26 April 1916; home there (clothing salesman); enlisted in London, Ontario, 20 June 1940. To No.1 ITS, 30 June 1940; graduated and promoted LAC, 15 August 1940; to No.1 AOS, 17 August 1940; to No.1 BGS, 10 November 1940; graduated and promoted Sergeant, 21 December 1940 when posted to No.1 ANS; graduated 20 January 1941. To Embarkation Depot, 30 January 1941. To RAF overseas, 11 March 1941. Disembarked in Britain, 24 March 1941. To No.25 OTU, Finningley, 7 April 1941. To No.16 OTU, Heyford, 8 April 1941. To No.44 Squadron, 26 June 1941 (completed eight sorties). To No.408 Squadron, 28 July 1941 (22 sorties). Promoted Flight Sergeant, 1 September 1941. Commissioned 5 February 1942. To No.2 School of Air Navigation, Cranage, 22 March 1942 for navigational instructor course. Promoted Flight Lieutenant, 15 June 1942. Attached to RAF/US Delegation, 10 July 1942 for service with No.5 British Flying Training School, Clewston, Florida (navigation instructor). Promoted Flying Officer, 1 October 1942. To United Kingdom from Washington, 15 June 1943, arriving in United Kingdom 24 June 1943. To No.8 (Pathfinder) Group, 9 July 1943 and posted same day to No.1655 Mosquito Training Unit. To No.109 Squadron, 8 August 1943. Promoted Flight Lieutenant, 1 October 1943. Repatriated 17 September 1944. To No.1 Training Command, 25 November 1944. To No.7 (Photo) Wing, 13 December 1944. To No.1 Composite Training School, 15 November 1945 for administration course. To No.7 (Photo) Wing, 23 December 1945. To Rockcliffe, 5 April 1946. Retained rank of Flight Lieutenant in postwar RCAF, 1 October 1946 (19860). Retired 10 March 1947. Obtained Business Certificate, University of Toronto and Senior Matriculation from Stratford Collegiate. Employed as Planning Supervisor, Kenting Aviation Limited, Toronto (navigation, planning, quotations). Also employed as civilian instructor to No.283 Squadron, Air Cadets, Toronto, 1963-1969. Died in Elmira, Ontario, 17 December 1974. DFM presented by King George at Buckingham Palace, 19 May 1942. RCAF photo PL-2227 shows LAC W.L. Reinhart (Stratford, Ontario) and LAC P.E. Leith (Toronto) walking to aircraft. RCAF photo PL-4867 (ex UK-676) shows King George talking to Sergeant W.L. Reinhart during a visit to the base; W/C N.W. Timmerman stands immediately behind the King.

This airman has participated in many sorties including raids on Bremen, Mannheim, Hamburg and Duisburg and mine-laying operations in enemy waters. On one occasion two ships were observed near Dan Helder. One of them was attacked from a low level and direct hits were scored throughout. This airman has shown great skill and devotion to duty.

REINHART, F/L William Leonard, DFM (J15197) - **Distinguished Flying Cross** - No.109 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Presented by Governor General, 28 February 1946.

Flight Lieutenant Reinhart has completed numerous attacks on heavily defended industrial targets in enemy territory. He has recently been engaged in bombing attacks which have required extreme precision and accuracy. He has consistently produced excellent results, even under vigorous circumstances and in the face of much enemy opposition.

Notes: Application for Operational Wing dated 28 November 1943 stated he had flown 47 sorties (343 hours), June 1941 to 28 November 1943.

Assessed 16 July 1944 by W/C George F. Grant, No.109 Squadron - "A very straight-forward person and well liked. A good average officer who works well. Can do a job without supervision and is reliable."

Application for Bar to Operational Wing dated 22 July 1944 claimed 30 sorties (190 hours) on first tour (June 1941 to February 1942) and 62 sorties (177 hours) on second tour, July 1943 to July 1944.

Second Application for Bar to Operational Wing dated 2 September 1944 state he had flown 96 sorties (377 hours), June 1941 to August 1944 with Nos.44, 408 and 109 Squadrons.

As of 7 September 1944 he was credited with 828 hours flying (277 operational).

A report of uncertain date, but probably about September 1946 (when he was applying for a position in postwar RCAF) described his work with No.7 (Photo) Wing since December 1944. Prior to that he had flown 401 day and 427.10 night hours. During 1945 he was Senior Navigator with No.4 Detachment on vertical aerial surveys. Work as follows:

Base Penhold, Alberta - Operation Battle, VPH 22/45 - 50.05 hours - 1,341 lineal miles
Base Penhold, Alberta - Operation Rocky, VPH 27/45 - 5.30 hours - 208 lineal miles
Base Penhold, Alberta - Operation Battle - two hours - 50 lineal miles

Base Fort Smith, NYT - Operation Buffalo, VPH 46/45 - 55.30 hours - 2,471 lineal miles
Base Fort Smith, NYT - Operation Sucker, VPH 41/45 - 3.40 hours - 178 lineal miles
Base Yellowknife, NYT - Operation Yellow, VPH 42/41 - 50.15 hours - 3,006 lineal miles
Base Yellowknife, NYT - Operation Yellow West - 3.10 hours - 300 lineal miles
Base Embarras, Alberta - Operation Buffalo, VPH 46/45 - 17.25 hours - 1,238 lineal miles

Subsequently on the following:

Base Rockcliffe - MAD VPH 39/45 - 19.20 hours - 885 lineal miles
Base St. Hubert - Brooke, VPH 40/45 - 20 hours - 1,032 lineal miles\
Base St. Hubert - Valcartier Army - four hours - 15 lineal miles
Base Rockcliffe - Graph VPH 58/45 - 14.30 hours - 1,500 lineal miles.

Total flying with No.7 Wing - 346 hours 30 minutes. "One of our top navigators on all respects. Fully qualified on Astro Compass. Presently acting as Squadron Commander." (W/C S. Volk).

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REMIGIO, F/O George Bernard (J25848) - **Mention in Despatches** - No.82 OTU - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 9 July 1918 in Thorold, Ontario; educated there; book keeper, clerk and paper maker; enlisted in Hamilton, 27 June 1942 and posted to No.1 Manning Depot. To No.16 SFTS (guard), 13 August 1942; to No.3 WS, Winnipeg, 23 September 1942; promoted LAC, 28 October 1942; deferred to a later course, 5 December 1942 but failed to pass and removed from course, 25 January 1943; to No.3 BGS, Macdonald, 20 February 1943; graduated and commissioned 26 April 1943. To "Y" Depot, 2 May 1943; to RAF overseas, 3 May 1943, embarking from New York, 4 May 1942. Disembarked in Britain, 11 May 1943. To No.29 OTU, 25 May 1943. To No.1654 Conversion Unit, 7 August 1943. To No.106 Squadron, 25 September 1943. Promoted Flying Officer, 26 October 1943. Detached to Scampton, 14-20 November 1943 (administration course). Posted to Station Metherringham, 11 November 1943 but apparently still flying with No.106 Squadron. To No.29 OTU, 1 May 1944. Attached to No.1 Air Gunner School, 21 May to 4 June 1944. To No.82 OTU, 15 June 1944. Attached Wynswoold, 15-29 July 1944. Repatriated 22 January 1945; to No.1 Air Command, 2 February 1945; to Mountain View, 7 March 1945; promoted Flight Lieutenant, 26 April 1945. Attended Officers Administration course, 29 to 26 July 1945. To Trenton, 24 September 1945. To No.1 Air Command, 12 January 1947. Discharged 14 January 1947. Died 7 September 1993 in Fonthill, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of December 1993/January 1994.

Training: It is assumed that at No.16 SFTS he was performing guard duty, but he also took a course in which he was assessed as follows: Mathematics (65 percent), Progress of War (60

percent), Aircraft Recognition (75) and Morse (50 percent). No rifle or revolver training as the range was still under construction.

Course at No.3 BGS was 22 February to 26 April 1943. Stage I marks in Armament, oral (75/100), Armament, written (243/300), Anti-Gas (78/100), Aircraft Recognition (95/100), Navigation (72/100), Mathematics (48/50), Law, Administration, Hygiene (80/100) and Signals (95/100). Stage II training on Battle aircraft (21 hours five minutes). Exposed 126 feet of film. Spent ten hours on Turret Manipulation. Two hours ten minutes spent on harmonization and arming turret. Fired 200 skeet rounds by day and 244 by night. Fired 700 rounds on 25-yard range (day), 700 day and 300 rounds night on 200-yard range, 800 rounds air-to-ground, 3,750 rounds air-to-air (8.9 percent hits). Further assessed at Stage II in Gunnery, written (118/150), Gunnery, practical and oral (80/100), Aircraft Recognition (70/100), Drill (80/100), Signals (70/100), and graded 80/100 on "Ability as Firer." Placed fourth in a class of 15. "Above average student, very competent; spends considerable time on his studies; has proven to have good leadership qualities; gave up his normal embarkation leave to proceed overseas immediately on graduating."

Course as Mid-Upper Gunner at No.29 OTU was 25 May to 28 July 1943. Wellington III aircraft (20.00 by day, 21.55 by night). Fired 1,400 rounds on 25-yard range by day and 600 by night; fired at 30 clay pigeons (eight hits); performed five air exercises with drogue (2,500 rounds, 7.5 percent hits); did five exercises firing at sea markers (500 rounds, ten films exposed." Graded 84 percent in Range Estimation, 68 percent in Aircraft Recognition, 80 percent in Running Commentary, 41 percent on practical gun cleaning and maintenance, 62 percent on Turrets, 45 percent on Sighting and 61 percent on Tactics. "Average pupil. Requires more experience."

Notes: On Repatriation form dated 8 January 1945 he stated he had flown 27 sorties (188 hours 15 minutes) on operations and 145 hours 35 minutes non-operational. Last sortie was 11 April 1944. This is difficult to reconcile with the posting dates above. His application for the 1939-1945 Star stated he had flown his first sortie (target Frankfort) on 4 October 1943.

Assessments: "Has completed an excellent operational tour and has proved himself to be a useful Air Gunner. Suitable material for instructional work. A Canadian officer of the best type. Can accept responsibility." (W/C E.K. Piercy, No.106 Squadron, 7 May 1944, noting he had flown 400 hours of which 260 were in past six months). To this, G.C W.N. McKechnie adds, "A young, keen and enthusiastic officer. Has done well on operations. His general conduct has been satisfactory."

"Has done well as Flights Ground Instructor. He is keen and hard working." (W/C R.M. Cox, No.82 OTU, 10 January 1945, noting he had flown 351 hours of which 16 were in past six months. Specialist in Gunnery Tactics.

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RENAUD, Sergeant Leroy (R52025) - **Mention in Despatches** - Skipton-on-Swale - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 26 December 1912. Enlisted in Windsor, Ontario, 19 February 1940 as Electrician. Promoted AC1, 19 May 1940. To Technical Training School, St. Thomas, 26 July 1940. To No.4 BGS, 20 November 1940. Promoted LAC, 1 January 1941. Promoted Corporal, 1 March 1942. To "Y" Depot, 1 September 1942. To RAF overseas, 25 September 1942. Promoted Sergeant, 1 January 1943. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. To Northwest Air Command, 25 September 1945. To No.6 Communications Flight, 21 May 1946. Retained rank of Sergeant in postwar RCA (21069); promoted Flight Sergeant, 1 April 1951. Retired in Ottawa, 7 July 1963. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ when he had served 30 months in Canada, 27 months in North Africa and Britain.

This NCO has been in charge of the majority of the electricians in Daily Servicing Squadron at this station. The supervision he has exercised has been of a high order with a result that operational failures and faults due to electrical maintenance have been kept to a minimum. In addition, he has spent a number of hours out of ordinary working time organizing and lecturing at trade improvement classes. This has resulted in the majority of electricians at this Station reaching a high standard of technical knowledge and their maximum trade grouping.

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RENEAU, F/O Gordon Louis (J9750) - **Distinguished Flying Cross** - No.47 Squadron - Award effective 2 August 1943 as per **London Gazette** dated 24 August 1943 and AFRO 2049/43 dated 8 October 1943. Born Toronto, 5 May 1919; home there; enlisted there 13 May 1941 and posted to No.1 Manning Depot. To Trenton, 27 May 1941. To No.1 ITS, 15 July 1941; graduated and promoted LAC, 20 August 1941 when posted to No.20 EFTS; graduated 10 October 1941 when posted to No.16 SFTS; graduated and commissioned, 9 January 1942. To "Y" Depot, 10 January 1942. To RAF overseas, 8 March 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 11 July 1943. Repatriated 18 November 1944. To No.1 Air Command, 1 January 1945; to No.4 Release Centre, 18 January 1945. Retired 16 February 1945. Obituary notice said, in part, "During his flight training over seas, his fellow officers nicknamed him 'Spanky,' (a moniker that would stick with him for the rest of his life) as he bore a facial resemblance to the famous moon faced character from Spanky and our Gang. It was while stationed and flying missions out of North Africa that Gord was awarded the

Distinguished Flying Cross for valour, above and beyond the call of duty. Shortly after this act of bravery Gord's plane was shot down and he was forced to ditch it in the Mediterranean Sea. Ultimately captured and incarcerated Gord, in one of those self-described occasions of 'great luck,' escaped his Nazi captors and found his way over the Alps into Switzerland. While waiting to be repatriated in Switzerland, he discovered one of his life's greatest passions - downhill skiing." Invested with award by King George VI, 7 November 1944. Following the war, he was married his wife Doris in Port Perry and they raised three sons in Etobicoke. Described as "a dedicated family man, respected minor league coach, and avid golfer and skier." Worked for McLaren Advertising where he became vice president. Died in Port Perry, Ontario, 10 March 2012. RCAF photo PL-33988 (ex-UK-16375 dated 9 November 1944 shows him following investiture at Buckingham palace.

This officer has taken part in several attacks on enemy shipping and has displayed great tenacity in pressing home the attacks. In July 1943 he flew one of a formation of aircraft which operated against a strongly escorted convoy. As the formation turned away after the attack Flying Officer Reneau discovered that the release gear had failed to work. He thereupon made another run over the target and this time was successful in obtaining a hit on a merchant vessel. His success was worthily earned.

NOTE: Public Record Office Air 2/4995 has an early and more detailed draft of his citation.

On the 13th July 1943, Flying Officer Reneau was the pilot of a Beaufighter which was one of a formation which took off from Protville 2 on a strike against a heavily escorted enemy convoy.

During the first attack his torpedo failed to drop. He discovered this as the formation left the target, and turned back, making a second run on his own, and obtained a hit on one Motor Vessel.

Flying Officer Reneau has in addition flown on five sorties during the last month. He has obtained three observed torpedo hits, one of which exploded a tanker type Motor Vessel, and has pressed him all his attacks with skill and determination.

NOTE: In January 1997 the Royal Air Forces Escaping Society (Canadian Branch) presented to the National Aviation Museum a "dossier" (actually more like an album) with extended autobiographical notes on members (catalogued in the museum as D.805 C3 L96 1995 NMM). This included much information on Reneau including details of his being shot down, captured, and subsequent escape. Excepts as follows:

2nd August 1943 led second section of Beaufighters in dawn attack on shipping in Caghari harbour, Sardinia. On shoot-up of harbour was badly hit by shore ack-ack. Starboard engine on fire, prop would not feather, fire could not be extinguished. Jettisoned torpedo, fired off cannon shells to lighten load but had to ditch about 7-8 miles out of harbour. In dinghy two days, anti-drift drogue and hoping for Air/Sea rescue. Second night cut drogue and drifted back into harbour. Prisoner 3 August. Spent two weeks in primitive prison camp an San Luri, Sardinia, then flown in Italian SM.82 to Rome. Two weeks in special interrogation facility (in a villa overlooking back garden of the Vatican !). Then early in September 1943 by train to officer's POW camp in Bologna.

After Italian capitulation, September 1943, POW camp taken over by German army who decided to move us to secure camps in Germany. We were loaded into decrepit freight cars, 40 to each wagon. Spent two days in marshalling yards. On second night a group of Australian army officers cut a small hole in the end of our wagon, over the buffers. I joined Aussie Lieutenant Don MacDonald and jumped from train at first light, September 13, 1943. Met farmers and exchanged POW battle dress fro rough peasant clothes. Advised to head for Switzerland. Joined three days later in the mountains by other Australian officers. Of these, Flight Lieutenant Fred Eggleston was fluent in Italian and did negotiating with peasants for help from their meagre provisions. Fred kept a record of their names, gave them each a note for presentation to Allied liberators, hoping they would be rewarded. After seven days over mountain ranges, across glaciers, on September 20 our group met two young Italians who arranged for smugglers to take us over a remote mountain pass into Switzerland. Met British Legation officials from Berne two days later...Returned to UK October 1944; to Canada November 1944. Discharged 19 February 1945 as Flight Lieutenant, DFC.

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RENNICK, LAC William Monteith (R161199) - **Mention in Despatches** - No.145 (BR) Squadron - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 29 September 1922; enlisted in Hamilton, Ontario, 8 April 1942 and posted to No.1 Manning Depot. To No.6 ITS, 1 August 1942. Reclassified to be instrument technician and posted to No.1 Manning Depot again, 25 August 1942. To Technical Training School, St. Thomas, 26 September 1942. Promoted AC1, 9 December 1942. To Halifax, 19 December 1942. To Torbay, 19 January 1943. Promoted LAC, 1 July 1943. Posted to No.145 Squadron, 26 August 1943; posted out 1 July 1945 to "K". To No.4 Release Centre, 22 September 1945. Retired 9 October 1945.

This airman, over a period of seventeen months, has proved himself to be very keen and conscientious. In the performance of his duties he has displayed enthusiasm and keenness of the highest order. His high standard of conduct and deportment has at all times been a splendid example to his comrades.

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RENNIE, P/O Henry Thompson (J17126) - **Distinguished Flying Cross (United States)** - No.83 Bombardment Squadron (AFRO gives unit only as "Overseas") - deceased - Award effective 27 July 1943 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Born 1 September 1921 at Alma, Ontario. Home in Elora, Ontario (wood worker); member, Scottish Fusiliers of Canada, 15 July to 30 August 1940. Enlisted in RCAF in Toronto, 22 November 1940. At No.2 Manning Depot, 22 November 1940 to 2 January 1941; at No.11 Equipment Depot, 3 January to 3 March 1941. Subsequently trained at No.2 WS (promoted LAC 3 April 1941; posted out 15 August 1941) and No.7 BGS (graduated 15 September 1941 and promoted Sergeant). To "Y" Depot, Halifax, 17 September 1941; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 19 October 1941; to No.1 Signal School, 11 November 1941; to No.205 Group, 20 August 1942; to No. 250 Wing and Air Headquarters, Egypt, 28 September 1942; commissioned 3 December 1942; to Station Ismailia, 6 December 1942. These entries are confusing given the text that follows. Killed on air operations, 22 March 1943. Public Records Office Air 2/959 identifies unit and gives citation. Recommended only for Air Medal.

Sergeant Rennie had successfully completed twenty-five combat [missions] each of which has been over one hour in duration.

Public Records Office Air 2/9599 also has letter dated 23 May 1943 with recommendation for DFC.

Sergeant Rennie, on the afternoon of March 22, 1943, was performing his duties of Radio-Gunner in the B-25 of which Captain Ingram was pilot. Since assignment to the 83rd Bombardment Squadron in August 1942, Sergeant Rennie's service to his new organization has been one of fidelity and initiative. His activities were operationally on time and he was constant in his attention to the various tasks that were his. On more than one occasion he proved himself eager and capable in his handling of his duties while flying with Captain Ingram.

On 22 May 1943 Captain George A. Young, USAAF, 83rd Bombardment Squadron, wrote to his mother, saying in part:

Your son, as you know, was attached to our squadron since the beginning of this victorious Allied drive across Africa. His popularity among the American officers and enlisted men was indeed great. As a Radio gunner he was unsurpassed in efficiency. Captain Ingram, then Commanding Officer of the 83rd Squadron, selected Henry as a member of his crew for that reason. Henry's fine personality, character and military bearing earned him an early recommendation for officer training. Although word did not reach us until April, we learned that your son was commissioned a Pilot Officer in the Royal Canadian Air Force on December 3rd, 1942.

On the afternoon of March 22nd, 1943, Captain Ingram and his crew led our American bomber formation to an enemy target. Immediately after accurately dropping its bombs, the airplane received a direct burst of anti-aircraft fire. The bomber dropped out of formation, very much under control, and crossed back into friendly territory, headed for an advanced landing ground. Just a few miles short of its destination the airplane went into a spin and crashed. The entire crew died instantly.

American and British ambulances were on hand shortly afterwards to render any assistance necessary. There was no suffering or prolonged pain.

Henry and the rest of the crew were buried the following day, March 23rd, 1943, at the scene of the accident, with full military honours. An American fighter squadron provided a military escort, a firing party, and a bugler. Captain Ham of the USAAF conducted a very impressive Christian burial service. Each of the graves is marked with a white wooden cross, and the field nearby is covered with myriads of pretty poppies and daisies. The burial plot is just at the edge of a beautiful olive grove of over 5,000 trees.

An extract from United States Army Forces in the Middle East General Order No.2 (Cairo, 5 January 1945) gave the following citation:

Pilot Officer Henry T. Rennie, J-17126, Royal Canadian Air Force - For extraordinary achievement while participating in aerial flights against the enemy while on duty with the Ninth United States Army Air Force in the Middle East. As radioman-gunner of a medium bomber, Pilot Officer Rennie participated in 25 combat missions, each of over one hours duration, against the enemy since August 1942. Through his initiative, ability and unswerving devotion to duty, Pilot Officer Rennie reflected great credit on both himself and the Royal Canadian Air Force.

This was one of 18 awards to 16 men that had originally been offered to British and Commonwealth aircrew by the Commanding General, U.S. Middle East Air Force, in June 1943. In Rennie's case, they were originally suggesting both an Air Medal and an American DFC; by January 1945 this had been reduced to the DFC only. British officials were reluctant to have it accepted as it was not their policy to bestow posthumous awards on their own or allied personnel, and thus could not easily reciprocate. On 8 March 1945, in a memo from the RCAF Air member for Personnel (A/V/M J.A. Sully) to the Assistant Chief of the Air Staff, the following history of the award was recounted:

In 1943 the United States Government offered the United States DFC and Air Medal posthumously to Air Ministry, through the Air Officer Commanding-in-Chief, RAF Middle East, and Air Ministry proposed that these awards not be accepted since UK practice did not permit the posthumous award of British decorations to deceased Allied nationals. Following discussion of the matter by the Awards Coordination Committee, Air Ministry was informed through the High Commissioner in London that the Canadian government did not agree with the UK proposal and desired that these awards be accepted. The Air Officer Commanding-in-Chief, RCAF Overseas, was kept advised and was in entire agreement with the Canadian attitude. The Air Ministry were requested to refer all future offers of foreign awards to the Air Officer Commanding-in-Chief, RCAF Overseas, for acceptance.

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RENNIE, F/O James Peter (J22940) - **Distinguished Flying Cross** - No.550 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 7 May 1910 in Edmonton; home there (eight years a reporter, **Edmonton Journal**); enlisted there 20 March 1942. To No.3 Manning Depot, 19 April 1942. To No.7 ITS, 18 July 1942; graduated and promoted LAC, 11 September 1942 but not posted to No.2 AOS until 26 September 1942; graduated and commissioned, 22 January 1943. To "Y" Depot, 6 February 1943; embarked for overseas, 8 March 1943; disembarked in Britain 17 March 1943. To No.10 (Observer) AFU, 19 July 1943. Promoted Flying Officer, 22 July 1943. To No.30 OTU, 17 August 1943. To No.1667 Conversion Unit, 30 November 1943. To No.550 Squadron, 13 March 1944. To No.22 OTU, 21 July 1944. Promoted Flight Lieutenant, 22 January 1945. To RCAF Overseas Headquarters, 30 January 1945. Resigned commission, 7 February 1945 while still overseas "for civil employment" (war correspondent for Southam Press). Died in Comox, British Columbia, 2 December 1989 as per British Columbia Vital Statistics. Award presented 9 July 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and

devotion to duty." Public Records Office Air 2/8827 has recommendation dated 11 August 1944 when he had flown 27 2/3 sorties (131 hours 11 minutes).

10 April 1944 - Aulnoye (5.15)
18 April 1944 - Rouen (4.05)
20 April 1944 - Cologne (4.13)
22 April 1944 - Dusseldorf (4.53)
24 April 1944 - Karlsruhe (6.07)
26 April 1944 - Essen (4.39)
27 April 1944 - Friedrichshafen (8.17)
30 April 1944 - Maintenen (4.37)
10 May 1944 - Dieppe (3.18)
19 May 1944 - Orleans (4.55)
21 May 1944 - Duisburg (4.42)
22 May 1944 - Dortmund (4.15)
24 May 1944 - Aachen (4.22)
27 May 1944 - Aachen (4.23)
2 June 1944 - Calais (2.51)
3 June 1944 - Wimereaux (3.01)
5 June 1944 - Crisbecq (4.13)
6 June 1944 - Acheres (4.08)
9 June 1944 - Flers (4.21)
10 June 1944 - Acheres (4.52)
12 June 1944 - Gelsenkirchen (3.55)
14 June 1944 - Le Havre (3.11)
16 June 1944 - Sterkrade (Holten) (4.08)
27 June 1944 - Chateau Bernapre (3.44)
29 June 1944 - Domeleger (3.01)
30 June 1944 - Oisemont Neuville (3.35)
2 July 1944 - Domeleger (3.36)
4 July 1944 - Orleans (6.00)
5 July 1944 - Dijon (8.34)

This Canadian officer has shown, throughout his excellent tour of operations, the greatest fortitude and devotion to duty. As a Navigator, he has always carried out his duties with great zeal and efficiency and his splendid work has contributed very largely to the success of all the sorties on which his crew have been engaged, including attacks on some of the most heavily defended targets in Germany. I consider that his very fine work and fortitude are worthy of the award of the Distinguished Flying Cross.

Notes: Application for Operational Wing, 21 September 1944, stated he had flown 29 sorties (135 hours), 13 March to 23 July 1944.

Assessed 16 July 1944 when he had flown 412 hours 50 minutes (197.55 in past six months) "A navigator of very high standing and an excellent example to all others, He has completed a very good tour, is a good leader and an excellent officer." (S/L K. MacAleavey). To this is added, "A restrained and quiet officer who was assessed as an above average Navigator." (G/C R.J. McIntyre).

Training: Attended No.7 ITS, 20 July to 11 September 1942. Courses in Mathematics (130/150), Armament (31/50), Signals (142/150), Navigation (125/150), Visual Link (73/100), Airmanship, Theory of Flight and Engines (90/100), Drill (72/100), Law and Discipline (81/100), Meteorology (43/50), Aircraft Recognition (91/100) and Anti-Gas (36/50). Placed 23rd in a class of 85. "Newspaper reporter; poor educational standard but very intelligent; self-assured; a bit cynical; able man."

Attended No.2 AOS, 28 September 1942 to 22 January 1943, Anson aircraft - 32.45 as first navigator by day, 38.50 as second navigator by day, 19.45 as first navigator by night, 16.35 as second navigator by night. Graded in Navigation air work (455/700), Photography, air (90/100), Elements of Navigation (355/500), Magnetism and Compasses (63/100), Instruments (40/50), Signals, practical (100/100), Signals, written (31/50), Maps and Charts (36/50), Meteorology (64/100), Photography (33/50), Reconnaissance (48/50), Aircraft Recognition (91/100) and Armament (45/50). Placed 13th in a class of 21. "Somewhat erratic but has shown steady improvement throughout course in air work. Class work fair." Overall, "Good appearance. Agreeable personality - well poised. A hard worker."

Attended No.30 OTU, 15 August to 20 November 1943. Flew 22.35 as first navigator by day and 29.05 as first navigator by night. "An average Navigator, a keen outlook but has only obtained average results in the air. Has made great improvement here but still needs to be pushed for navigation by position lines, Astro results poor, partly due to unsuitable weather." (F/L H. Broadway).

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RENNIE, FS Robert Sutherland (R156805) - **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. Born 16 September 1922 in Merritton, Ontario; home there (electrical apprentice); enlisted Hamilton, Ontario, 4 March 1942. To No.1 Manning Depot, 17 April 1942. To No.1 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.20 EFTS until 7 November 1942. Ceased pilot training and posted to No.1 Composite Training School, 20 December 1942; to No.8 BGS, 23 January 1943; graduated 30

April 1943 and posted next day to No.2 AOS; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 25 June 1943; to RAF overseas, 29 June 1943. Promoted Flight Sergeant, 11 December 1943. Promoted WO2, 11 September 1944. Repatriated 9 March 1945. To No.16 SFTS. 23 April 1945. To No.4 Release Centre, 8 May 1945. Retired 14 May 1945. Worked for Haye-Dana auto parts until 1986. Died in Thorold, Ontario, 24 March 2016. Award presented 30 May 1947.

As an air bomber Flight Sergeant Rennie has delivered some highly successful attacks. On several occasions, when faced by heavy opposition, he has shown great presence of mind. In May 1944, after an attack on Aachen, his aircraft was attacked and severely damaged by an enemy fighter. The intercommunication system was rendered useless, the rear gunner was unconscious and trapped in his turret and the hydraulic system set on fire. Three of the crew were employed in extinguishing the fire and Flight Sergeant Rennie on his own initiative relayed messages from the pilot to the navigator. The fire, after being extinguished, broke out again on two other occasions. After quelling these fresh outbursts Flight Sergeant Rennie was able to give the captain valuable assistance in estimating the extent of the damage. His quick thinking, courage and devotion to duty made it possible for a subsequent emergency landing to be successfully accomplished.

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RENOUF, F/O John Stanley (J5682) - **Commended for Valuable Services in the Air** - No.1425 Flight (DHist card gives No.24 OTU but see below) - Award effective 1 January 1943 as per **London Gazette** of that date. NOTE: This does not appear to have been published in RCAF Routine Orders. Born 29 May 1915 in Marconi, Saskatchewan. Home in Regina. Enlisted in Toronto, 29 September 1940. To No.2 Manning Depot, 25 September 1940. To No.7 Equipment Depot, Winnipeg, 23 October 1940. To No.2 ITS, Regina, 29 November 1940. Promoted Leading Aircraftman, 6 January 1941. To No.3 AOS, 7 January 1941. To No.2 BGS, 1 April 1941. Graduated 12 May 1941 and promoted Sergeant. To No.1 ANS, Rivers, 13 May 1941. To "Y" Depot, Halifax, 11 June 1941. Commissioned 10 June 1941. Posting date overseas unclear, but he was sent to No.24 OTU, 11 December 1941. To No.1425 Flight, 14 November 1941. Appears to have gone with that Flight to Middle East, 6 February 1942. Promoted Flying Officer, 10 June 1942. Posted to No.511 Squadron, 12 March 1943. Killed in action 23 March 1943 with No.511 Squadron (Liberator AL587); name on Runnymede Memorial. The aircraft departed from Gibraltar at 1036 hours local time on a transit flight to RAF Lyneham. However, the aircraft did not arrive and was lost without trace. Errol Martyn records in his book **For Your Tomorrow**, Volume 2, that the aircraft was attacked and shot down by fighters over the Bay of Biscay at 1420 hours and that one of the attacking aircraft crashed into the sea during the engagement.

Further to this, the book **Bloody Biscay** states that AL587 was shot down by Lt Ulrich Hanshen, 15./KG 40 in PIQ 14W/ 2586, 1420 hours. Public Records Office Air 28871 has recommendation which links him to No.1425 Flight but misspells his name as "Renauf".

This officer has completed over 220 hours flying as navigator on the UK-Middle East route. He has shown exceptional navigational skill on work almost entirely dependant upon the high standard of astro navigation, not only in Central Africa but also in the Mediterranean where errors might have proved fatal. Flying Officer Renauf [sic] has performed outstanding service showing great devotion to duty.

NOTE: Public Record Office Air 2/9609 has a recommendation for an Air Force Cross, intended for the Birthday Honours List of 2 June 1943. It appears to have been approved (there is a check mark beside the entry) but cancelled because of his death. At the time of drafting he was in No.511 Squadron, No.44 Group and had flown 340 hours.

Flying Officer Renouf has been employed as a navigator since November 1942 and has made ten flights to the Middle East. Throughout that period he has displayed an exceptionally high standard of astro-navigation and devotion to duty.

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RENOUF, Sergeant Joseph Raymond (R55006) - **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 March 1913. Home in Halifax; enlisted in Quebec City, 9 October 1939 as Airframe Mechanic. To No.10 (BR) Squadron, 16 January 1940. Promoted AC1, 7 April 1940. To No.11 (BR) Squadron, 30 July 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 18 December 1940. Promoted Sergeant, 1 October 1941. To "Y" Depot, 18 March 1943. To RAF overseas, 7 April 1943. Promoted Flight Sergeant, 1 May 1943. Repatriated via Scoudouc, 2 July 1945. To Halifax, 9 December 1945. Released 17 October 1945. Re-engaged at Trenton, 25 March 1947 in rank of LAC (27949). To Centralia, 5 May 1948. Discharged 9 December 1948 to live in Rimouski. 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 in which name is spelled "Renough". Air Frame Mechanic, NCO in charge of Rigging Section, No.62 Base Major Servicing Section. Enlisted 7 October 1939; served 30 months in Canada, 21 months overseas.

Sergeant Renouf is the NCO in charge the Major Inspection Branch of the Base Major Servicing Section. His ability to organize the six sections responsible for

doing this work is outstanding and the men under his direction have delivered a high calibre of workmanship.

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RENTON, F/L William Douglas (J22484) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. Born in Scotland, 5 March 1922. Family moved to Canada when he was a child. Home in Victoria, British Columbia; enlisted in Winnipeg, 14 April 1941 as Radio Mechanic. To No.2A Manning Depot. To University of Manitoba, 5 June 1941. Remustered to aircrew and posted to No.2 Manning Depot, 29 September 1941. To No.1 Manning Depot, 14 October 1941. To No.1 ITS, 15 February 1942; graduated and promoted LAC, 8 May 1942; posted next day to No.9 AOS; graduated and commissioned, 11 September 1942. To "Y" Depot, 25 September 1942. To RAF overseas, 27 October 1942. Promoted Flying Officer, 11 March 1943. Promoted Flight Lieutenant, 9 January 1944. As of August 1944 he was Chief Navigation Instructor at No.1664 Heavy Conversion Unit. Repatriated 28 February 1945. To No.5 OTU, 17 April 1945. Date of release uncertain. Rejoined RCAF, 8 May 1951 as navigator (38041); further details uncertain. Award sent by registered mail, 7 November 1950 when he was living in Brandon. In 1966 he started Renton Construction in Calgary. Died in Calgary, 2 June 2004. Obituary notice stated he had flown 48 sorties. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8780 has recommendation by W/C R.J. Lane dated 23 March 1944 when he had flown 29 sorties (179 hours 42 minutes). His sortie list is very similar to that of F/L. L.L. MacKinnon.

23 September 1943 - Mannheim (5.35)
1 October 1943 - Hagen (4.55)
2 October 1943 - Munich (7.19)
18 October 1943 - Hanover (5.11)
20 October 1943 - Leipzig (6.31)
22 October 1943 - Frankfurt (5.45)
3 November 1943 - Cologne (4.03)
17 November 1943 - Mannheim (5.11)
18 November 1943 - Mannheim (5.42)
2 December 1943 - Berlin (5.48)
3 December 1944 - Leipzig (6.33)
16 December 1943 - Berlin (7.07)
20 December 1943 - Frankfurt (4.45)
23 December 1943 - Berlin (7.05)
29 December 1943 - Berlin (6.12)

1 January 1944 - Berlin (6.39)
2 January 1944 - Berlin (6.08)
5 January 1944 - Stettin (8.27)
20 January 1944 - Berlin (6.59)
21 January 1944 - Magdeburg (6.27)
27 January 1944 - Berlin (6.56)
28 January 1944 - Berlin (7.24)
30 January 1944 - Berlin (6.06)
15 February 1944 - Frankfurt-on-Oder (7.05)
19 February 1944 - Leipzig (6.22)
20 February 1944 - Stuttgart (5.47)
24 February 1944 - Schweinfurt (6.40)
15 March 1944 - Stuttgart (6.20)
18 March 1944 - Frankfurt (4.40)

This officer is a highly efficient Navigator who has completed 29 operational sorties against such heavily defended enemy targets as Berlin, Leipzig, and Frankfurt. The courage, skill and devotion to duty displayed by this officer in the performance of his duties has set a fine example to his crew and the squadron generally. Strongly recommended for the Distinguished Flying Cross.

For a Combat Report from his career (27/28 January 1944) see entry for Lawrence Leroy MacKinnon.

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RENWICK, F/L Roy Duffy (J9117) - **Mention in Despatches** - No.162 Squadron (Canada) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 17 February 1921 at Lucknow, Ontario. Home in Teeswater, Ontario (educated there). Part time telephone operator, clerk and farm hand. Enlisted in London, Ontario, 25 February 1941. To No.1 Manning Depot, 19 April 1941. To No.1 BGS (guard), 16 May 1941. To No.3 ITS, 20 June 1941; graduated and promoted LAC, 26 July 1941 when posted to No.11 EFTS; graduated 12 September 1941 and posted next day to No.8 SFTS; graduated and commissioned, 5 December 1941. Course at No.31 GRS, 29 December 1941 to 28 February 1942. To Eastern Air Command, 1 March 1942. To No.10 (BR) Squadron, 3 March 1942. To No.162 (BR) Squadron, 19 August 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 June 1943. To Meteorological Flight, Yarmouth, 11 October 1943. Promoted Squadron Leader, 1 June 1944. To Transport Conversion Squadron, Pennfield Ridge, 18 February 1945. To No.2 Air Command, 27 April 1945. Granted Leave Without Pay, 6 May 1945.

Retired 20 August 1945. Postwar with Trans-Canada Airlines. Died Wroxeter, Ontario, 28 July 1986 as per **Legion Magazine** of October 1986.

This officer's devotion to duty and efficiency with which he has cheerfully carried out all tasks assigned to him has been outstanding. He has at all times set a high example and standard which has been a source of encouragement to all ranks.

Recommendation for an AFC raised 15 August 1943 by S/L S.D. Turner, Commanding Officer, No.162 (BR) Squadron, when he had flown 1,379 hours (431 in previous six months); 903 operational hours (103 sorties). Text as follows:

This officer's devotion to duty and the thoroughness and efficiency with which he has cheerfully carried out all tasks assigned to him has been outstanding. He has at all times set a high example and standard which has been a source of encouragement to all ranks.

A/V/M G.O. Johnson (AOC Eastern Air Command) suggested a DFC on 10 September 1943, but AFHQ substituted the Mention in Despatches on 11 October 1943.

RENWICK, S/L Roy Duffy (J9117) - **Air Force Cross** - Station Yarmouth - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Award sent by registered mail, 22 November 1948. Governor General's Records (RG.7 Group 26, Volume 58, file 190-I) has citation. As of recommendation he had flown 2,030 hours, 959 of them operational (112 sorties).

This officer has executed his duties on operational flying with outstanding devotion and efficiency. He is a keen and cheerful pilot who has set a very high standard on flying. His present duties, as officer commanding meteorological flight, have been carried out with the same meritorious qualities, which have been reflected in a very efficient unit. The skill and enthusiasm with which he performs a hazardous type of flying set an excellent example and instil absolute confidence in his fellow pilots.

Recommendation raised 28 August 1944 by W/C R.O. Shaw, Commanding Officer, Station Yarmouth when he had flown 2,030 hours (441 in previous six months), 959 of them operational. Text as follows:

As an operational pilot with No.162 Squadron, his devotion to duty and thorough efficiency were outstanding. All tasks assigned to him were cheerfully performed and he at all times set a high example in standard. Now as Officer Commanding

Meteorological Flight at this station, the same meritorious qualities reflect in a very efficient unit and the hazardous type of flying successfully performed by himself and the pilots in which he instills absolute confidence by example.

Training: Interviewed 6 March 1941. "Fine appearing boy, tall, athletic build. Has junior matriculation, less three subjects and four subjects Senior Matriculation. Should be good aircrew type."

Course at No.3 ITS was 21 June to 26 July 1941. Courses in Mathematics (75/100), Armament, practical and oral (86/100), Signals (100/100), Hygiene and Sanitation (39/40), Law and Discipline (47/60). Placed 14th in a class of 145. "Cheerful. Good reasoning. Quick responses. Average material."

Course at No.11 EFTS was 26 July to 12 September 1941. Fleet Finch aircraft - 31.20 dual, 37.50 solo (6.30 on instruments). Logged 10.05 in Link Trainer. "Tendency to be too cocky. Very determined. Aerobatics very good. General flying good average. Instrument flying and cross country very good." (P.M. Boisvert, Chief Flying Instructor). Ground courses in Airmanship (112/200), Airframes (80/100), Aero Engines (82/100), Signals, practical (95/100), Theory of Flight (79/100), Air Navigation (140/200), Armament, oral (184/200), Qualities as Officer (145/200). Placed sixth in a class of 36. "Shows power of leadership although he did not obtain outstanding marks in Ground School; he should carry himself well in service school. Good conduct."

Course at No.8 SFTS was 13 September to 5 December 1941. Anson aircraft - 36.35 day dual, 58.25 day solo, 2.50 night dual, 9.10 night solo. Spent 21.40 on instruments; logged 20 hours in Link. "A high average pilot in all respects. He appears to get the feel of the aeroplane. Should make good on any advanced type." Ground School marks in Airmanship and Maintenance (163/200), Armament, written (65/100), Armament, practical (70/100), Navigation (138/150), Meteorology (31/50), Signals, written (41/50) and Signals, practical (100/100). "Above average ability and has been keenly interested during course. Obtained well above average results." Placed third in a class of 57. Final summary read: "A conscientious pupil who worked hard during the course with good results. His general qualities and deportment are high average. His qualities of leadership will undoubtedly improve."

Course at No.31 GRS was 29 December 1941 to 28 February 1942. Anson aircraft (33.50, all navigation). Courses and tests in DR Navigation Intermediate (57/100), DR Navigation Final (207/300), Astro Navigation (95/100), Compasses and Instruments (128/200), Meteorology (110/200), Signals (73/100), Reconnaissance (158/200), Coding (84/100), Ship Recognition (132/200), Photography (82/100) and Visual Signals (Pass). Placed 22nd in a class of 23. "This

pupil has not shown much interest in the course. His work is fair but suffers through carelessness.”

Course at Transport Conversion Squadron concluded 13 April 1945. Flew 38.20. Spent 20 hours in Link (three on flying, 17 on radio procedures). Also tested on Navigation, Engines and Signals. Placed 5th in a class of 22. Accepted by TCA as co-pilot. “An excellent type of officer. A distinct loss to the service.”

Assessments: “This officer is presently employed as second pilot on Canso ‘A’ aircraft, should make a reliable Captain with further experience and training. Strongly recommended to be retained in the Service and continued in his present employment.” (F/L S.D. Turner, 13 July 1942).

“As Officer Commanding a newly organized Meteorological Flight, this officer is making a creditable showing. An exceptional pilot.” (W/C S. Volk, Yarmouth, 21 January 1944).

“An exceptionally well qualified pilot who is doing an excellent job.” (W/C M.G. Doyle, Yarmouth, 12 June 1944)

“As Officer Commanding ‘Met’ Flight, S/L Renwick has done an excellent job.” (W/C R.C. Davis, Yarmouth, 20 January 1945).

Application for Operational Wing - prepared 7 April 1944 and listing the following sorties, all on Canso “A”:

2 April 1942 - No.10 (BR) Squadron, Yarmouth - Search, North Atlantic (16.05)
7 April 1942 - No.10 (BR) Squadron, Yarmouth - O.A.S. (10.50)
9 April 1942 - No.10 (BR) Squadron, Yarmouth - Search (6.45)
13 April 1942 - No.10 (BR) Squadron, Yarmouth - O.A.S. (14.35)
15 April 1942 - No.10 (BR) Squadron, Yarmouth - O.A.S. (3.20)
17 April 1942 - No.10 (BR) Squadron, Yarmouth - O.A.S. (15.00)
21 April 1942 - No.162 (BR) Squadron, Yarmouth - Sweep (5.20)
23 April 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (12.40)
25 April 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (13.40)
27 April 1942 - No.162 (BR) Squadron, Yarmouth - Sweep (7.00)
29 April 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (1.35)
1 May 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (17.30)
5 May 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (13.45)
7 May 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (4.20)
9 May 1942 - No.162 (BR) Squadron, Yarmouth - Sweep (7.00)

11 May 1942 - No.162 (BR) Squadron, Yarmouth - Search (3.50)
11 May 1942 - No.162 (BR) Squadron, Yarmouth - Sweep (10.50)
18 May 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (15 minutes)
18 May 1942 - No.162 (BR) Squadron, Yarmouth - Search (10.15)
19 May 1942 - No.162 (BR) Squadron, Yarmouth - Search (3.30)
25 May 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (3.15)
26 May 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (50 minutes)
28 May 1942 - No.162 (BR) Squadron, Yarmouth - Search (10.10)
30 May 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (5.05)
1 June 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (18.40)
3 June 1942 - No.162 (BR) Squadron, Yarmouth - Search (13.20)
8 June 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (9.40)
11 July 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (12.45)
13 July 1942 - No.162 (BR) Squadron, Yarmouth - Sweep (8.15)
15 July 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (10.25)
16 July 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (13.25)
21 July 1942 - No.162 (BR) Squadron, Yarmouth - Sweep (9.25)
22 July 1942 - No.162 (BR) Squadron, Yarmouth - Sweep (11.25)
24 July 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (10.50)
28 July 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (3.05)
31 July 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (14.45)
3 August 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (4.25)
5 August 1942 - No.162 (BR) Squadron, Yarmouth - Sweep (3.10)
17 August 1942 - No.162 (BR) Squadron, Yarmouth - Sweep (5.00)
25 August 1942 - No.162 (BR) Squadron, Yarmouth - Sweep (7.15)
2 September 1942 - No.162 (BR) Squadron, Yarmouth - Sweep (3.55)
3 September 1942 - No.117 (BR) Squadron, North Sydney - O.A.S. (13.10)
5 September 1942 - No.117 (BR) Squadron, North Sydney - Sweep (6.40)
13 September 1942 - No.117 (BR) Squadron, North Sydney - Sweep (8.45)
16 September 1942 - No.117 (BR) Squadron, North Sydney - O.A.S. (12.45)
26 September 1942 - No.117 (BR) Squadron, North Sydney - O.A.S. (8.25)
1 October 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (12.40)
13 October 1942 - No.162 (BR) Squadron Detachment, Mont Joli - O.A.S. (3.40)
13 October 1942 - No.162 (BR) Squadron Detachment, Mont Joli - O.A.S. (8.20)
15 October 1942 - No.162 (BR) Squadron Detachment, Mont Joli - Sweep (7.15)
17 October 1942 - No.162 (BR) Squadron Detachment, Mont Joli - Sweep (11.45)
20 October 1942 - No.162 (BR) Squadron Detachment, Mont Joli - Sweep (5.35)
28 October 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (14.10)
30 October 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (13.50)
4 November 1942 - No.162 (BR) Squadron Detachment, Mont Joli - O.A.S. (11.15)

9 November 1942 - No.162 (BR) Squadron Detachment, Mont Joli - I.A.S. (10.45)
24 December 1942 - No.162 (BR) Squadron, Yarmouth - O.A.S. (4.25)
15 January 1943- No.162 (BR) Squadron, Gander Detachment - Sweep (8.30)
19 January 1943- No.162 (BR) Squadron, Gander Detachment - Sweep (1.25)
19 January 1943- No.162 (BR) Squadron, Gander Detachment - Sweep (5.50)
23 January 1943- No.162 (BR) Squadron, Gander Detachment - O.A.S. (12.10)
27 January 1943- No.162 (BR) Squadron, Gander Detachment - Sweep (10.20)
30 January 1943- No.162 (BR) Squadron, Gander Detachment - Sweep (3.45)
4 February 1943- No.162 (BR) Squadron, Gander Detachment - Sweep (13.00)
9 February 1943- No.162 (BR) Squadron, Gander Detachment - Sweep (1.05)
16 February 1943- No.162 (BR) Squadron, Gander Detachment - Sweep (9.20)
19 February 1943- No.162 (BR) Squadron, Gander Detachment - Sweep (5.00)
23 February 1943- No.162 (BR) Squadron, Gander Detachment - O.A.S. (13.00)
12 April 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (14.30)
27 April 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (15.55)
11 May 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (12.45)
13 May 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (10.50)
15 May 1943 - No.162 (BR) Squadron, Yarmouth - Search (1.40)
15 May 1943 - No.162 (BR) Squadron, Yarmouth - Search (1.50)
16 May 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (13.25)
18 May 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (5.40)
20 May 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (5.25)
26 May 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (10.05)
28 May 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (8.10)
31 May 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (8.00)
31 May 1943 - No.162 (BR) Squadron, Yarmouth - Sweep (10.00)
3 June 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (10.35)
5 June 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (12.20)
8 June 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (7.25)
11 June 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (16.05)
19 June 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S./I.A.S.(4.00)
21 June 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S./I.A.S. (4.00)
24 June 1943 - No.162 (BR) Squadron, Yarmouth - Sweep (9.35)
25 June 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (8.20)
26 June 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S./I.A.S. (4.25)
26 June 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S./I.A.S. (4.10)
29 June 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S./I.A.S. (2.45)
19 July 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (9.30)
20 July 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (8.00)
28 July 1943 - No.162 (BR) Squadron, Yarmouth - Sweep (7.10)

29 July 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (2.05)
 29 July 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (2.00)
 31 July 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (7.10)
 7 August 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (13.50)
 9 August 1943 - No.162 (BR) Squadron, Yarmouth - Sweep (16.50)
 11 August 1943 - No.162 (BR) Squadron, Yarmouth - Sweep (14.35)
 13 August 1943 - No.162 (BR) Squadron, Yarmouth - Sweep (10.40)
 19 August 1943 - No.162 (BR) Squadron, Yarmouth - Sweep (7.10)
 22 August 1943 - No.162 (BR) Squadron, Yarmouth - Sweep (8.00)
 2 September 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (10.55)
 14 September 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (10.30)
 22 September 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (2.45)
 22 September 1943 - No.162 (BR) Squadron, Yarmouth - O.A.S. (4.45)
 29 September 1943 - No.162 (BR) Squadron Detachment, Gander - I.A.S. (10.25)
 30 September 1943 - No.162 (BR) Squadron Detachment, Gander - I.A.S. (4.15)
 3 October 1943 - No.162 (BR) Squadron Detachment, Gander - I.A.S. (6.00)

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REYNO, W/C Edwin Michael (C806) - **Air Force Cross** - No.1 Operational Training Unit - Award effective as of 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 11 May 1917 in Halifax; educated there including BA from St.Mary's University, 1936. Member, COTC, 14 May 1935 to 15 September 1937. Enlisted in RCAF, 3 January 1938 in Halifax. Subsequently graded as Flying Officer from that date. Qualified to wear pilot's flying badge, 18 October 1938. Posted from Trenton to No.1 (F) Squadron, Dartmouth, 1 March 1939. Promoted Flight Lieutenant, 1 May 1940. To England with No.1 (Canadian) Squadron, 8 June 1940 and flew in Battle of Britain. Developed sinus problems which restricted high altitude flying. To No.112 Squadron, 30 September 1940. Returned to No.1 (Canadian) Squadron, 2 November 1940. To No.2 Squadron, 12 December 1940, Promoted Squadron Leader, 1 June 1941. Repatriated via Rockcliffe, August 1941. To No.115 Squadron, 17 August 1941, proceeding via Patricia Bay to Alaska. To No.1 OTU, 19 June 1942 where he was appointed Chief Instructor. Promoted Wing Commander, 19 July 1942. To No.8 SFTS, Weyburn, 20 February 1944. To No.36 OTU, Greenwood, 1 June 1944; this unit became No.8 OTU, 30 June 1944. Promoted to Group Captain, 1 March 1944. To Headquarters, Station Greenwood, 31 August 1945. To be Senior Personnel Staff Officer in Western Air Command, 13 January 1946. To Station Sea Island, 1 March 1947. To RCAF Staff College, 17 March 1947. Posted 22 September 1947 to Training Command Headquarters at Trenton. Assigned to RCAF Staff College, 1 July 1949 as Chief Instructor. As of 1 August 1952 appointed Director of Strategic Air Plans at AFHQ. Promoted to Air Commodore, 1 September 1955. On 20 September 1955 appointed Deputy AOC, Air Defence Command. Attended Imperial Defence College, 27

November 1959 to 20 December 1960. Posted 21 December 1960 to AFHQ as Deputy Vice Chief of Air Staff. Promoted to Air Vice-Marshal and made Chief of Air Staff, 4th Allied Tactical Air Force, NATO, 11 August 1963. Promoted to Air Marshal, 16 July 1966 to become Chief of Personnel for the Canadian Armed Forces. Appointed Vice-Chief of the Air Staff, 3 January 1969. Relinquished that appointment, 14 September 1969 and posted to Colorado Springs. Retired 11 May 1972. Awarded Queen's Coronation Medal, 21 October 1953 (Group Captain, AFHQ). Died in Arlington, Texas, 10 February 1982 as per **Airforce Magazine**, summer 1982. Recommendation raised by G/C V.S. Parker, 10 January 1944 for an OBE. Hours flown given as 855 total to date, 45 hours 55 minutes in previous six months. Also described as having flown 65 hours (57 sorties) on operations. Award presented 6 July 1945.

This officer's work as Chief Instructor of a Fighter Operational Training Unit has been outstanding in all respects. He has displayed exceptional ability and leadership and due to his fine efforts the training at this unit has reached a very high standard.

The original OBE submission read as follows:

Wing Commander Reyno's work as Chief Instructor of this Fighter Operational Training Unit has been outstanding and it is mainly due to him that the operational training is of such a high standard.

On 31 January 1944 the Air Officer Commanding, Eastern Air Command, A/V/M G.O. Johnson, supported the recommendation. At a date not indicated it was converted to an AFC (signed by Air Commodore H.L.Campbell.)

This had been the subject of an earlier submission for an OBE by G/C V.S. Parker (30 August 1943) which read as follows:

Wing Commander Reyno's work as Chief Instructor of this Fighter Operational Training Unit has been outstanding and it is mainly due to him that the operational training is of such a high standard. I strongly recommend Wing Commander Reyno for the Order of the British Empire (Military Division).

This was supported by AOC Eastern Air Command (Johnson) on 10 September 1943 but as 25 October 1943 the submission was minuted as "Did not reach Priority Canada Medal Inaugural List/43."

Notes: As of the end of 1957 he had flown the following types:

Harvard - 520

Fleet - 120
Moth - 30
Lysander - two
Bolingbroke - 25
Hurricane - 450
Norseman - 25
Delta - 20
Wapiti - 25
Anson - 40
Beechcraft - 15
Mosquito - 10
Mitchell - 5
Dakota - 18
Lancaster - 11
Magister - 40
T-33 - 12
CF-100 - three

Training: Under training at Trenton, 1938, he flew Fleet and Moths, placed 12th in a class of 18, and was generally regarded as a good pilot, especially on instruments. After graduating as a pilot he took an Armament Course at Trenton, where he flew Atlas and Wapiti aircraft. An advanced flying training course (28 October 1938 to 3 March 1939) involved Wapiti aircraft (25.20), Atlas (8.10), Fairchild (9.30), Norseman (32.05) and Fleets (3.30). Ground courses in photography, reconnaissance, armament and navigation.

Selected Assessments: On 15 December 1939, S/L E.A. McNab (No.1 Squadron) reported on his performance. He had joined the unit 4 March 1939. "This officer's work has been satisfactory in every respect. He is keen and hard working, a good pilot, shows ability in administrative duties. Will make a fine type of officer as his appearance and bearing has been punctilious at all times. He has a tendency to nervousness under stress but this will disappear as his experience increases. During the many moves of the squadron in the past year and special duties, as ferrying Harvard aircraft from Vancouver, little opportunity for observing his ability on a parade ground was found."

On 14 December 1940, S/L G.R. McGregor wrote, "This officer engaged on the organization and administration of training of replacement pilots, a duty which he discharges exceptionally well. He is of greater value in this work than as an operational pilot, apart from medical categorization."

19 May 1941 (excerpt from a letter, Air Commodore L.F. Stevenson to AFHQ) - "The marginally noted officer arrived in the United Kingdom with No.1 (Fighter) Squadron, RCAF, on 8-6-40 and was employed on operations, doing excellent work as a fighter pilot until the Squadron was taken out of the London Defence Area and moved to a quieter area for a rest and for reorganization. At this time it was found necessary to train new fighter pilots for operational flying and Flight Lieutenant Reyno was selected for this work. He has remarkable ability as an operational pilot instructor and has done outstanding work in training new Canadian fighter pilots."

5 June 1941 (excerpt from letter, W/C G.R. McGregor to Air Officer Commanding, RCAF Overseas Headquarters) - "As state in the usual confidential report form, F/L Reyno came overseas with No.1 Canadian Squadron, arriving in England 20th June 1940 and apart from sick leave served with that squadron until December 1940 when he was transferred to the strength of No.401 Squadron in which he served until repatriation. // Throughout the periods of training of both Squadrons he was given administrative duties and supervised the training of the pilots entrusted to him in a very outstanding and highly satisfactory manner and there can be no doubt that he has a very exceptional aptitude and knowledge of the direction and administration of operational training of single seater fighter pilots. To this he adds good ability in the handling of men, NCOs and junior officers. // During No.1 Squadron's intensive operations of August 16th to October 8th, F/L Reyno flew with the squadron for a period of approximately five weeks, not as a flight commander. His operational work was without distinction and toward the middle of September he complained of ear and sinus trouble which resulted in a septum operation and while he has been on some operational flights since he has not since been considered available for regular operational use."

22 July 1942 (excerpt from letter, A/V/M J.A. Sully, Air Member for Personnel to Chief of the Air Staff respecting Acting Wing Commander rank for Reyno) - "Squadron Leader Reyno has had considerable experience both in Canada and overseas, and all reports submitted on his behalf indicate that he has carried out administrative duties and supervised training of the pilots entrusted to him in a very outstanding and highly satisfactory manner. It was by reason of his record in this capacity that this officer was chosen as Chief Flying Instructor at No.1 Operational Training Unit, Saguenay, to which he was posted 19 July 1942."

22 October 1943, G/C V.S. Parker, No.1 OTU - "I cannot speak too highly of T/W.C E.M. Reyno as an officer and Chief Flying Instructor. He is outstanding in every way. It is because of his ability, determination and tact that the training side of this OTU is so perfect. I strongly recommend that he be given command of this OTU on my departure for the U.K. and that T/W.C Reyno be promoted to Acting Group Captain."

22 September 1947 (excerpts from report by G/C C.L. Annis of his attendance at RCAF Staff College) - "This officer has an outstanding personality. The keynote of his make-up is a kindness and thoughtfulness for others; this he practices by word and deed. In addition, he is quiet but not self-effacing, humorous, sincere and loyal. As a result, he is delightful company, and extremely popular. His habits are strictly temperate. He can mix easily and enjoy himself in any gathering, although his participation in College social activities was rather limited....He should prove highly suitable in any type of staff appointment. Perhaps, due to his very temperate habits he would be unhappy as an Air Attache, although he would be a useful one. He is a shrewd and sympathetic judge of human nature. Also, he is a staunch believer in the dignity of the airman. For these last two reasons, he should be particularly suited for personnel work."

25 November 1959 (excerpt, appraisal by A/V/M W.R. MacBrien, Air Defence Command) - "Air Commodore Reyno is a brilliant staff officer who would always excel in this field rather than as a commander. By this I do not mean to indicate that he is lacking in qualities of leadership, but rather that his forte is in the staff field. He is a skillful administrator who exhibits ingenuity and initiative and who always gives thorough consideration to the human side of the problem."

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REYNOLDS, F/L Arthur Harold (J13476) - **Commended for Valuable Services in the Air** - No.5 SFTS - award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 28 January 1919. Enlisted in Ottawa, 11 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 15 November 1940 when posted to No.10 EFTS; graduated 4 January 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 20 March 1941. To Central Flying School, Trenton, 30 March 1941. To No.5 SFTS, 26 June 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 30 March 1942. Commissioned 15 August 1942. Promoted Flying Officer, 15 December 1942. Promoted Flight Lieutenant, 1 August 1943. To Trenton, 12 December 1943. To No.4 Release Centre, 4 October 1945. Retired 17 October 1945.

This officer has been an instructor and flight commander at this unit. A keen, alert officer, who manifests exceptional interest in his pupils, he has not spared himself in his efforts to attain a high standard of flying. He has displayed fortitude and devotion to duty of a high order.

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REYNOLDS, F/O George Ernest (J35869) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 3 July 1945 as per **London Gazette** of that date and AFRO 1453/45 dated 14 September 1945. Born 15 January 1924 in London, Ontario; home there. Former signaller with

Royal Canadian Corps of Signals; enlisted in London, Ontario, 7 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 when posted to No.10 EFTS; graduated 28 May 1943; posted next day to No.8 SFTS; 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. Invested with award by the King, 29 June 1945. Repatriated 2 August 1945. Released 19 November 1945. Rejoined as Education Officer, Primary Reserve, 4 September 1956 (301504). Served in London, Ontario area until retired 31 December 1964. Cited with FS Alfred J. Horne (RCAF, AG, awarded DFM).

This officer and airman were pilot and rear gunner respectively in an aircraft detailed for a mine-laying mission in enemy waters. After leaving the target area, smoke began to filter into the rear turret. Presuming the trouble to be caused by a defect in the electrical circuit, Flight Sergeant Horne switched off his electrically heated flying suit. At this stage flames appeared from underneath the rear compartment. Flight Sergeant Horne immediately obtained an extinguisher with which he attempted to quell the flames. He had reported the position to his captain, Flying Officer Reynolds, who requested another member of the crew to assist in fighting the fire. The flames increased. The turret became enveloped causing ammunition in the guns to explode. Nevertheless, Flight Sergeant Horne worked strenuously and finally brought the fire under control. By now, Flying Officer Reynolds was nearing land. He therefore altered course for the nearest airfield where he brought down the badly damaged aircraft safely. Under harassing circumstances this pilot and captain displayed the greatest coolness and determination. Flight Sergeant Horne also proved himself to be a most valuable member of aircraft crew. His promptitude, courage and devotion to duty set a fine example.

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REYNOLDS, F/O James Victor (J92456) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 13 March 1917 in Toronto; home there (butcher, ex-Royal Canadian Artillery); enlisted in Ottawa 30 June 1942 and posted to No.5 Manning Depot. To No.8 SFTS (guard), 14 August 1942. To No.5 ITS, 10 October 1942; graduated and promoted LAC, 19 December 1942 but not posted until 11 January 1943 when he went to No.13 EFTS; ceased training and posted to No.5 Manning Depot, 3 February 1943; to Mountain View and No.6 BGS, 20 February 1943; to No.8 AOS, 1 May 1943; graduated and promoted Sergeant, 17 September 1943. To No.1 BGS, 26 October 1943. To "Y" Depot, 12 November 1943; taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Commissioned 8 November 1944. Repatriated 8

April 1945. To No.1 Air Command, 17 April 1945. Promoted Flying Officer, 8 May 1945. To No.10 EFTS, 19 May 1945. To No.1 Radio and Navigation School, 4 August 1945. To No.1 Air Command, 4 September 1945. To No.4 Release Centre, 5 October 1945. Retired 18 October 1945. Award presented at Government House, 24 January 1956. He was then living in North Bay. Died in Long Branch, Ontario, 14 April 2001 as per **Legion** website. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". See also P/O Miller G. Brittain. Public Records Office Air 2/9083 has recommendation dated 22 March 1945 when he had flown 37 sorties (193 hours three minutes), 25 August 1944 to 23 February 1945.

25 August 1944 - Watten (2.30)
1 September 1944 - Lumbres (3.29)
3 September 1944 - Soesterburg (3.24)
15 September 1944 - Kiel (6.00)
17 September 1944 - Boulogne (3.18)
23 September 1944 - Neuss (5.11)
25 September 1944 - Calais (3.37)
26 September 1944 - Calais (3.29)
6 October 1944 - Gelsenkirchen (4.32)
7 October 1944 - Cleves (4.40)
9 October 1944 - Bochum (5.31)
14 October 1944 - Duisburg (4.30)
29 October 1944 - Westkapelle (2.58)
30 October 1944 - Cologne (6.19)
31 October 1944 - Cologne (4.23)
2 November 1944 - Dusseldorf (5.43)
5 November 1944 - Bochum (4.44)
6 November 1944 - Gelsenkirchen (4.16)
18 November 1944 - Munster (5.15)
21 November 1944 - Sterkrade (5.15)
30 November 1944 - Duisburg (5.18)
5 December 1944 - Soest (6.11)
18 December 1944 - Duisburg (6.21)
26 December 1944 - St.Vith (6.01)
5 January 1945 - Hanover (5.41)
6 January 1945 - Hanau (6.46)
12 January 1945 - GARDENING (5.30)
16 January 1945 - Magdeburg (6.31)
1 February 1945 - Mainz (6.24)
2 February 1945 - Wanne Eickel (5.25)

3 February 1945 - GARDENING (4.15)
7 February 1945 - GARDENING (5.57)
13 February 1945 - Bohlen (8.19)
14 February 1945 - Chemnitz (7.46)
17 February 1945 - Wesel (4.46)
20 February 1945 - Reisholz (6.40)
23 February 1945 - Essen (5.08)

This officer has now completed his first operational tour consisting of 37 sorties (136 points) involving a total of 193 hours.

He is a very efficient and capable navigator who has completed a very successful tour. He has always shown a high degree of courage, skill and initiative in action against the enemy, both on the ground and in the air, and has always set a high standard in the execution of his duties.

For his good operational record and devotion to duty, he is strongly recommended for the award of the Distinguished Flying Cross.

NOTE: The Station Commander, G/C J.C. Bird, added his comments on 22 March 1945.

This officer has proved one of the most reliable and conscientious Navigators in the squadron and his crew has achieved an excellent record for accurate navigation and adherence to the Flight Plan. On the ground he has taken a leading part in his section and has devoted himself to the training of new crews in the use of navigational aids.

This officer has shown a commendable enthusiasm for operational flying throughout his tour and for his excellent example and leadership and for his personal courage and high sense of responsibility the award of the Distinguished Flying Cross is strongly recommended.

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REYNOLDS, P/O James William Bromley (J15356) - **Distinguished Flying Cross** - No.174 Squadron - Award effective 10 September 1942 as per **London Gazette** dated 29 September 1942 and AFRO 1653/42 dated 16 October 1942. Born in Pembroke, Ontario, 10 September 1921; home there. Served in Lanark and Renfrew Scottish Regiment, Private, 25 June 1939 to 25 June 1940. Also a prewar bank clerk. Enlisted in RCAF in Ottawa, 23 December 1940. Posted to No.1 Manning Depot, Toronto, 24 December 1940. To No.1 ITS, Toronto, 18 March 1941.

Promoted to LAC, 10 April 1941; to No.3 EFTS, London, 11 April 1941; to No.1 SFTS, Camp Borden, 10 June 1941. 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, Bournemouth, 29 September 1941. To No.59 OTU, 20 October 1941. To No.32 Squadron, 17 December 1941. On 24 December 1941, during practice flight (Hurricane AP530) the engine began missing and emitting white fumes from right exhaust. He was at 2,000 feet and six miles west of Dover. Engine continued to run despite violent vibration and he finally landed at base. One connecting rod had broken. At the time he had flown 41 hours on Hurricanes and 205 solo hours on all types. To No.174 Squadron, 10 March 1942. Commissioned 28 April 1942. Promoted Flying Officer, 28 October 1942. Invested with award by King George VI, 8 December 1942. Killed 4 May 1943 on Typhoon EK186 of No.174 Squadron. ORB entry for that day read: "Grand morning, clear and bright. Flying up to the limit of serviceability. F/O Reynolds, DFC (RCAF) crashed and is killed near Redhill during a practice flight. It appears the tail unit of his aircraft and one aileron snapped off. There is to be an investigation. This is sorry news. Jimmy had been with the squadron since its inception and was very popular. His loss is keenly felt." Reynolds had four siblings - Leslie T.A. Reynolds (as of May 1943 he was a Sergeant with No.123 Squadron, Debert, Nova Scotia), Harold G. Reynolds (as of May 1943 he was a Sergeant in the RCAF and a POW), John Albert Reynolds (as of May 1943 an RCAF Sergeant and in Halifax; subsequently Warrant Officer, air bomber, killed in action 3/4 May 1944 on Lancaster LM317, No.625 Squadron). It appears a special Royal Message of Condolences was sent to the parents of P.W.B. and J.A. Reynolds. His youngest brother, Edward S. Reynolds, was 15 years old as of May 1943.

This officer has completed numerous sorties involving low flying attacks on important enemy industrial targets and aerodromes in Northern France. In the recent combined operations at Dieppe, Pilot Officer Reynolds participated in attacks on enemy gun positions. He has displayed excellent leadership and initiative.

The nature of Typhoon problems is illustrated by statements made at the Court on Inquiry. Company Sergeant Major S. Harris said:

I was standing on the square in front of the house at approximately 1435 hours on 4 May 1943 when I heard an explosion almost overhead. I looked up and saw a plane snap into three separate pieces, the larger portion floated down like a leaf, and crashed in the inverted position, 600 yards north of the house. The height of the machine when it broke up would appear to be between 2,000 to 3,000 feet, that is, within rifle range. The weather at the time was clear with very little wind. I did not see any other aircraft at the time of the accident.

Sergeant J. Walker testified:

I was standing on the green in front of Harewood House when my attention was attracted by a screaming noise. I looked up and saw an aircraft without the tail fall like a leaf to the ground, from a height of approximately 1,200 feet. There were also other aircraft in the vicinity and I had the impression that it had been struck in the air by another aircraft. I rushed over to the machine to see if I could be of any assistance, and found the pilot had been killed, so I immediately placed a cordon around the wreckage and reported the accident to the Duty Officer.

At the time of his death his flying time was given as follows: Fleet and Yale aircraft - 31.10 dual and 27.50 solo; Harvard aircraft at No.1 SFTS, 43.40 dual and 42.20; Miles Master aircraft, 1.35 dual and 8.35 solo; Hawker Hurricane, 243.45; Magister, 30 minutes dual and 4.40 solo; Tiger Moth, 2.20 (all solo); Typhoon, 16.40. His flying time in the previous six months had been 81.30 on Hurricanes, 1.10 on Magister, 2.20 on Tiger Moth and 16.40 on Typhoons (all solo time).

RCAF Press Release No. 796 dated 26 September 1942 read:

Many pilots of the RAF and RCAF can tell stories of the time they had near misses while on operations, but P/O J.W. Reynolds, DFC, a Canadian with an RAF Squadron, can now tell of a near miss which was one of a split second only.

While attacking an enemy supply ship, P/O Reynolds pressed the bomb release. His "cargo" dropped down towards the ship. Coming up was a Bofors shell, and the two missiles of death missed each other in the air by a fraction of a second. The Fighter Command's Hurricane's bomb hurtled down to the enemy ship, and the shell came up to hit the Hurricane's bomb rack.

Reynolds had pressed the bomb release button at just the moment that mattered, otherwise, the shell would have hit the bomb in the rack and blown the fighter to pieces.

Instead, the Hurricane went on and P/O Reynolds machine-gunned the ship and returned safely to base with nothing more than a hole in the wing.

P/O Reynold is from Pembroke, Ontario, and has only recently been awarded the DFC.

Reconnaissance later showed a ship aground near Calais, and the pilot's report said briefly and to the point "well hit".

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REYNOLDS, P/O John Aldridge (J8421) - **Distinguished Flying Cross** - No.69 Squadron - Award effective 17 March 1943 as per **London Gazette** dated 23 March 1943 and AFRO 757/43 dated 30 April 1943. Born at Regina, Saskatchewan, 24 August 1918; educated there, 1924-1935. Clerking in family business, 1935 to 1937; family moved to Ontario and he joined the Industrial Acceptance Company, London, as a clerk. Served in Canadian Fusiliers, London, 15 December 1940 to 14 September 1941; enlisted in RCAF, London, Ontario, 14 February 1941. At No.1 Manning Depot, Toronto, 17 February to 24 March 1941; at No.6 SFTS, Dunnville, 25 March to 16 May 1941 (non-flying duties). Trained at No.1 ITS, Toronto (graduated 21 June 1941), No.3 EFTS, London (graduated 8 August 1941) and No.5 SFTS, Brantford (graduated and commissioned 24 October 1941). Posted to Charlottetown, 15 November 1941; to No.31 OTU, Debert, 18 January 1942; attached to Ferry Command, 10 April to 2 May 1942; departed by air from Newfoundland, 3 May 1942. Taken on strength of No.3 PRC, Bournemouth, 6 May 1942; to No.7 OTU, 8 June 1942; to Station Lyncham, 3 October 1942; at METS, Shalufa, date uncertain; to Malta, and No.69 Squadron, 30 November 1942. To No.458 Squadron, 14 February 1943. Returned to Britain, 21 March 1943; to No.2 TTU, 17 April 1943; to No.132, 29 September 1943. Promoted Flight Lieutenant, 24 October 1943. To RCAF Overseas Headquarters, 3 December 1943 while on special leave to Canada. Embarked from Canada again, 21 January 1944, arriving in Britain, 30 January 1944. Posted to No.489 Squadron, 11 February 1944. Promoted Squadron Leader, 9 August 1944. To No.5 OTU, 15 March 1945; to No.132 OTU, 7 April 1945. Repatriated from overseas, 28 August 1945. Released 12 October 1945. DFC and Bar presented by the King, 1 May 1945. RCAF photo PL-28061 (ex UK-8950 dated 18 March 1944) is captioned as follows: "Flight Lieutenant J.A. Reynolds, DFC, of 165 Montrose Street, Winnipeg, is the only Canadian on a New Zealand squadron serving with Coastal Command in Britain. A veteran of one tour of operations in Wellington torpedo aircraft, Flight Lieutenant Reynolds joined his present squadron in February after a month's leave in Canada. He was sent to Britain the first time in October 1941 and flew a great part of his first tour with an Australian squadron. This picture was taken in front of the officers' mess at his present station and the solid brick behind him is a blast screen for protection against enemy bombs, built into the former archway of the mess entrance."

While operating from Malta, Pilot Officer Reynolds has displayed outstanding ability in searches for enemy shipping proceeding to North African ports. In January 1943 his aircraft was damaged by anti-aircraft fire from an enemy destroyer. Though one of the crew was injured and the hydraulic gear put out of action, Pilot Officer Reynolds successfully flew the aircraft to base where he made a skilful crash landing without using the flare path. His ability and resource in completing the landing without obstructing the flare path enabled operations

to continue uninterrupted. This officer's keenness and efficiency are outstanding and he has invariably exhibited great courage and determination.

NOTE: Public Record Office Air 2/8940 has recommendation sent 12 February 1943 from Headquarters, RAF Middle East to Air Ministry; text obtained through the courtesy of Sean Morrison:

The following recommendation for the non-immediate award of the Distinguished Flying Cross to John Aldridge Reynolds (CAN/J.8421) of No.69 Squadron is forwarded.

This officer arrived in Malta on 30th November 1942, and has completed 600 flying hours, 150 of which have been flown operationally from this island. Pilot Officer Reynolds is Captain of Wellington aircraft with special equipment, and has carried out his duties with outstanding ability and determination.

He has made 14 operational sorties from Malta, each of which have been in search of enemy convoys proceeding to North African ports. During his searches for enemy shipping he has found five enemy merchant vessels, and also on the night of 9th December 1942, sighted a destroyer which he was unable to attack because of the attentions of enemy night fighters. As a result of successful handling of his aircraft he eluded the enemy and returned to base.

On the night of 6th/7th January 1943, whilst operating on search for enemy shipping, his aircraft was damaged by intense anti-aircraft fire from an enemy destroyer, one of his crew was injured, and the hydraulics of the aircraft completely shot away. Pilot Officer Reynolds decided to return to base and set course with his damaged aircraft. He successfully reached base where further operations were taking place at night-time. He was unable to lower his undercarriage and if he had landed on the flarepath he would have hampered other operations. He decided to crash-land off the flarepath and with great initiative and excellent airmanship landed the aircraft without injury to his crew. The ability and resource shown by this officer in landing his aircraft as he did are deserving of the highest praise and enabled uninterrupted bombing operations to take place over enemy territory on the night in question which would otherwise have been hampered if he had landed on the flarepath.

Pilot Officer Reynolds' keenness and efficiency are outstanding in the squadron and he has played a major part in locating enemy convoys attempting to convey reinforcements to the enemy in North Africa.

REYNOLDS, S/L John Aldridge, DFC (J8421) - **Bar to Distinguished Flying Cross** - No.489 Squadron - Award effective 31 December 1944 as per **London Gazette** dated 9 January 1945 and AFRO 471/45 dated 16 March 1945.

Since the award of the Distinguished Flying Cross, Squadron Leader Reynolds has taken part in numerous attacks against enemy shipping and shore positions in Norway and Holland. On many occasions he has led his squadron with such skill that despite heavy opposition much damage has been inflicted on the enemy. In May 1944, this officer led a formation of aircraft in an attack on seven enemy merchant and twelve escort vessels off the Dutch coast. As the result of this operation three of the merchant ships were hit by torpedoes and all the escort vessels were attacked with fire from machine guns. In September 1944, Squadron Leader Reynolds participated in a low level attack on Den Helder Harbour and although his aircraft was damaged, excellent results were achieved. Later as deputy leader of combined wings this officer took part in a daring attack against enemy shipping and shore batteries. He personally made a low level attack on an anti-aircraft ship before attacking the shore positions. During the engagement the fin of his aircraft was almost completely shot away, making control an extremely difficult task. Nevertheless, Squadron Leader Reynolds flew back to base where he made a perfect landing. He is an outstanding flight commander who has inspired the other members of his squadron by his courage and determination.

NOTE: Interviewed, 15 January 1941 and impressed the Recruiting Officer who recommended him for pilot training.

At Charlottetown the ground courses were DR Navigation, Astro Navigation, Compasses and Instruments, Meteorology, Signals, Reconnaissance, Coding, Ship Recognition, Photography, and Visual Signals. He scored 1,395 point out of a possible 1,600. He also logged 29 hours 20 minutes, all of it on Ansons (daylight navigation exercises).

At No.31 OTU he flew Hudsons - 12 hours 15 minutes (daylight dual), 39 hours 15 minutes (1st pilot, daylight, 57 hours 35 minutes (2nd pilot, daylight), one hour (night dual), seven hours 50 minutes (1st pilot, nigh), 20 hours 45 minutes (2nd pilot, night), nine hours 35 minutes on instruments and 25 hours in the Link. He also dropped bombs at low level (average error, 100 yards) and fired 80 rounds air-to-ground (splash firing). These were minimal as the bombing and gunnery ranges had not been completed

At No.7 OTU he flew six hours 40 minutes (day dual), 53 hours ten minutes (2nd pilot, day) 55 hours ten minutes (1st pilot, day), one hour 45 minutes (night dual), 13 hours 45 minutes (night solo), 41 hours 50 minutes (instruments) two hours 15 minutes (formation flying) and three hours five minute (Link).

On 1 August 1942, at No.7 OTU, damaged Wellington HX422. On landing at Limavady the tail-wheel collapsed. Tail wheel had likely been weakened by bad runway surface at Abbotsinch. No fault attached to him, Crew were all RCAF - J8430 P/O P. Baynton (WOP), R77478 Sgt J.L.L. Dallaire (WOP) and R73758 Sergeant J.G.L. Belanger (WOP) - no injuries.

On 3 October 1942 damaged Wellington HX679 while on strength of FTU Lyneham. Crew besides Reynolds were J9518 P/O B.W. Smith (Observer), J9394 P/O W.L. Baynton (note number difference), R88181 Sergeant A.C. MacDonald (WAG) and R101976 Sergeant H. Kentzie (WAG).. Had completed a ferry flight and was making for dispersal when signalled by ground crewman to swing to port; he applied port brake and starboard throttle too vigorously and dropped one wheel into ditch .

On 30 November 1942 he wrote off Wellington HX632 . He reported, "On landing at Luqa at 0330 hours 30 November 1942, I attempted to touch down just at the chance light . As the aircraft was floating badly, I put down all flap and actually touched down about one-third up runway and immediately applied full brake. However I could not bring it to a full stop, and could not ground loop and pilot [sic] up in the bomb shelter at the end of the runway. After getting out I discovered the flarepath was laid out almost directly down wind."

The investigating officer wrote: "(A) The wind was very variable and the flare path had already been turned several times; it was going to be turned again. Pilot could have avoided this accident with more experience. (B) New pilots arriving at Malta seem to be frightened, before they start, by briefing personnel. They believe that Luqa aerodrome is very small and surrounded by dangerous quarries. This is not a good method of starting an inexperienced pilot on a long flight.."

On 16 March 1945 W/C D.H. Hammond, No.489 Squadron, wrote of him:

This officer has proved a very reliable flight commander who is extremely popular with all ranks. He is courteous at all times. Shows very extensive knowledge of torpedos and their development in Coastal Command.

Details are available for some of his actions with No.489 Squadron. The action of 14 May 1944 is described in a Coastal Command summary as having occurred at 1315 hours, position 53 40" North, 5 43" East (Ameland) with twelve aircraft of No.455 Squadron and twelve of No.489

Squadron (six with cannon only, six with torpedoes), the whole led by W/C J.N. Davenport (RAAF) of No.455 Squadron. It read:

Aircraft on shipping strike sighted a convoy consisting of four motor vessels (3,000 tons) and 16 escort vessels, course easterly. The torpedo aircraft attacked two of the motor vessels, six torpedoes being released from 150/200 feet at 800/1,000 yards range. After the attack one motor vessel was seen to be hit by torpedo and left blazing fiercely, and a second motor vessel was observed with a thick column of smoke rising from it to 200 feet. Cannon strikes were also made, after which one "M" Class minesweeper was seen listing 15 degrees, and hits were observed on several other escort vessels. One aircraft, B/489 has failed to return.

RCAF Press Release No. 142 dated 19 July 1945, by S/L S.L. Tilley, read as follows:

WITH THE RCAF IN COASTAL COMMAND - Squadron Leader Jack Reynolds, D.F.C. and Bar, 165 Montrose Street, Winnipeg, a young Canadian pilot who became second in command of a New Zealand rocket and cannon firing Beaufighter squadron attacking Nazi shipping off the Norwegian coast, has now joined the staff of a R.C.A.F. Repatriation Depot at Bircham Newton, England, after being selected to help in supervising and arranging the repatriation of all Coastal Command flying and ground personnel who are returning to Canada.

The young Winnipeg ace is one of the very few Canadian pilots who, during the European war served with R.A.F., R.N.Z.A.F., and R.A.A.F. squadrons. Although a member of the R.C.A.F., having enlisted shortly after the outbreak of war, he has always gone on operational trips with aircrew from the Mother Country or from the sister Dominions.

S/L Reynolds earned his first taste of warfare by joining a R.A.F. Wellington torpedo squadron whose job was to attack enemy shipping in the Mediterranean and thus prevent reinforcements and supplies from reaching the Axis armies in Africa. Flying from Malta, when the island was going through its worst blitz, it was with this R.A.F. squadron that he won the D.F.C.

Before completing his first tour of ops, S/L Reynolds joined an R.A.A.F. squadron and in Wellington, torpedo bombers flew with the Australians also from a Malta base. The next posting brought the Winnipeg pilot to Great Britain where he spent a year on the ground instructing at a torpedo training unit.

Back in the air flying again, his next posting made him the only Canadian serving with a rocket and cannon Beaufighter squadron of the R.N.Z.A.F. His leadership with this squadron won S/L Reynolds a Bar to his D.F.C. and VE day saw him senior flight commander and second in command. Their job was attacking enemy shipping in Norwegian waters.

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REYNOLDS, F/O John Keith (J7805) - **Mention in Despatches** - No.418 Squadron - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born 29 September 1919 in London, Ontario; enlisted there 24 October 1940. To No.1 Training Command, 22 November 1940. To No.31 ANS, date uncertain. To No.1 ITS, 8 February 1941; graduated and promoted LAC, 16 March 1941; to No.1 AOS, 31 March 1941; to No.1 BGS, 20 July 1941; graduated and promoted Sergeant, 30 August 1941; posted that date to No.2 ANS; graduated and commissioned, 29 September 1941. To Embarkation Depot, 30 September 1941. To RAF overseas, 15 October 1941. Promoted Flying Officer, 29 September 1942. Promoted Flight Lieutenant, 24 September 1943. Repatriated 24 January 1944. To No.36 OTU, date uncertain; to No.8 OTU, 30 June 1944. Promoted Squadron Leader, 1 January 1945. To Greenwood, 3 July 1945. To No.4 Release Centre, 17 September 1945. Retired 24 September 1945. Attended University of Western Ontario, and then employed by Ontario government (Department of Lands and Forests, Natural Resources). In 1964 became Chief Executive Officer to Premier John Robarts; appointed Secretary to the Cabinet in 1969; Deputy Provincial Secretary for Resources Development (1972-1974), and in 1974 appointed Deputy Minister of Natural Resources. Retired 1980. Died in Sunnybrook Hospital, Toronto, 8 January 2006. RCAF photo PL-26820 (ex UK-7365 dated 18 January 1944 shows W/C Paul Davoud and his Navigator, F/L Keith Reynolds before making the last sortie of their tour. RCAF photo PL-26822 (ex UK-7367 dated 18 January 1944) shows him pulling on flying boots; caption says he had a brother overseas as an RCAF pilot, and that he had spent his tour as Navigator to W/C Paul Davoud. RCAF photo PL-26826 (ex UK-7371 dated 18 January 1944) shows (left to right) F/L Keith Reynolds (London), S/L Massey Beveridge, DFC (Westmount) and F/L H. Hoar (Truro, Nova Scotia) with luggage for return to Canada; caption reads in part, "All have been members of a Canadian Intruder Squadron. F/L Hoar and S/L Beveridge came overseas together as Sergeant pilots two and one half years ago. On their return to Canada they will serve as instructors, passing along to up and coming young pilots the knowledge gained from many an intruder trip over enemy territory." No citation.

An extensive "In Memoriam" appeared in **Ontario Birds** (April 2007), as he was a noted bird watcher, bat expert and naturalist. It included the following (date uncertain as of June 2018):

Keith himself had a night-time crash into the North Sea in which his pilot was killed. Keith couldn't climb into his life raft because his back was broken, but he attracted the attention of fishing boats by blowing a whistle. He was surprised anyone heard him over the appalling weather, and wondered why the masts on their boats were broken. He was informed that they had lost their masts when the plane had flown through them. Fifty years later, nerve damage sustained during that crash would put an increasing limp into Keith's gait as he marched along the trails of Pelee or Thicksen's Woods in search of his first warbler of the spring.

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RHODES, F/O Robert William Arthur (J91122) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 19 February 1919 in Toronto; home there (bank clerk, ex-Royal Canadian Artillery); enlisted there 25 August 1941. To No.1 Manning Depot, 9 September 1941. To Technical Training School, 10 October 1941. To No.6 ITS, 7 December 1941. To Trenton, 30 January 1942. To No.2 ITS, 8 May 1942; graduated and promoted LAC, 4 July 1942 but not posted to No.2 EFTS until 1 August 1942; to No.11 SFTS, 10 October 1942; ceased training and posted to No.1 Composite Training School, 28 October 1942; to No.1 BGS, 9 January 1943; graduated 3 April 1943 when posted to No.10 AOS; ceased training and posted to Trenton, 16 June 1943. To No.1 BGS, 3 August 1943; to No.1 AOS, 21 August 1943; graduated and promoted Sergeant, 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, 21 October 1943. Commissioned 17 October 1944. Promoted Flying Officer, 17 April 1945. Repatriated 5 August 1945. Retired 14 September 1945. Award presented 14 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8751 has recommendation dated 15 April 1945 when he had flown 33 sorties (150 hours five minutes), 20 May 1944 to 13 April 1945.

* denotes sorties flown in Pathfinder duties

20 May 1944 - GARDENING, Le Havre (3.05)
22 May 1944 - Borkum (3.25)
24 May 1944 - GARDENING (5.35)
2 June 1944 - GARDENING, Antwerp (2.25)

6 September 1944 - Le Havre (3.10)
8 September 1944 - Le Havre (3.00)
10 September 1944 - Le Havre (3.15)
23 September 1944 - Dusseldorf (4.05)

26 September 1944 - Cap Gris Nez (2.40)
28 September 1944 - Calais (2.50)
30 September 1944 - Calais (2.55)
14 October 1944 - Duisburg (1.50)
2 November 1944 - Homberg (4.45)
4 November 1944 - Solingen (4.30)
5 November 1944 - Solingen (5.00)
15 November 1944 - Saarbrucken (6.50)
22 January 1945 - Duisburg (5.05)
28 January 1945 - Cologne (5.15)
29 January 1945 - Krefeld (5.15)
1 February 1945 - Munchen Gladbach (5.00)
2 February 1945 - Weisbaden (5.45)
15 March 1945 - Hagen (5.45)*
18 March 1945 - Hanau (6.30)*
20 March 1945 - Recklinghausen (4.45)*
21 March 1945 - Rheine (4.20)*
22 March 1945 - Hildesheim (4.50)*
25 March 1945 - Hanover (5.10)*
31 March 1945 - Hamburg (5.05)*
3 April 1945 - Nordhausen (6.00)*
4 April 1945 - Hamburg (5.40)*
8 April 1945 - Hamburg (5.05)*
9 April 1945 - Kiel (6.10)*
13 April 1945 - Kiel (6.05)*

This officer, now on his second tour, has completed 33 operational sorties, of which twelve have been completed in the Path Finder Force, all of them as Markers.

Pilot Officer Rhodes always displays courage, skill and determination in action without consideration of his personal safety. His strong devotion to duty, initiative and co-operation have contributed to a large extent to the success with which his crew operates.

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RHODES, F/O Thomas Alfred Thornycroft (J85976) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 3 April 1922 in Vernon, British Columbia; home in

Victoria. Formerly in Royal Canadian Artillery; enlisted in Vancouver, 8 December 1941 and posted to No.3 Equipment Depot. To No.3 SFTS (guard), 31 January 1942. To No.4 ITS, 28 March 1942; graduated and promoted LAC, 22 May 1942 but not posted to No.5 EFTS until 1 August 1942; may have graduated 25 September 1942 but not posted to No.3 SFTS until 10 October 1942; graduated and promoted Sergeant, 5 February 1943. To "Y" Depot, 19 February 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 5 August 1943. Commissioned 27 April 1944. Promoted Flying Officer, 27 October 1944. Repatriated 8 April 1945. To No.6 OTU, 28 May 1945. To Western Air Command, 17 July 1945. To No.3 Repair Depot, 27 July 1945. To No.8 Release Centre, 23 August 1945. To No.6 OTU, 9 November 1945. To Patricia Bay, 16 January 1946. To No.2 Air Command, 18 January 1946. To No.5 Release Centre, 20 March 1946. Retired 22 March 1946. Attended Victoria College where debating team experience inspired him to take up the law. Called to the British Columbia Bar, 1 May 1954. Soon afterwards elected an Alderman in Vancouver. Practiced in Williams Lake for 22 years and appointed Queen's Counsel in December 1984. Died in Williams Lake, 2 June 2004. Award presented in Vancouver, 22 October 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.5526 (RG.24 Vol.20667) has recommendation dated 13 October 1944 when he had flown 29 sorties (125 hours 48 minutes), 7 June to 6 October 1944.

Since joining this squadron, this officer has completed twenty-nine operational sorties, during which time he has acquired a reputation for unfailing courage and fine leadership. Flying Officer Rhodes' cheerful confidence and excellent technical ability has contributed greatly to the morale of his crew and the squadron as a whole. This officer's devotion to duty and unconquerable spirit of determination is worthy of the highest praise. He is strongly recommended for the award of the Distinguished Flying Cross.

He seems to have been in the same crew as F/O John Richard Poste. The sortie list was as follows:

7 June 1944 - Versailles (4.58, second pilot)
18 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)
16 September 1944 - Kiel (6.35)
18 September 1944 - Domburg (4.00)
6 October 1944 - Dortmund (5.40)

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RHODES, Sergeant Theodora Gertrude (W315817) - **British Empire Medal** - Western Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Home in Vancouver; enlisted there 29 September 1943 as Clerk. To No.7 Manning Depot, 10 October 1943. To No.2 Group Headquarters, 3 January 1944. To Patricia Bay, 12 January 1944. To No.3 Repair Depot, 14 April 1944. Posted to Western Air Command, 29 April 1944; promoted AW1, 5 June 1944 when assigned Flying Control clerical duties. Promoted LAW, 1 October 1944. Promoted Corporal, 1 November 1944. Promoted Sergeant, 1 July 1945. Released 23 October 1946. Award presented in Vancouver, 22 October 1949.

Since her enlistment in the Royal Canadian Air Force (Women's Division), this non-commissioned officer has shown outstanding ability in every task or duty assigned to her and has provided especially notable leadership to the airwomen under her jurisdiction. She has worked long, arduous hours during the building up period of the Vancouver Flight Control Airway Centre and at all times proved a highly capable non-commissioned officer in every respect. She not only

strengthened the hand of the officers under whom she served, but proved a splendid morale builder at all times.

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RHUDE, F/L Cecil Anderson (J16727) - **Distinguished Flying Cross** - No.550 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 31 May 1918 in New Glasgow, Nova Scotia; home there (Acadia University student, mechanical engineering); enlisted in Halifax, 15 May 1941 and posted to No.1 Manning Depot. To Trenton, 27 May 1941. To No.1 ITS, Toronto, 15 July 1941; graduated and promoted LAC, 20 August 1941 when posted to No.20 EFTS, Oshawa; graduated 10 October 1941 when posted to No.16 SFTS, Hagersville; graduated and promoted Sergeant, 9 January 1942. To "Y" Depot, Halifax. 10 January 1942. To RAF overseas, 23 January 1942. To Kirmington, 21 May 1942. To No.9 (Observer) AFU, 8 July 1942. Employed there as staff pilot from 20 December 1943. Commissioned 19 December 1942. Promoted Flying Officer, 19 June 1943. To No.28 OTU, Wynswold (?), 23 November 1943. To No.83 OTU, 23 May 1944. To No.11 Base, 29 July 1944. To No.576 Squadron, 29 September 1944. To No.550 Squadron, 8 November 1944. Promoted Flight Lieutenant, 19 December 1944. Repatriated 15 April 1945. To Moncton, 2 May 1945. To No.167 Squadron, 2 June 1945. To Central Flying School, Trenton, 30 June 1945. To No.5 OTU Boundary Bay, 11 August 1945. To Eastern Air Command, Halifax, 19 September 1945 and thence to Station Moncton. To No.1 Composite Training School, Toronto, 15 November 1945. To Eastern Air Command, Halifax, 23 December 1945. To Goose Bay, 5 January 1946. Retained rank of Flight Lieutenant as of 1 October 1946 (19887). To Trenton, 19 November 1946. To Central Air Command Headquarters, Trenton, 23 February 1947; to No.10 Group Headquarters, Halifax, 29 March 1947. To Station Dartmouth, 2 October 1947. To RCAF Liaison Office, London, 30 January 1948 for staff pilot duties and with Bomber Command flying Lincolns. To Air Armament School, Trenton, 5 July 1950. To Canadian Joint Staff, Washington, 25 July 1951. To AFHQ, 12 October 1951. To No.12 Air Defence Group Headquarters, Vancouver, 4 December 1951. Promoted Squadron Leader, 1 January 1952. To No.5003 Auxiliary Intelligence Support Unit, Vancouver, 16 March 1952. To Tactical Air Group Headquarters, Edmonton, 12 July 1953. To Trenton, 20 September 1954. To No.1 Flying Training School, Centralia, 28 October 1954. To Station Trenton, 13 March 1955. To No.1 Advanced Flying School, Saskatoon, 6 August 1955. To No.4 (Transport) OTU, Trenton, 21 January 1956. To No.435 Squadron, Namao, 22 March 1956. To No.4 (Transport) OTU, 22 September 1956. To No.436 Squadron, Namao, 17 December 1956. To AFHQ, Ottawa, 6 May 1957. Retired 31 May 1965. Died in Ottawa, 11 June 1974. Award sent by registered mail, 18 October 1950. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". Public Records Office Air 2/9081 has recommendation dated 2 March 1945 when he had flown 36 sorties (140 hours), 14 October 1944 to 13 March 1945.

14 October 1944 - Duisburg (4.10)
15 October 1944 - Wilhelmshaven (4.45)
19 October 1944 - Stuttgart (7.25)
23 October 1944 - Essen (6.25)
25 October 1944 - Essen (5.15)
28 October 1944 - Cologne (5.10)
30 October 1944 - Cologne (6.25)
2 November 1944 - Dusseldorf (4.40)
4 November 1944 - Bochum (5.20)
12 November 1944 - Dortmund (5.55)
16 November 1944 - Duren (4.54)
19 November 1944 - Wanne Eickel (5.59)
5 December 1944 - Karlsruhe (6.35)
7 December 1944 - Merseburg (8.06)
13 December 1944 - Essen (5.51)
16 December 1944 - Ludwigshaven (6.35)
18 December 1944 - Ulm (7.34)
23 December 1944 - Koblenz (6.00)
25 December 1944 - Cologne (5.40)
1 January 1945 - Osterfeld (5.55)
15 January 1945 - Merseberg (8.17)
17 January 1945 - Zeitz (7.38)
23 January 1945 - Hamborn (5.11)
2 February 1945 - Ludwigshaven (6.48)
3 February 1945 - Wiesbaden (6.45)
8 February 1945 - Cleve (5.40)
14 February 1945 - Dresden (9.52)
15 February 1945 - Chemnitz (8.57)
21 February 1945 - Dortmund (6.27)
22 February 1945 - Duisburg (6.09)
23 February 1945 - Pforzheim (7.53)
7 March 1945 - Dessau (9.36)
8 March 1945 - Kassel (7.22)
11 March 1945 - Essen (5.08)
12 March 1945 - Dortmund (5.47)
13 March 1945 - Erin (5.51)

This young Canadian captain of a Lancaster bomber has now completed 36 bombing sorties, many of which have been long and arduous flights deep into

the heart of Germany, necessitating mental and physical strain whilst exposed to fighter and flak opposition.

His powers of endurance and concentration on reaching the target have not been appreciably affected, as he had then executed vigorous and determined attacks, the accuracy of which have been amply proved by the photographic evidence he has brought back.

By such excellent results verifying the accuracy with which he presses home his attacks, it is evident that Flight Lieutenant Rhude goes through all enemy opposition, and lets nothing deter him from his primary objective.

It is recommended that such gallantry throughout his operational tour be recognized by the award of the Distinguished Flying Cross.

The detailed website for No.550 Squadron (<http://www.550squadronassociation.org.uk/documents/public/Lancasters-Crews>) states that his crew completed their tour on 13/14 March 1945. The crew consisted of Rhude (pilot), Sergeant J.C. Duncan (flight engineer), Sergeant P.D. Fitzgerald (navigator), F/O C.D. Goughnor (air bomber), Sergeant D.A. Blyth (WOP), Sergeant C.A. Delaveleye (mid-upper gunner, killed 7/8 March flying with P/O V.W. Neilson), and Sergeant C.G. Falliur (rear gunner). Others who flew with the crew occasionally were Warrant Officer R. Vietheer (mid-upper gunner) and Sergeant W.M. Kennedy (flight engineer).

Notes: Assessed 22 November 1943 while a staff pilot at No.9 (Observer) AFU; by then he had flown 742 hours five minutes (204 in last six months). "A very keen and reliable young officer. He fully realizes his responsibilities as a captain of aircraft and has a very keen sense of crew cooperation. Can always be relied on to give of his best. As a staff pilot he is above average and has been acting as a flight commander for some months." (S/L E.L. Brackenbury).

Application for Operational Wing dated 14 March 1945 claimed 37 sorties (217 hours), 14 October 1944 to 13 March 1945.

Form filed on 3 April 1945 on repatriation stated he had flown 37 sorties (241 hours 30 minutes), the last on 12 March 1945. Also 924 hours 45 minutes non-operational. Types flown overseas were Oxford (90.25), Anson (643.35), Wellington (101.35), Halifax (45.40) and Lancaster (285.00).

A summary of his flying as of 1 December 1951 listed his types as follows - Tiger Moth (55.25), Anson (635.10), Oxford (79.35), Wellington (101.35), Halifax (45.40), Lancaster (253.45),

Meteor (25 minutes), Lincoln II (474.20), Ventura (202.10), Mitchell (26.45), Harvard (8.15) and Dakota (22.25).

Another summary, to 31 December 1957, was a bit different in Anson and Lincoln and reflected his work of the previous six years - Tiger Moth (55.25), Anson (673.10), Oxford (79.35), Wellington (101.35), Halifax (45.40), Lancaster (253.45), Meteor (25 minutes), Lincoln II (474.55), Ventura (202.10), Mitchell (188.50), Harvard (194.30), Expeditor (33.40), Dakota (22.15) and C-119 (654.00).

Training: Interviewed in Halifax, 15 May 1941 - "Clean cut, well dressed University student. Should prove successful as Pilot. Rather nervous on interview."

Attended No.1 ITS, 16 July to 21 August 1941. Courses in Mathematics (65/100), Law and Discipline (60/60), Armament, practical and oral (69/100), Signals (92/100), Hygiene and Sanitation (40/40), and Drill (85/100). Placed 138th in a class of 182. "A personable and intelligent student. Has educational background. Should make good aircrew."

Attended No.20 EFTS, 20 August to 10 October 1941. Tiger Moth aircraft - 30.55 dual, 24.30 solo; of this eight hours on instruments. Logged 10.15 in Link. "This airman has made slow but steady progress. A slow reaction at times. With experience will make a dependable pilot. No bad flying habits." Courses in Airmanship (107/200), Airframes (78/100), Engines (68/100), Signals, practical (73/100), Theory of Flight (64/100), Air Navigation (145/200), Armament, oral (156/200) and rated 156/200 in Qualities as an Officer. Placed 52nd in a class of 69. "Ability rather low average. Conduct and deportment satisfactory. No outstanding qualities."

Attended No.16 SFTS, 13 October 1941 to 9 January 1942. Anson aircraft - 52.50 day dual, 45.40 day solo, 4.00 night dual, 8.30 night solo. Was 15.05 on instruments; logged 20 hours in Link. "Works hard and showed average progress." Courses in Airmanship (148/200), Armament, written (78/100), Armament, practical (76/100), Navigation and Meteorology (147/200), Signals, written (80/100) and Signals, practical (37/50). "An average student but good attitude." Placed 35th in a class of 51. He had one accident - Anson 6548 ran into rear of 6731 on runway (brake cable failure). No injuries. He appears to have been in 6731.

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RHUDE, F/O Henry Burton (J19195) - **Distinguished Flying Cross** - No.617 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 11 November 1923 in Halifax; home there; enlisted there 4 September 1941. To No.1 Manning Depot, 17 September 1941. To No.13 Explosives Depot, 27 October 1941. To No.5 ITS, 23 November 1941. Graduated and promoted LAC, 17 January 1942. Posted that date to No.13 EFTS. To No.2 SFTS, 11 April 1942. Ceased training and posted to

Trenton, 20 May 1942. To No.8 AOS, 20 June 1942; graduated and promoted Sergeant, 9 October 1942. To "Y" Depot, 23 October 1942. To RAF overseas, 27 October 1942. Promoted Flight Sergeant, 9 April 1943. Commissioned 27 September 1943. Promoted Flying Officer, 27 March 1944. Repatriated 23 September 1944. To No.168 (Heavy Transport) Squadron, 6 November 1944. To Release Center, 16 August 1945. Retired 6 September 1945. Award presented 10 January 1946. Graduated from Dalhousie University and practiced law. Died in Halifax, 25 March 1985. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9026 has recommendation dated 11 July 1944 when he had flown 45 sorties (289 hours 40 minutes), 27 July 1943 to 25 June 1944.

* early return; duty not carried out

24 July 1943 - Hamburg (5.30)
25 July 1943 - Essen (4.40)
27 July 1943 - Hamburg (5.50)
29 July 1943 - Hamburg (5.30)
2 August 1943 - Hamburg (5.30)
15 August 1943 - Milan (8.40)
27 August 1943 - Nuremburg (8.05)
31 August 1943 - Berlin (8.05)
3 September 1943 - Berlin (8.45)
6 September 1943 - Munich (8.45)
3 October 1943 - Kassel (6.50)
4 October 1943 - Frankfurt (6.35)
8 October 1943 - Hanover (5.35)
18 October 1943 - Hanover (3.30)*
20 October 1943 - Leipzig (7.20)
22 October 1943 - Kassel (6.10)
29 December 1943 - Berlin (7.15)
3 November 1943 - Dusseldorf (4.40)
10 November 1943 - Modane (7.50)
22 November 1943 - Berlin (7.00)
23 November 1943 - Berlin (6.55)
26 November 1943 - Berlin (8.55)
1 January 1944 - Berlin (8.10)
5 January 1944 - Stettin (8.40)
8 February 1944 - Special (8.10)
12 February 1944 - Special (7.35)
2 March 1944 - Special (4.40)
4 March 1944 - Special (6.45)

10 March 1944 - Special (8.05)
15 March 1944 - Special (5.35)
16 March 1944 - Special (7.15)
18 March 1944 - Special (6.40)
29 March 1944 - Special (7.20)
5 April 1944 - Special (7.30)
10 April 1944 - Special (4.50)
18 April 1944 - Juvisy (5.35)
22 April 1944 - Brunswick (5.55)
24 April 1944 - Munich (9.50)
5 June 1944 - Special (3.55)
8 June 1944 - Saumur (6.10)
14 June 1944 - Le Havre (4.10)
15 June 1944 - Boulogne (2.20)
19 June 1944 - Watten (2.55)
20 June 1944 - Wizernes (2.00)*
22 June 1944 - Wizernes (3.00)
24 June 1944 - Wizernes (2.25)
25 June 1944 - Siracourt (3.15)

Flying Officer Rhude has completed a total of 45 operational sorties as Navigator. He has taken part in seven attacks against Berlin and four against Hamburg. On completion of his first tour he volunteered immediately to continue on active operations with a Special Duties squadron. In spite of great difficulties and many hazards he has without fail achieved a high and most praiseworthy standard of navigation. His methodical and accurate work in the face of danger and severe opposition has invariably enabled his captain to reach his objectives with unflinching accuracy and much of the damage which has been inflicted on the enemy can thus be attributed to him in no small measure.

Flying Officer Rhude's great courage and unwavering devotion to duty have been in the highest traditions of the service and I therefore recommend him for the award of the Distinguished Flying Cross.

RCAF Press Release No.6553 dated 11 September 1944 from F/O A.F. Tinsley, transcribed by Huguette Mondor Oates, reads:

WITH CANADIANS IN THE RAF: -- With three operational tours completed without a rest, tours which took him to the toughest targets in France, Germany

and Italy, F/O Harry Burton Rhude, of Halifax, N.S., is returning to Canada for a well-earned leave.

Below his navigator's wing on his left breast, F/O Rhude wears the little gold-coloured operational wing awarded to fliers who have completed a tour of "ops", and from it dangle the two little bars indicative of two more tours. The 21-year-old RCAF navigator, who, since early this year has been flying with the RAF squadron commanded by Wing Commander Geoffrey Lloyd Cheshire, DSO and two Bars, DFC, who has just been awarded the Victoria Cross, is one of only four Canadian airmen wearing the wing and two bars.

Son of Wing Commander S.B. and Mrs. Rhude, of 123 Shirley Street, Halifax, F/O Rhude was, as a boy, an ardent builder of model aeroplanes. The love of flying was in his blood, and at the age of 17, he left Halifax Academy, went to a RCAF recruiting station, told the recruiting officers he was 18 (the youngest age for enlistment), and was accepted. At the time of enlistment, he was a King's Scout, highest position that a lad in the Boy Scouts can hold.

After training in Canada under the British Commonwealth Air Training Plan, Rhude arrived in Britain in October, 1942. Prior to joining W/C Cheshire's unit, he flew with another RAF squadron, and his operations have all been with United Kingdom, Australian, New Zealand and other Empire fliers. He says he has thoroughly enjoyed being with the RAF and, like all aircrew boys who flew with Cheshire, thinks the world of the young V.C. On F/O Rhude's last few operations with W/C Cheshire, he navigated the squadron to the targets. During his third and last tour, a very busy one, Rhude got in 12 operations in 16 days.

Many of the toughest operations Rhude made were to Berlin. Once over Germany, two engines of his aircraft failed and the bomber dropped from 20,000 to 3,000 feet in a few seconds. His English pilot, F/O Robert Knights, DFC, of East Ridge Way, Tonbridge, Kent, got the aircraft safely home however, after jettisoning the guns in the Channel. The two engines then picked up.

On one trip over Le Havre in which Rhude participated, the flak was so intense that W/C Cheshire, intending to carry on alone, told his squadron to pack up and get out. Most of the crew stuck with their commander, however, and carried out their mission. On two recent raids over France, the aircraft in which F/O Rhude flew were so badly mauled by the defences that they had to be scrapped on returning to base. During one mission to Berlin the oxygen system failed and Rhude's pilot was forced to return to Britain.

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RHUDE, W/C Samuel Burton (C2382) - **Member, Order of the British Empire** - RCAF Overseas

Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Halifax, Nova Scotia; enlisted there 10 July 1940 in Accounts Branch. To AFHQ, 31 August 1940. Promoted Squadron Leader, 1 August 1941. Promoted Wing Commander, 15 October 1942. To "Y" Depot, 27 June 1943. To RCAF Overseas Headquarters, 26 August 1943. Promoted Acting Group Captain, 28 August 1945. Repatriated 30 August 1946. To "K", September 1946. Retired 23 October 1946. Award presented 16 April 1948. RCAF photo PL-1289 taken as Flying Officer, 1940.

Throughout his service career, this officer has been entrusted with the implementing of financial policy of the highest level, firstly as Director of Financial Services for the Royal Canadian Air Force in Canada, in the agreements with the Governments participating in the British Commonwealth Air Training Plan, and latterly, in the agreements with the Government of the United Kingdom in the participation of the Royal Canadian Air Force in operations against the enemy. He has arranged other financial agreements and procedures which have reduced administrative efforts and costs considerably. His unstinting energy and his exceptional ability in the performance of his duties have gained for him the confidence of those representatives of the Canadian Government and other Governments, and for the Service, a conscientious endeavour of exceptional merit.

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RICARD, FS Joseph Raoul Aurele (R90644) - **Mention in Despatches** - Tholthorpe - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 30 December 1913. Home in Sudbury; enlisted in North Bay, Ontario, 18 April 1941 as Radar Mechanic. To No.4A Manning Depot, 29 April 1941. To POLY (whatever that is), 31 May 1941. Promoted LAC, 6 September 1941. To No.1 Manning Depot, 28 December 1941. To No.31 Radio School, 7 January 1942. To No.31 Personnel Depot, 22 February 1942. To "Y" Depot, 12 March 1942. To United Kingdom, 13 June 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 April 1943. Promoted Flight Sergeant, 21 March 1944. Repatriated via Debert, 13 June 1945. To No.4 Release Centre, 22 August 1945. Retired 4 September 1945. Living in Sudbury in 1947. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has recommendation forwarded to No.6 Group Headquarters, 5 May 1945. Radar Mechanic; enlisted 10 April 1941; served eleven months in Canada, three years overseas.

This Senior NCO has always shown outstanding ability and devotion to duty. When this Station was chosen by Command to convert A.I. Mk.IV night fighter Radar equipment into an efficient early warning device for bomber aircraft, this senior NCO personally conducted the experimental work and later supervised the installation of this equipment in all aircraft of this Station. The value of this early warning device was demonstrated by the number of early warnings given to crews, thus enabling them to avoid attacks.

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RICARD, FS Roger Joseph Lucien (R127141) - **British Empire Medal** - Station Yarmouth - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. See **War Service Records 1939-1945** (Canadian Bank of Commerce, 1947). Born 30 June 1920 in Montreal; home there and enlisted there 14 August 1941 as Clerk (General) and posted to No.5A Manning Depot. To No.1 ITS, 23 August 1941. To No.6 ITS, 7 October 1941. Promoted LAC, 1 March 1942. Promoted Corporal, 1 May 1942. Promoted Sergeant, 1 October 1942. Promoted Flight Sergeant, 1 December 1943. To Recruiting Centre, possibly Toronto, 15 June 1944. To Rockcliffe, 6 July 1944. To Yarmouth, 7 June 1945. To Debert, 26 September 1945. To Eastern Air Command Headquarters, 16 October 1945. To Halifax, 23 October 1945. To No.1 Release Centre, 22 November 1945. Retired 15 January 1946. Decoration sent by registered mail, 13 February 1948.

This non-commissioned officer has consistently applied himself to duties far beyond normal requirements and given unstintingly of his time and efforts. He has at all times displayed a high degree of efficiency, intelligence and devotion to duty, plus leadership qualities of the highest order. He has set a splendid example and has earned the devotion of all junior staff employed under him.

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RICE, P/O Glen Alvin (J85844) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 5 August 1915 in Arcola, Saskatchewan; home in Roblin, Manitoba; enlisted in Winnipeg, 4 April 1942 as Guard and posted to No.1 Manning Depot. To Trenton, 16 May 1942. To No.4 Repair Depot, 6 June 1942. Promoted AC1, 4 July 1942. Promoted LAC, 4 October 1942. Remustered to aircrew and posted to No.9 BGS, 5 December 1942; graduated and promoted Sergeant, 19 March 1943. To Y" Depot, 2 April 1943; to RAF overseas, 7 April 1943. Promoted Flight Sergeant, 19 September 1943. Commissioned 22 April 1944. Promoted Flying Officer, 22 October 1944. Repatriated 29 October 1944. To No.2 Training Command, 28 November 1942. To No.3 BGS, 6 December 1944. To No.2 Air Command, 27 November 1944. To No.7 BGS, 3 February 1945. Date of release uncertain. Served again in RCAF, 11 August 1954 to date uncertain, Flying Control (222872). Died in Surrey, British Columbia, 6 August 2014. Award presented 14 June 1949. In F/L Keane's crew. RCAF photo PL-19987 (ex UK-5385), dated 22 March 1943 and identified as being No.434 Squadron has the following caption: "Flight Sergeant R.G. Rice all decked out in his flying togs, stuffed in his turret and stowing away his parachute within easy reach in case of emergency." In spite of difference of initials, this is probably the same man. RCAF photo PL-31141 (ex UK-12607 dated 21 July 1944) is captioned as follows: "Operational types at play. This happens when fliers who have almost completed a tour of operations are let loose in a Link trainer. That's a Mae West, not a straight-jacket, the pilot is wearing. Drawing a bead on a pipe to get some of his fevered friend is rear gunner G.A. Rice, a Pilot Officer from 94 Eighth Street, New Toronto. Skipper is Flight

Lieutenant John 'Sharpy' Keane of Orono, Ontario. Periodically the boys are let loose in a Bluenose Squadron Halifax of RCAF Bomber Group overseas. When this happens, they tote bombs to invasion targets and flying bomb installations." Photo PL-31143 (ex UK-12609 dated 21 July 1944) is further "abuse of a Link" - F/L John Keane looks on, air bomber Bill Roberts of Salford, Ontario ("the weighted down character in front"), and rear gunner P/O G.A. Rice listens and "cocks his six-gun purposefully." No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.3080 (RG.24 Vol.20636) has recommendation dated 20 July 1944 when he had flown 38 sorties (202 hours 30 minutes), 22 September 1943 to 18 July 1944. He was in O'Gorman's crew (which see for many incidents early in tour).

This officer has completed a total of thirty-eight operations, twelve of which have been to heavily defended German targets. On several occasions his aircraft has been damaged due to enemy action, and this officer's efficiency, coolness and determination have been of great help to his crew. His courage and devotion to duty are an example to all crews.

RCAF Press Release No. 6132 dated 9 August 1944 from S/L T.C. McCall (to accompany photo UK-9868)) read as follows:

WITH THE RCAF BOMBER GROUP OVERSEAS: Pilot Officer Glenn Rice made 38 trips over enemy territory as tail gunner in a Halifax bomber and never used his guns.

"I've seen other kites go down, and combats on each side of our own, but we were never fired on," he recalled in an interview after completing his first operational tour. The 29-year-old New Toronto resident credits his skipper, F/L John "Sharpy" Keane of Orono, Ontario, for the lack of thrills which he and other members of the crew experienced.

An "original" of the Bluenose squadron, the former Arcola, Saskatchewan buttermaker logged trips to 16 major targets in Germany and never visited the same target more than once. In spite of everything that Jerry could throw at them, their bomber's outstanding shaky-do resulted from a load of incendiaries which dropped from a Halifax above them and shattered the wings of their own aircraft.

"It was over Leipsig, just about a year ago," P/O Rice recalls. "Over the target another of our own aircraft let go a load of incendiaries which pranged our own kite. A couple of them missed the petrol tanks by inches. Sharpy really had to work to get us home that time."

Another incident he recalls was a trip to Dusseldorf, when due to mechanical

failure, the big Halifax was defended by only one serviceable machine gun. Mechanical failure of various sorts seemed to be the bane of the crew in its early days. Five times during their first six trips, their big bomber limped home on three engines, thanks to the expert handling of the young skipper who, before enlisting, worked for a dry-goods firm in Toronto.

P/O Rice's parents, Mr. and Mrs. F.B. Rice reside at 94-8th Street, N.W. Toronto. After the war, he intends to return to Canada and resume his interrupted career as a buttermaker.

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RICE, F/O John Douglas (J9169) - **Mention in Despatches** - No.267 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Norwich, Ontario, 15 June 1921; home in Springford, Ontario; enlisted in Hamilton, 4 March 1941. To No.1 Manning Depot, 15 March 1941. To No.4 Manning Depot, 8 April 1941. To No.1 WS, 22 April 1941. To No.3 ITS, 9 June 1941; graduated and promoted LAC, 14 July 1941 when posted to No.2 EFTS; may have graduated 1 September 1941 but not posted to No.11 SFTS until 12 September 1941; graduated and promoted Sergeant, 5 December 1941; commissioned 10 December 1941. To "Y" Depot, 23 December 1941; to RAF overseas, 7 January 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 5 December 1943. Repatriated 5 December 1944. To Eastern Air Command, 20 December 1944. To No.167 Squadron, 13 February 1945. To No.1 Composite Training School, 4 May 1945. To No.4 Release Centre, 4 October 1945. Retired 15 October 1945.

RICE, F/L John Douglas (J9169) - **Distinguished Flying Cross** - No.267 Squadron - Award effective 17 August 1944 as per **London Gazette** dated 25 August 1944 and AFRO 2231/44 dated 13 October 1944. Invested with award 17 May 1948.

Flight Lieutenant Rice has served with his present unit since August 1942. In October of that year he took part in special operations to the oasis of Kufra where his aircraft was completely destroyed by enemy action. He also participated in the invasion of Sicily in July 1943, continually flying to the most advanced airfields. Flight Lieutenant Rice had always displayed considerable skill in the performance of his allotted tasks and set a high standard of leadership.

An RCAF Press Release says that Rice flew Major Randolph Churchill into Yugoslavia in May 1944. K.A. Merrick, **Flights of the Forgotten: Special Duties Operations in World War Two** (Arms and Armour, 1989), page 193, describes an operation (Repartee) carried out on the night of 28/29 May 1944 to evacuate some 120 personnel of the Mihailovic military mission from Yugoslavia. The advance work was done by W/C A.N. Francombe who reconnoitered the landing strip and determined that Dakotas could operate. Although he managed to take off with 20 passengers, he decided that further flights should carry fewer. Rice landed and took on 15 passengers, but while taxiing to the takeoff position one wheel sank up to the axle in mud.

It took an hour to free it but he got away safely, later describing the effects of the soft patches during the take-off as "very interesting". Because of the delay, one and a half hours of the return flight was made in daylight. The sea crossing was made at very low level and Bari was reached safely.

Apart from the soft patches, the take-off must have been worrisome. It was carried out slightly uphill, and although the strip was 700 yards long, it ended with a steep gully followed by rapidly rising ground.

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RICE, F/O John Leonard (J29420) - **Mention in Despatches** - No.7 Squadron (Canada) - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 16 April 1915. Home in Queen Charlotte City, British Columbia; enlisted in Winnipeg, 24 April 1942. To No.2 Manning Depot, 28 July 1942. To No.10 SFTS, 25 September 1942 (guard). To No.2 ITS, 24 October 1942; graduated and promoted LAC, 31 December 1942 but not posted to No.1 BGS until 23 January 1943; to Mountain View (No.6 BGS), 7 February 1943; to No.8 AOS, 3 April 1943; graduated and commissioned, 20 August 1943. To No.1 GRS, 3 September 1943; to Western Air Command, 30 October 1943; to No.7 (BR) Squadron, 1 November 1943. Promoted Flying Officer, 20 February 1944. To No.3 Repair Depot, 21 July 1945. To No.5 Release Centre, 14 September 1945; retired 21 September 1945.

This officer is the most outstanding navigator on his squadron. His air work, the result of exceptional interest and diligence, is of the highest calibre. His enthusiasm and keenness keeps the efficiency of his section at a very high level and he is continually spending his spare time striving to improve his section's appearance.

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RICHARD, Sergeant Joseph Albert (R64917) - **Mention in Despatches** - No.407 Squadron - Award effective 9 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born 3 December 1921. Home in Middle Sackville, New Brunswick. Enlisted in Moncton, 21 August 1940. To Rockcliffe, 31 August 1940. To No.1 ITS, 13 October 1940; graduated and promoted LAC, 6 November 1940, when posted to No.1 WS; to No.3 BGS, Macdonald, 14 March 1941; graduated and promoted Sergeant, 14 April 1941. To Embarkation Depot, 25 April 1941. To RAF overseas, 18 June 1941. Commissioned, 7 April 1942. Missing, presumed dead, 28/29 April 1942. DHist file 181.009 D.2620 (RG.24 Vol.20628) has recommendation for DFM dated 4 March 1942 for himself, Sergeant G.F. Cook, and FS R.J. Majeau. See Cook for text.

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RICHARD, F/O Joseph Alyre (J13707) - **Mention in Despatches** - No.162 Squadron (Canada) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 8 January 1916 at Acadiaville, New Brunswick (RCAF press release 2659 announcing award). Home in Newcastle, New Brunswick; enlisted in Fredericton, 8 October 1940. To "H", 25 October 1940. To No.1 WS, 13 January 1941; promoted LAC, 15 February 1941; to No.1 BGS, 25 May 1941; graduated and promoted Sergeant, 23 June 1941. To No.10(BR) Squadron, 7 July 1941. Promoted Flight Sergeant, 1 January 1942. Subsequently commissioned with effect from 25 October 1941. To No.162 (BR) Squadron, 10 May 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 January 1944. Returned from Iceland, 27 July 1944 when posted to No.3 ITS. To No.10 EFTS, 20 October 1944. To No.13 EFTS, 6 January 1945. To No.18 SFTS, 31 March 1945. Qualified as pilot, 17 August 1945. To No.1 Release Centre, 3 October 1945. To Composite Training School, 16 October 1945. To Central Flying School, 7 December 1945. To Eastern Air Command, 16 February 1946. To "K", 3 February 1947. Discharged 6 February 1947.

This officer has spent many hours on convoy patrols and sweeps over the North Atlantic and has at all times displayed courage and exceptional devotion to duty and his efficiency as a Wireless Operator has set a high example.

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RICHARD, F/L Joseph Oliver (J23518) - **Distinguished Flying Cross** - No.550 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 15 August 1944 and AFRO 2101/44 dated 29 September 1944. Born in Mill Creek, Nova Scotia, 17 June 1916; home at Bras d'Or or Sydney Mines, Cape Breton Island; enlisted in Halifax, 11 July 1941 and posted to No.1 Manning Depot. To No.5 SFTS (guard), 8 August 1941. To No.5 ITS, 13 September 1941; graduated and promoted LAC, 7 November 1941 when posted to No.6 EFTS; may have graduated 13 February 1942 but not posted to No.4 SFTS until 28 February 1942; graduated and promoted Sergeant, 19 June 1942. To No.4 AOS, 4 July 1942. Granted Leave Without Pay, 22 July 1942. Recalled and commissioned 23 November 1942. To "Y" Depot, 27 January 1943. To RAF overseas, 8 March 1943. Promoted Flying Officer, 23 May 1943. Promoted Flight Lieutenant, 10 March 1944. Repatriated 28 December 1944. To Moncton, 6 January 1945. To No.121 Squadron, 16 February 1945. To No.124 Squadron, 13 May 1945. To No.1 Release Centre, 14 December 1945. Retired 21 December 1945. Award sent by registered mail, 16 November 1948. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9632 has recommendation dated 14 May 1944 when he had flown 23 2/3 sorties (160 operational hours), 2 December 1943 to 11 May 1944.

2 December 1943 - Berlin (7.45)
3 December 1943 - Leipzig (7.40)
16 December 1943 - Berlin (8.40)
1 January 1944 - Berlin (8.20)
2 January 1944 - Berlin (7.30)

14 January 1944 - Braunschweig (5.50)
15 February 1944 - Berlin (6.50)
19 February 1944 - Leipzig (7.35)
24 February 1944 - Schweinfurt (8.50)
1 March 1944 - Stuttgart (8.35)
15 March 1944 - Stuttgart (8.25)
18 March 1944 - Frankfurt (5.30)
22 March 1944 - Frankfurt (6.25)
24 March 1944 - Berlin (6.50)
26 March 1944 - Essen (5.15)
30 March 1944 - Nuremburg (7.50)
10 April 1944 - Aulnoye (4.56)
11 April 1944 - Aachen (3.39)
18 April 1944 - Rouen (3.50)
20 April 1944 - Cologne (4.16)
22 April 1944 - Dusseldorf (4.32)
24 April 1944 - Karlsruhe (6.05)
27 April 1944 - Friedrichshafen (8.25)
9 May 1944 - Mardyck (2.31)
11 May 1944 - Hasselt (3.29)

Flight Lieutenant Richard has flown 23 2/3 operational sorties in the present bomber offensive against the principal centres of enemy industry both in Germany and occupied territory. These attacks have involved 160 flying hours against the enemy. At all times, as a heavy bomber pilot, he has displayed an unshakable spirit and determination to fly his aircraft to his target and carry out his attacks successfully, and this he has done in the face of the heaviest opposition when attacking targets on six occasions in Berlin and on many attacks against enemy industry in the Ruhr. He has proved himself to be a most exacting captain and skilful pilot. His continual devotion to duty and fine leadership at all times fully merits him, I consider, for the non-immediate award of the Distinguished Flying Cross.

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RICHARDS, G/C Henry Gordon (C959) - **Officer, Order of the British Empire** - No.5 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946. Born 19 May 1909 in Portsmouth, England. Graduated from Royal Air Force College, Cranwell and granted permanent RAF commission as Pilot Officer, 15 December 1928. Promoted Flying Officer, 15 June 1930. Promoted Flight Lieutenant, 1 August 1934. Resigned

his commission on grounds of ill-health, 20 September 1938. Living in Toronto when he enlisted in RCAF, 1 April 1939 in Administration Branch. Wing Commander as of 1 May 1941. To No.1 Training Command, 28 May 1941 as senior personnel staff officer. Promoted Group Captain, 1 June 1942. To Rockcliffe, 21 June 1943. To No.5 SFTS, Brantford, 15 August 1943 to command. To "Y" Depot, 23 June 1944. Taken on strength of RCAF Overseas Headquarters, 26 June 1944. Directed repatriation planning from United Kingdom. Repatriated 12 March 1946. To AFHQ 26 March 1946 where he was named Air Secretary to the Minister of National Defence for Air. To RCAF Staff College, 22 March 1947. Subsequently Air Attache to Sweden where award was presented in 1948, in Stockholm. Commanded RCAF Station Summerside. Became Assistant Air Attache in Washington (2 July 1951) where he was awarded Queen's Coronation Medal, 23 October 1953 (Group Captain at the time). Transferred to Tactical Air Command Headquarters, Edmonton, 9 August 1955. In November 1958 it was announced that he was to be posted to Air Member for Personnel Division, AFHQ. Retired 3 February 1961, living in Ottawa. Died in Louisville, Kentucky, 17 November 2000. RCAF photo PL-46023 (ex UK-23458 dated 2 October 1945) shows him presenting commemorative plaque to Councillor Harry C. Brown, mayor, Bournemouth Town Hall to commemorate the passage of 90,000 Canadians through the Reception Centre; Richards was the local Commanding Officer. PL-460024 (ex UK-23459 dated 2 October 1945) taken on same occasion; Richards and other officials move to saluting base.

This officer, a former General Duties Officer of the Royal Air Force, since appointment to the Royal Canadian Air Force has filled a number of positions in a most capable manner. After serving as Senior Personnel Staff Officer in a Training Command with high proficiency, he was successful in his application to receive refresher training and a transfer to the General List. Since assuming command of a Service Flying Training School, Group Captain Richards has continued to display the initiative and ability, which were so marked in his previous appointments, with the result that this school became an outstanding example of the success of the training scheme in Canada.

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RICHARDS, P/O John Kennedy (J85552) - **Distinguished Flying Cross** - No.218 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 18 May 1920 in Welland County, Ontario (date hard to discern); attended Victoria Public School and Collingwood Collegiate. Home in Collingwood where he joined staff of Collingwood Shipyards (1938). Joined Grey and Simcoe Forester Regiment in 1940; transferred to RCAF in Toronto, 11 June 1941 and posted to No.4A Manning Depot. To No.3 ITS, 22 July 1941; graduated and promoted LAC, 31 August 1941 when posted to No.3 EFTS. Ceased training and posted to Trenton, 22 October 1941; to No.10 AOS, 21 November

1941; graduated 27 February 1942 and posted next day to No.6 BGS; graduated 11 April 1942 when posted to No.2 ANS; graduated and promoted Sergeant, 11 May 1942. To No.31 OTU, 23 May 1942. To No.31 Personnel Depot, 1 July 1942. To RAF overseas, 23 July 1942. Commissioned March 1944. Repatriated 15 November 1944. To No.1 Air Command, 16 January 1945. To No.9 Release Centre, 6 February 1945. To Mountain View, 18 March 1945. To "Y" Depot, 6 April 1945. To United Kingdom, 13 April 1945. Repatriated 29 August 1945. Retired 13 October 1945. Living in Collingwood in 1950 where he worked for the Post Office. Died in Collingwood, 31 March 2008. Decoration sent by registered mail, 10 March 1949. Died in Collingwood, Ontario, 31 March 2008 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008. 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 2/8827 has recommendation dated 18 August 1944 when he had flown 31 sorties (145 hours 55 minutes).

3 October 1943 - GARDENING Frisians (2.55)
4 October 1943 - GARDENING Bay of Biscay (5.45)
7 October 1943 - GARDENING Kattegat (7.05)
8 October 1943 - Bremen (4.40)
19 November 1943 - Leverkusen (4.15)
16 December 1943 - GARDENING San Sebastian (7.10)
14 January 1944 - Special Target (3.30)
21 January 1944 - Special Target (3.15)
27 January 1944 - GARDENING Heligoland (3.50)
28 January 1944 - GARDENING Kiel Bay (5.50)
10 February 1944 - GARDENING La Pallice (5.40)
15 February 1944 - GARDENING Kiel Bay (5.00)
24 February 1944 - GARDENING Kiel Bay (6.50)
4 March 1944 - Special Target (7.45)
5 March 1944 - Special Target (7.25)
7 March 1944 - Special Target (4.55)
10 March 1944 - Special Target (7.20)
9 April 1944 - Lille (3.30)
20 April 1944 - Chambley (4.10)
22 April 1944 - Laon (4.15)
23 April 1944 - N.Brussels (3.15)
26 April 1944 - Chambley (4.05)
1 May 1944 - Chambley (3.40)
5 June 1944 - Special Target (3.15)
12 June 1944 - GARDENING Le Havre (3.15)
24 June 1944 - Special Target (2.55)

4 July 1944 - GARDENING Brest Harbour (4.25)
27 July 1944 - France (3.25)
28 July 1944 - Fomentel (2.55)
9 August 1944 - Falaise (1.55)
16 August 1944 - Stettin (7.45)

Pilot Officer Richards has completed 31 operational sorties. This navigator has shown great skill in the use of all navigational aids, to the best advantage in order to reach the target.

He was detailed for Special Operations on "D" Day, which proved so successful.

At all times Pilot Officer Richards has displayed exceptional coolness and devotion to duty, and his navigational ability has been an example to less experienced navigators of the squadron.

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RICHARDS, F/O Joseph Alexander Tortwood (C17365) - **Mention in Despatches** - Malvern - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 1 August 1918. Home in Montreal; enlisted there 28 April 1941 as Radio Mechanic. To No.4A Manning Depot, 5 May 1941. To McGill University, 31 May 1941. Promoted LAC, 6 September 1941. To Embarkation Depot, 25 September 1941. To RAF overseas, 6 October 1941. Promoted Corporal, 4 July 1942 Promoted Sergeant, 1 April 1943. Commissioned in Radar Branch, 3 June 1943. Promoted Flying Officer, 3 December 1943. Promoted Flight Lieutenant, 2 November 1944. Repatriated 13 November 1945. Retired 21 December 1945. DHist file 181.009 D.3386 (RG.24 Vol.20638) dealing with Honours and Awards Section overseas has the following entry dated August 10th, 1944:

The outstanding work performed by P/O J.A. Richards (C17365) in connection with experimental Radar duties was brought to our notice by DAS. This officer is on the strength of T.R.E., Malvern - a RAF Station. The report on his past performance was given to S10A, Air Ministry in our letter RC17365 (PI'd) d/14 Aug. 44. Mr. C.G. White 'phoned and promised to do his best to have the RAF CO recommend P/O Richards for a suitable award.

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RICHARDS, F/L William Alfred (J26043) - **Commended for Valuable Services in the Air** - No.12 SFTS - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO

2684/44 dated 15 December 1944. American in RCAF. Born 2 July 1910. Enlisted in Vancouver, 19 June 1941 and posted to No.2A Manning Depot. To No.4 ITS, 20 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.5 EFTS; graduated 21 November 1941 and posted next day to No.12 SFTS; graduated and promoted Sergeant, 13 March 1942. To No.125 (Fighter) Squadron, 31 March 1942. To No.15 SFTS, 23 May 1942. To No.12 EFTS, 2 August 1942. Promoted Flight Sergeant, 13 September 1942. Commissioned 29 November 1942. To No.12 SFTS, 1 December 1942. Promoted Flying Officer, 29 May 1943. Promoted Flight Lieutenant, 1 April 1944. To No.9 SFTS, 14 July 1944. To No.6 OTU, 3 October 1944. To "Y" Depot, 23 February 1945. To United Kingdom, 10 March 1945. Repatriated 12 November 1945. Retired 20 December 1945.

This officer, as Examining Officer of this unit, has shown outstanding devotion to duty and keen application to his work. Through his ability and energy he has set a splendid example to all those who have worked with him.

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RICHARDSON, P/O Abraham Leroy (J86243) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 30 November 1921 in Cumberland, British Columbia; home in Union Bay, British Columbia (fireman); enlisted in Vancouver, 21 April 1942 and posted to No.3 Manning Depot. To No.4 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942 but not posted to No.2 AOS until 10 October 1942; graduated and promoted Sergeant, 5 February 1943. To "Y" Depot, 19 February 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 5 August 1943. Commissioned 28 April 1944. Promoted Flying Officer, 29 October 1944. Repatriated 9 November 1944. To Western Air Command, 18 December 1944. To No.6 OTU, date uncertain. To No.8 Release Centre, 14 February 1945. Retired 16 February 1945. Invested with award in Vancouver, 22 October 1949. Died 5 April 2002 in Cumberland, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2002. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1750 (RG.24 Vol.20608) has recommendation (undated, about mid-October 1944) when he had flown 35 sorties (158 hours) between 20 October 1943 and 27 August 1944.

Pilot Officer Richardson has participated in numerous operational sorties against heavily defended enemy targets and has consistently displayed a high standard of navigational skill. This officer during these sorties has through his skill on several occasions guided his aircraft safely to and from the target despite diversions due to enemy activity. Pilot Officer Richardson in addition to his

navigational skill has set a fine example to his crew and squadron by his constant display of cheerfulness and determination.

The website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york44/lw552.html> offers the following information:

HALIFAX LW552 NEAR EAST MOOR AIRFIELD

At 19.11hrs on 8th August 1944 this 415 Squadron aircraft was taking off for an operational flight to bomb Foret De Chantilly, in France where there was an oil storage site in use by the German forces. During the take-off run at East Moor the pilot found the air speed indicator was not functioning but by this stage the aircraft was up to speed and although he closed the throttles and applied the brakes he could not prevent the aircraft from running through the boundary fence and across Sutton Road. The aircraft then ran across two fields before stopping with its undercarriage still intact. It was later dragged back onto the airfield with the crew having escaped injury. A mention to a Halifax hitting a lorry and then crashing at the rear of Sutton Hall, Sutton on the Forest in a Yorkshire Evening Press publication (published in the mid-1990s) possibly relates to this incident.

Pilot - P/O Anthony Wright Tinmouth DFM RCAF (J/85325).

Navigator - P/O Abraham Leroy Richardson RCAF (J/86243).

Bomb Aimer - F/Sgt Luigi E Todero RCAF (R/157087).

Wireless Operator / Air Gunner - P/O Raymond Frederick Nelson RAF (176430).

Air Gunner - F/Sgt E J Parr RCAF (R/194123).

Flight Engineer? - P/O Basil George Warren RAF (179222).

Air Gunner? - P/O George Samuel Webber RAF (179242).

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RICHARDSON, F/O Albert Tindale (J29330) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 18 June 1911 in Fort Steele, British Columbia; home in Kimberley, British Columbia (ex-Royal Canadian Artillery); enlisted in Calgary, 14 August 1942. To No.3 Manning Depot, 1 September 1942. To No.3 SFTS, 14 November 1942. To No.2 ITS, 9 January 1943; graduated 3 April 1943 when posted to No.7 AOS; graduated and promoted Sergeant, 20 August 1943. Commissioned 30 August 1943. To "Y" Depot, 3 September 1943. To United Kingdom, 12 September 1943. Promoted Flying Officer, 20 February 1944. Repatriated 13 June 1945. To Yarmouth for "Tiger Force", same date. Retired 10 September 1945. Award presented in Vancouver, 22 October 1949. No citation other than

"completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 29 October 1944 when he had flown 32 sorties (175 hours 40 minutes), 5 June to 25 October 1944.

Flying Officer Richardson has displayed exceptional skill as a navigator coupled with a determined and courageous spirit. His skill, coolness and devotion to duty have contributed to a major degree in the success achieved by his crew in their tour of operations and have set a magnificent example to the squadron. Of his thirty-two sorties, sixteen have been on major targets and despite being forced to take evasive action four times in an attack on Stuttgart through fighter attacks and from heavy flak at Bottrop and other targets, he has navigated to the target on time on every occasion.

The sortie list was as follows:

5 June 1944 - Merville (5.40)
6 June 1944 - Coutances (5.25)
5 July 1944 - Gardening (5.40)
18 July 1944 - Wesseling (5.25)
20 July 1944 - L'Hey (3.40)
23 July 1944 - Kiel (5.25)
24 July 1944 - Stuttgart (8.40)
25 July 1944 - Stuttgart (8.50)
28 July 1944 - Hamburg (5.35)
1 August 1944 - Acquet (4.25)
3 August 1944 - Bois de Casson (4.35)
4 August 1944 - Bois de Casson (4.40)
5 August 1944 - St. Leu (4.45)
7 August 1944 - Mer de Magna (4.15)
16 August 1944 - Stettin (8.40)
18 August 1944 - Bremen (6.20)
25 August 1944 - Russelsheim (8.55)
27 August 1944 - Mimoyecques (3.35)
29 August 1944 - Stettin (9.25)
6 September 1944 - Emden (4.20)
10 September 1944 - Le Havre (4.25)
17 September 1944 - Boulogne (4.05)
20 September 1944 - Calais (3.15)
25 September 1944 - Calais (4.35)

26 September 1944 - Calais (4.00)
27 September 1944 - Bottrop (6.00)
28 September 1944 - Cap Gris Nez (3.45)
14 October 1944 - Duisburg (5.25)
15 October 1944 - Wilhelmshaven (5.05)
19 October 1944 - Stuttgart (6.40)
23 October 1944 - Essen (5.30)
25 October 1944 - Essen (5.30)

RICHARDSON, F/O Albert Tindale, DFC (J29330) - **Mention in Despatches** - No.428 Squadron (AFRO gives only "Overseas" - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation submitted 2 February 1945. Had served 13 months in Canada, 16 months overseas. Navigation Training Inspector. Recommendation spells name as Albert Tyndale.

Flying Officer Richardson has given whole-hearted and intense attention to the tasks at hand. He has placed the interests of the Navigation Section and the squadron over and above personal interests, displaying exceptional loyalty and co-operation far beyond the ordinary call of duty. The operational efficiency of the squadron is due to a large degree to the untiring efforts and devotion to duty of this officer.

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RICHARDSON, F/L Gordon Alexander (C8071) - **Mention in Despatches** - Ballykelly - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 1 August 1910. Home in South Peterborough, Ontario; enlisted in London, Ontario, 8 April 1941 as Radio Mechanic. To No.1 Manning Depot, 19 May 1941. To University of Toronto, 13 June 1941. Commissioned 20 September 1941. To "Y" Depot, 12 March 1942. To RCAF Overseas Headquarters, 20 March 1942; promoted Flying Officer that date. Promoted Flight Lieutenant, 20 September 1943. Repatriated 16 November 1945. Retired 16 December 1945. Living in Aylmer, Quebec in 1950. DHist file 181.009 D.5578 (RG.24 Vol.20669) has letter from G/C H.R.A. Edwards (CO, Station Ballykelly) to CO, Station Archdale, stating that Richardson was Radar Officer for No.422 Squadron during 1943. Although not aircrew by virtue of his medical status, he had flown on several patrols and it was suggested that he was at least entitled to an operational badge. Died in Sunnybrook Hospital, Toronto, 18 December 2002, having lived in Granite Falls, Minnesota, Peterborough, Vancouver, Ottawa, Montreal and Toronto. RCAF photo PL-40416 (ex UK-17908 dated 7 December 1944 is captioned as follows: "Boss man of the radar section is F/L G.A. Richardson (Peterborough, Ontario) with his stockman in the store room, LAC J. Hope, also of Peterborough and Lang, Ontario. F/L

Richardson was a banker in pre-war days and has worked in Peterborough, Hamilton, London and Toronto. His radar section has maintained the highest serviceability record in Coastal Command for the past seven months." PL-400417 (ex UK-17908 dated 7 December 1944) shows several unnamed members of his section on bicycles.

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RICHARDSON, FS Harry Frederick (R184955) - **Mention in Despatches** - No.159 Squadron (deceased). Award as per **London Gazette** dated 1 October 1946 and AFRO 1059/46 dated 8 November 1946. Born 27 May 1911 in Centreton, Ontario; home there. Farming at home, 1926-1939; employed by Goodyear Rubber, 1941-1942. Enlisted in Toronto, 14 August 1942. To No.1 Manning Depot, 31 August 1942. To No.1 BGS, Jarvis, 23 October 1942. To Air Gunnery Ground Training School, Trenton, 7 March 1943. Promoted LAC, 1 May 1943; to No.3 BGS, Macdonald, Manitoba, 2 May 1943; graduated and promoted Sergeant, 9 July 1943. To "Y" Depot, 23 July 1943. Embarked from New York, 3 August 1943. Disembarked in Britain, 11 August 1943. Posted from No.3 PRC to No.26 OTU, 24 August 1943. to No.31 Base, 3 December 1943. To No.26 OTU again, 8 January 1944. To Air Command South-East Asia, 20 February 1944. Disembarked in Bombay, 21 March 1944. Promoted Flight Sergeant, 9 April 1944. To No.159 Squadron, 23 April 1944. An Air Gunner, he was reported missing as of October 5th, 1944 (Liberator BZ978). Aircraft shot down by Japanese fighters, and although he survived being adrift in a dinghy, he died as a prisoner of the Japanese in Rangoon jail, 28 October 1944 with wounds in legs and back. No citation other than:

...in recognition of gallant and distinguished service whilst prisoners of war in Japanese hands.

In fact he had no opportunity to display gallantry in captivity, although his squadron service may have been distinguished. His Liberator (W/159) was one of 16 detailed to carry out a low level bombing attack on the Bangkon-Lampang railway line from Uttaradit to Bhanpajii. Locomotives were the primary target with opportunity targets along the line as secondary. The crew consisted of 1550626 Warrant Officer J. McKinnon (pilot and captain), 1338538 Flight Sergeant L.G. Roper (second pilot), A.416627 Warrant Officer C.S. Swan (navigator), A.420172 Warrant Officer E.P. Ford (WOP), 1891770 Sergeant S. Hill (flight engineer), A.423854 Sergeant J.A. Nelson (beam gunner), 1345502 Flight Sergeant W.N. Paterson (upper gunner) and R184955 Flight Sergeant H.F. Richardson (rear gunner). The bomb load consisted of 15 x 100 G.P, U.S. bombs fused 8 to 11 seconds tail delay and armed with spikes. Each Liberator carried 2,650 Imperial gallons which gave an all-up weight of 62,000 pounds and endurance of 18 hours. It was to have been McKinnon's last sortie - and presumably the last for the whole crew.

The aircraft took off from Digri as briefed at 2333 hours on 5 October 1944. Weather en route

was favourable and over the target it was good apart from small patches of low stratus. All the crews were able to map-read easily and identify the railway line. The three other aircraft that were with W/159 attacked between 0525 and 0618 hours at heights varying from 100 to 500 feet.

Several messages were received from W/159. At **0845** it signalled "Trying Chittagong - two engines unserviceable - height 5,000 feet - ASI 140." At **0920** it reported "Unable to receive due to heavy interference." At **0920** it reported "Attacked by two fighters over target; one dead, three wounded." This was the last transmission heard.

An Air/Sea Rescue search was begun by aircraft of No.224 Group, continuing to 18 October 1944 during which 83 sorties (841 hours) were flown. On the night of 6/7 October, pyrotechnics and flashing lights were seen at 18-30 North, 92-50 East, the latter believed to be from a dinghy but no dinghy seen. On 7 October a dinghy was seen at 12-55 North 92-22 East and reported by wireless. On 9 October a dinghy was seen momentarily at 18-25 North 93-05 East and that evening it was seen again in the same position. This was the last sighting. Although two of the sightings had reported three men present, the Group's dinghy were yellow on top and pale blue underneath. Those seen were a dirty grey - possibly overturned or possibly streaked with oil.

Sergeant Hill later provided statements that Warrant Officer Ford had been killed in the air battle. Hill also reported that he, Flight Sergeant Roper, and Flight Sergeant Richardson had gotten into a dinghy - the others were not seen again. They spent some time rowing about the crash site, looking for others. Finding none, they made for shore.

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RICHARDSON, FS (now P/O) Henry Holmes (R101593/J17320) - **Distinguished Flying Medal** - No.50 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 13 August 1943 and AFRO 1849/43 dated 10 September 1943. Born in Roblin, Manitoba, 28 August 1915. Home in Winnipeg (shipping clerk; oiler on dragline). Member of Royal Canadian Army Service Corps, 8 August 1940 to 18 April 1941. Enlisted in RCAF, Winnipeg, 21 April 1941. To No.2A Manning Depot, Penhold, 29 April 1941. To No.37 SFTS, Penhold, 9 June 1941. To No.4 ITS, Edmonton, 16 July 1941; promoted LAC, 19 August 1941, placing 187th in a class of 243); taken on strength of No. 18 EFTS, Boundary Bay, 20 August 1941; course ended 7 October 1941; while there he flew 27 hours ten minutes (dual) and 26 hours 50 minutes (solo) on Tiger Moths; placing 36th in a class of 65. Assessed at EFTS as "good average ability; slow at the beginning...fairly good on aerobatics." Taken on strength of No.11 SFTS, Yorkton, 12 October 1941; graduated 29th in a class of 59 flying Cranes; graduated and promoted Sergeant, 2 January 1942. To "Y" Depot, Halifax, 4 January 1942. To RAF Trainee Pool, 23 January 1942.

Disembarked in Britain, 9 February 1942. To No.6 (P) AFU, 21 April 1942. To No.29 OTU, 27 June 1942. To No.61 Conversion Flight, 24 September 1942. To No.207 Conversion Flight, 7 October 1942. To No.1660 Conversion Unit, 20 October 1942. To No.207 Conversion Flight (again), 26 October 1942. To No.50 Squadron, 22 November 1942. Commissioned 10 March 1943. To Station Waddington, 25 April 1943. To No.1661 Conversion Unit, 27 May 1943. Promoted Flying Officer, 10 September 1943. To No.5 Lancaster Finishing Unit, 1 February 1944. Invested with award by King George VI, 25 March 1944. Killed in flying accident 14 April 1944 (Lancaster W4103, "E" of No.5 LFS in mid-air collision with an Oxford which apparently was flying a Beam Approach exercise); buried in Britain. At the time of the accident he was credited with 670 hours on all types and 412 hours on Lancasters. RCAF photo PL-28309 (ex UK-9439 dated 1 April 1944) taken outside Buckingham Palace following investiture.

By his excellent example this airmen has helped to maintain a high standard of efficiency among the pilots of his squadron. Many of the sorties undertaken by him were raids on strongly defended targets in Germany. On several of these he avoided encounters with night fighters by skilful manoeuvring and flew his aircraft safely to base. Flight Sergeant Richardson also took some good shots. His courage and skill in pressing home his attack have invariably been worthy of high praise.

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RICHARDSON, F/O John Andrew (J85309) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 16 November 1919 in St.Mary's, Ontario; home there (bookkeeper); enlisted in London, Ontario, 9 March 1942. To No.1 Manning Depot, 23 March 1942. To No.5 SFTS (guard), 23 May 1942. To No.1 ITS, 4 July 1942; graduated and promoted LAC, 28 August 1942; to No.1 BGS on 29 August 1942; graduated 23 October 1942 and posted next day to No.8 AOS; graduated and promoted Sergeant, 4 December 1942. To "Y" Depot, 27 December 1942; to RAF overseas, 9 January 1943. Promoted Flight Sergeant, 4 June 1943. Commissioned 6 December 1943. Promoted Flying Officer, 6 June 1944. Repatriated 1 February 1946. To No.1 Air Command, 13 February 1946. To No.4 Release Centre, 15 March 1946. Retired 2 April 1946. Award presented by Governor General, 24 May 1946. Died in St. Mary's, Ontario, 10 November 2009 as per **Legion Magazine**, "Last Post" column, March-April 2010. RCAF photo PL-28226 (ex UK-9122 dated 23 March 1944) is captioned as follows: "Boyhood pals meet overseas. F/O Joe Widdis, Lakeside, Ontario, compares notes with FS Jack Richardson, St.Marys, Ontario. The lads are bomb aimers, Joe flying with the Bison Squadron and Jack with the Tiger Squadron, both of RCAF Bomber Group overseas." RCAF photo PL-33110 (ex UK-15356 dated 26 September 1944) shows three Bomb Aimers of No.424 Squadron following raid on Domburg, Holland - FS L.W. McPhie (Vancouver, 24 sorties), P/O G.A. Running (Prescott,

Ontario, 19 sorties) and P/O J.A. Richardson (St. Mary's Ontario, 23 sorties). Photo PL-35140 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.2609 (RG.24 Vol.20627) has recommendation dated 21 October 1944 when he had flown 27 sorties (155 hours 40 minutes from 19 July 1943 to 9 October 1944 including eleven in the Mediterranean (no sorties after 1 October 1943 and before 30 July 1944).

Pilot Officer Richardson has just been screened on the completion of twenty-seven operations. Throughout the major portion of his tour Pilot Officer Richardson has been flying as spare air bomber, flying with thirteen different crews. All his sorties have been successfully carried out, particularly good work being done when he served with this squadron in the North African campaign. Pilot Officer Richardson has on several occasions deputized for the Section Commander and has performed outstanding work in this exacting position, taking extreme interest in training new crews that have arrived on the squadron. His energy and efficiency in performing these duties has done much to raise the bombing standard of this squadron.

The complete sortie list was as follows:

19 July 1943 - Portwreath to Kairouan (15.25, ferry flight)
26 August 1943 - Taranto (7.00)
27 August 1943 - Salerno (5.50)
2 September 1943 - Sardinia (5.30, dropped leaflets also)
4 September 1943 - Grazzanise aerodrome (6.05)
17 September 1943 - Certerari aerodrome (6.15)
18 September 1943 - Viterbo aerodrome (6.20)
19 September 1943 - Benevento (6.45)
23 September 1943 - Pisa-Sangineto aerodrome (7.40)\
24 September 1943 - Leghorn (7.35)
1 October 1943 - Fonia (6.30)
30 July 1944 - Villers Bocage (5.10)
14 August 1944 - Potigny (4.25)
15 August 1944 - Melsbroek, Brussels (3.55)
16 August 1944 - Kiel (5.15)
18 August 1944 - Westroue (3.50)
25 August 1944 - Point Robert, Brest (5.55)
27 August 1944 - Marquis Mimoyecques (3.30)
28 August 1944 - Brest harbour (4.30)

6 September 1944 - Emden (4.30)
11 September 1944 - Le Havre (4.30)
20 September 1944 - Calais (4.55)
23 September 1944 - Domburg (3.25)
27 September 1944 - Sterkrade (4.50)
28 September 1944 - Cap Gris Nez (3.20)
4 October 1944 - Bergen (6.30)
9 October 1944 - Bochum (6.15)

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RICHARDSON, F/L Ronald Herbert (J12050) - **Mention in Despatches** - No.11 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 5 November 1922. Home in Portage la Prairie, Manitoba; enlisted in Winnipeg, 9 July 1941 and posted to No.2 Manning Depot. To No.10 SFTS (guard), 15 August 1941. To No.2 ITS, 13 September 1941; graduated and promoted LAC, 21 November 1941 when posted to No.12 EFTS; graduated 31 January 1942 when posted to No.5 SFTS; graduated and commissioned, 5 June 1942. To No.31 GRS, 26 June 1942. To No.31 OTU, 19 September 1942. Promoted Flying Officer, 5 December 1942. To Eastern Air Command, 7 December 1942. To No.11 (BR) Squadron, 28 December 1942. Promoted Flight Lieutenant, 4 August 1944. To No.124 (Communications) Squadron, 5 June 1945. To No.2 Air Command, 17 July 1945. To No.2 Release Centre, 17 August 1945. Retired 20 August 1945. DHist file 181.009 D.3691 (RG.24 Vol.20640) has recommendation for an AFC dated 26 January 1944 when he had flown 755 hours (216 in previous six months) including 44 sorties (221 operational hours). Noted that he had volunteered for a Rocket Course overseas and on return had "rendered very valuable service in training pilots on the new weapon."

Flight Lieutenant Richardson has completed a tour of operations on the East Coast and has carried out his duties, often under most adverse weather conditions, in a highly commendable manner.

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RICHER, W/C Joseph Albert Dollard Baxter (C626) - **Distinguished Flying Cross** - No.425 Squadron - Squadron - Award effective 5 February 1944 as per **London Gazette** dated 11 February 1944 and AFRO 766/44 dated 6 April 1944. Born August 1910 in Ottawa; educated in Montreal; home at St. Joseph (Montreal); educated at University of Montreal (civil engineering); enlisted in Montreal, 1 October 1937. Qualified to wear pilot's flying badge, 18 October 1938. Flying instructor early in the war; Squadron Leader as of 1 March 1941. To No.13 SFTS, 13 December 1941. To No.17 EFTS, 5 May 1942. To "Y" Depot, 15 November 1942;

to RAF overseas, 10 December 1942. Repatriated 23 April 1944. To No.3 Training Command Headquarters, 1 May 1944. To St. Hubert, 6 August 1944. Promoted Temporary Wing Commander, 1 October 1944 although he had held the rank in acting capacity earlier. To AFHQ, 17 May 1945. Seconded to Veterans Affairs, 7 February 1946. To Staff College, September 1946. Later commanded Station St.Hubert to 1949. At AFHQ, 1949-1952 (promoted Group Captain, 1 January 1952). In September 1952 he took command of Station Gimli (to August 1955). Subsequently at AFHQ and as Air Attache to Belgrade. Photo PL-128373 is a portrait taken at St. Hubert or Bagotville, 1960. Award presented by Governor General, 28 February 1946. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

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RICHES, F/O James Robert (J40058) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. See **War Service Records 1939-1945** (Canadian Bank of Commerce, 1947). Born 4 May 1923 at Yorkton, Saskatchewan; home in Aberdeen, Saskatchewan (bank clerk); enlisted in Saskatoon, 15 November 1942 and posted to No.3 Manning Depot. To No.8 Manning Depot, 5 January 1943. To No.2 WS, 7 March 1943. To No.4 ITS, 1 May 1943; graduated and promoted LAC, 9 July 1943 but not posted to No.2 AOS until 7 August 1943; graduated and commissioned, 23 December 1943. To "Y" Depot, 14 January 1944; to No.2 Aircrew Graduate Training School, 18 January 1944; to "Y" Depot, Lachine, 11 February 1944. Taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Promoted Flying Officer, 23 June 1944. Repatriated 27 September 1945. Retired 7 November 1945. Returned to CIBC, serving in various prairie communities and eventually ended up in New York and later San Francisco. Retired from CIBC in 1984 and settled in Victoria. Died in Victoria, 13 February 2010. Navigator in F/L A.A. Jones' crew. 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." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 21 April 1945 when he had flown 28 sorties (174 hours five minutes) from 25 October 1944 to 10 April 1945.

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 daylight missions. His accurate navigation played a large part in the success of these attacks. In spite of difficulties he has encountered, Flying Officer Riches has always displayed coolness, initiative and devotion to duty...

The sortie list was as follows:

25 October 1944 - Hamburg (5.25)
28 October 1944 - Cologne (5.25)
30 October 1944 - Cologne (6.15)
1 November 1944 - Oberhausen (5.10)
18 November 1944 - Munster (5.25)
22 November 1944 - Castrop Rauxel (6.30)
27 November 1944 - Neuss (5.25)
30 November 1944 - Duisburg (6.15)
2 December 1944 - Hagen (7.10)
4 December 1944 - Karlsruhe (6.40)
6 December 1944 - Osnabruck (6.05)
24 December 1944 - Dusseldorf (4.40)
29 December 1944 - Trois Dorf (7.20)
30 December 1944 - Cologne (6.15)
7 February 1945 - Goch (6.00)
8 February 1945 - Wanne Eickel (5.15)
14 February 1945 - Chemnitz (7.55)
17 February 1945 - Wesel (6.20)
20 February 1945 - Manheim (5.45)
21 February 1945 - Worms (7.10)
24 February 1945 - Kamen (6.20)
27 February 1945- Mainz (7.05)
2 March 1945 - Cologne (6.05)
5 March 1945 - Chemnitz (8.40)
7 March 1945 - Hemminstadt (5.30)
8 March 1945 - Hamburg (6.20)
4 April 1945 - Harburg (5.55)
18 April 1945 - Heligoland (4.05)

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RICHEY, F/O Russell Samuel Clair (J35537) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 25 October 1914 in Halifax; home in Westville, Nova Scotia (bank clerk and teller). Enlisted in Halifax, 11 March 1942 and posted to No.5 Manning Depot. To No.3 ITS, 18 July 1942; graduated and promoted LAC, 12 September 1942 but not posted to No.11 EFTS until 10 October 1942; to No.5 SFTS, 27 December 1942; ceased training and posted to No.1 Manning Depot, 9 April 1943; to No.1 AOS, 1 May 1943. Graduated and commissioned, 17 September 1943. To "Y" Depot, 1 October 1943; taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Promoted Flying Officer, 17 March 1944. Repatriated 5 August 1945. Remained in postwar RCAF (27137), attaining rank of Flight Lieutenant, 1 January 1950 and

Squadron Leader, 1 July 1954. Died 2 September 1965 as per DVA letter dated 22 September 1965. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 21 March 1945 when he had flown 31 sorties (190 hours 25 minutes), 1 August 1944 to 15 January 1945.

Flying Officer Richey has displayed great skill and ability as a navigator and also a high degree of courage and determination. His ability and courage proved of invaluable assistance to his pilot as it created a high standard of morale in his crew and contributed to a major degree to their operational efficiency.

His ability to produce results under trying circumstances and great devotion to duty have proved an inspiration to the squadron as has been his unselfish loyalty and desire to press on to the attack.

The sortie list was as follows:

1 August 1944 - Acquet (4.50)
3 August 1944 - L'isle Adam-Paris (5.15)
4 August 1944 - Bois de Casson-Paris (5.05)
5 August 1944 - St. Leu d'Esserent (5.30)
7 August 1944 - Mer de Magna, Caen (5.10)
16 August 1944 - Stettin (8.30)
8 September 1944 - Emden (5.00)
10 September 1944 - Le Havre (4.25)
14 September 1944 - Wilhelmshaven (4.05, recalled)
15 September 1944 - Kiel (6.25)
17 September 1944 - Boulogne (4.20)
18 September 1944 - Domburg (4.05)
19 September 1944 - Domburg (2.10, recalled)
20 September 1944 - Calais (3.20)
25 September 1944 - Calais (5.15)
26 September 1944 - Calais (4.35)
27 September 1944 - Bottrop (6.05)
6 October 1944 - Dortmund (7.05)
9 October 1944 - Bochum (6.20)
14 October 1944 - Duisburg (6.05)
19 October 1944 - Stuttgart (7.30)
30 October 1944 - Cologne (6.40)
1 November 1944 - Oberhausen (6.15)

2 November 1944 - Dusseldorf (6.50)
4 November 1944 - Bochum (6.20)
6 November 1944 - Gelsenkirchen (5.25)
21 November 1944 - Castrop (7..20)
30 November 1944 - Duisburg (6.10)
21 December 1944 - Cologne (6.20)
24 December 1944 - Dusseldorf (4.35)
28 December 1944 - Opladen (6.25)
6 January 1945 - Hannau (7.40)
15 January 1945 - Merseburg (9.20)

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RICHMOND, P/O Douglas Elgin (J89161) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 1 December 1925 in Parry Sound, Ontario; home there; enlisted in North Bay, Ontario, 4 June 1943 and posted to No.1 Manning Depot. To No.23 Pre-Airew Education Detachment, 27 June 1943. To No.1 Air Gunner Ground Training School, 20 August 1943. Promoted LAC, 2 October 1943 and posted to No.9 BGS; graduated and promoted Sergeant, 12 November 1943. To "Y" Depot, 26 November 1943; taken on strength of No.3 PRC, 13 December 1943. Commissioned 28 August 1944. Repatriated 15 November 1944. To No.1 Air Command, 15 January 1945. To Mountain View, 3 February 1945. Promoted Flying Officer, 28 February 1945. Retired 23 March 1945. Died in Midland, Ontario, 28 November 2011. Award sent by registered mail, 30 March 1949. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 12 October 1944 when he had flown 34 sorties (186 hours), 31 May to 27 September 1944.

This officer has displayed exceptional skill, courage and keenness on operations together with a fine sense of duty and spirit of co-operation. His cheerful confidence and ability have inspired a high standard of morale in his crew and have set a fine example for the squadron. He has flown on 34 sorties including major targets such as Bremen, Stuttgart, Brunswick, Stettin, Emden, Bottrop, Hamburg and Russelsheim and proved to be of incalculable assistance to his captain on each.

For his all around ability and tenacity I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

31 May 1944 - Mount Couple (5.30)
1 June 1944 - Gardening (6.20)
3 June 1944 - Gardening (5.50)
5 June 1944 - Merville (5.50)
6 June 1944 - Coutances (5.25)
18 June 1944 - Gardening (3.55)
25 June 1944 - Gardening (6.50)
26 June 1944 - Gardening (5.45)
27 June 1944 - Gardening (5.55)
12 July 1944 - Acquet (4.30)
25 July 1944 - Stuttgart (9.45)
27 July 1944 - Hamburg (5.15)
1 August 1944 - Acquet (4.20, day)
3 August 1944 - Ile Adam, Paris (4.55, day)
4 August 1944 - Bois de Casson (4.40, day)
5 August 1944 - St. Leu d'Esserent (5.10, day)
7 August 1944 - Caen (5.25)
8 August 1944 - Foret de Chantilly (5.15, day)
9 August 1944 - Coulonvilliers (4.05, day)
10 August 1944 - La Pallice (6.35)
12 August 1944 - Brunswick (6.10)
14 August 1944 - Falaise (4.50, day)
15 August 1944 - Soesterburg (4.35, day)
16 August 1944 - Stettin (8.50)
18 August 1944 - Bremen (5.50)
25 August 1944 - Russelheim (8.40)
28 August 1944 - Mimoyecques (3.50, day)
29 August 1944 - Stettin (8.50)
6 September 1944 - Emden (4.30, day)
10 September 1944 - Le Havre (4.25, day)
17 September 1944 - Boulogne (5.40, day)
18 September 1944 - Domberg (5.40, day)
25 September 1944 - Calais (5.40, day)
27 September 1944 - Bottrop (5.50, day)

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RICKARD, W/C Hugh Percy (C1147) - **Officer of the Order of Orange-Nassau with Swords**

(Netherlands) - Awarded as per **Canada Gazette** dated 12 October 1946 and AFRO 1059/46 dated 8 November 1946. Home in Toronto; enlisted there 4 October 1939 in Administrative Branch. Promoted Wing Commander, 19 June 1941. Appears to have been at "Y" Depot, Halifax, as of 10 December 1941; to Newfoundland,, 10 April 1942. To No.1 Group Headquarters, 31 October 1942. To "Y" Depot, 25 June 1944. To Overseas Headquarters, 11 July 1944. Repatriated 8 May 1946. To Release Centre, 17 May 1946; released 19 June 1946 in Toronto. Department of External Affairs file 19-CX-1-40 has a letter dated 16 January 1946 to which is attached a list of officers (including him) receiving Netherlands awards. "All these officers have, in many ways and in several capacities, cooperated with the Netherlands Military Administration (Civil Affairs) and have made themselves very useful in solving the difficult problems before which they were placed, to the benefit of the Netherlands." Possibly "RICHARD" ?

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RIDDELL, F/L (now A/S/L) Frederick Raymond (J3999) - **Commended for Valuable Services in the Air** - No.7 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Regina, 30 June 1921. Educated at Shawinigan Lake, British Columbia (1928-1930), Qualicum Beach (1930-1936) and Vancouver (1936-1938). From May to October 1939 he worked on Trans-Canada Airway airport construction as a surveyor and draughtsman, North Bay district. Worked seven months at Canadian Car and Foundry aircraft plant. Enlisted in Fort William, Ontario, 29 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 7 October 1940; to No.4 EFTS that date; graduated 24 November 1940 and posted that date to No.6 SFTS; graduated and commissioned 10 February 1941; to Trenton, 11 February 1941; to No.7 SFTS, 12 April 1941; promoted Flying Officer, 26 February 1942; promoted Flight Lieutenant, 26 May 1942; to No.31 GRS, 10 July 1943; to Eastern Air Command, 25 September 1943; to No.10 (BR) Squadron, 28 September 1943. Promoted Squadron Leader, 1 December 1944. To Station Yarmouth, 31 July 1945. To Eastern Air Command Headquarters, 30 September 1945. To Moncton, 29 October 1945. Released 2 November 1945. Initially settled in Vancouver but then moved to Ithaca, Santa Monica, Boston, Tulsa and Burke, Virginia. Died at Burke, 27 March 1998.

For two years at this unit this officer has been engaged in regular flying training and has by his example and ability raised to a high standard the quality of students turned out by his squadron. He has at all times shown constant devotion to flying duty.

Recommended for an AFC, 24 February 1943 as follows:

Since arriving at this unit in April 1941, this officer, more than any other

engaged in regular flying training, has by his example raised to a high standard the quality of students turned out by his squadron. He has at all times shown constant devotion to flying duty, having carried out over 1,100 instructional hours.

This was approved at the level of No.4 Training Command Headquarters (A/V/M G.R. Howsam, 26 February 1943) but did not reach Priority Lists that year.

Training: Interviewed 10 May 1940 at Fort William by F/O H. Carnegie. "Applicant has much more than the required education and should make efficient aircrewman."

Attended No.1 ITS, 19 August to 14 September 1940, Courses in Mathematics (100/100), Armament, practical and oral (98/100), Drill (90/100) and Law and Discipline (97/100). Placed first in a class of 193. "Regarded as good pilot material. Very sound and sane lad. Active in sports."

Report from No.4 EFTS does not record flying times but he was rated High Average. "This pupil's progress was normal and consistent. Forced landings and instrument flying good." (W. Wrathall). Courses in Airmanship (158/200), Airframes (158/200), Aero Engines (166/200), Signals, practical (48/50), Theory of Flight (97/100), Air Navigation (190/200), and Armament, oral (182/200). Rated 170/200 in Qualities as an Officer. Placed second in a class of 21. "The ability of this man is well above average. He seems to work fairly hard. Personality and conduct good," (F/O Paul David).

Attended No.6 SFTS, 25 November 1940 to 9 February 1941. Harvard aircraft - 30.15 day dual, 41.30 day solo, 2.10 night dual, 3.55 night solo. "Good average." Ground courses in Airmanship (150/200), Armament, written (82/100), Armament, practical (75/100), Air Navigation (192/200) and Signals (35/50). Placed 23rd in a class of 51.

Attended Central Flying School, 11 February to 7 April 1941. Flew Fleet, Yale and Harvard (66.15 dual, 67.10 solo). "A good average pilot. Should make a good instructor with additional experience." (F/O G.H. Newsome). Ground courses in Airframes (92/100), Engines (98/100), Airmanship (83/100) and Air Navigation (96/100). Tested in a Harvard, 7 April 1941 by F/L C.W. Burgess who described him as follows - Sequence (Fair), Voice (Low), Manner (Little nervous), Ability to Impart Knowledge (Average), Ability as Pilot (Average), and generally "Average pilot. Requires experience to gain confidence. Tends to hurry." Rated Category "C".

Retested as an instructor, 20 August 1942 in an Anson when he had flown 865 instructional hours. Category raised to "B". Described as follows - Sequence (Average), Voice (Strong), Manner (Brusque), Ability to Impart Knowledge (Average), Ability as Pilot (Average), and generally "A capable instructor. General patter requires improvement with particular stress on single engine procedure."

Took another instructor course, 8-26 March 1943, by which time he had flown 1,120 hours on twin engine aircraft. "A good average pilot who has shown on course marked improvement in his flying on single engine aircraft." Tested on a Harvard, 23 March 1943 by F/L J.W. Aldred. Described as follows - Sequence (Average), Voice (Clear, deep), Manner (Over confident), Ability to Impart Knowledge (High Average), Ability as Pilot (High Average), and generally "A good instructor. Experience on single engine aircraft does not warrant a raise in category." Nevertheless, he was rated "A-2".capable instructor.

Attended No.31 General Reconnaissance School, 12 July to 10 September 1943. Anson aircraft - 39.10 (all navigation flying). Rated as follows - DR Navigation, Intermediate (86/100), DR Navigation Final (268/300), DR Navigation Air Work (228/300), Reconnaissance (162/200), Reconnaissance Air Work (77/100), Astro Navigation (85/100), Compasses and Instruments (171/200), Meteorology (176/200), Signals (96/100), Coding (86/100), Ship Recognition (187/200), Photography (84/100) and Visual Signals (Pass). Placed first in a class of 23. "An extremely keen officer whose natural intelligence and willingness to learn enabled him to overcome some initial difficulties. He is neat and accomplished navigator and his well directed questions in class were a good influence on the course generally. His position as the head of the course was expected and is well deserved."

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RIDDELL, F/L John Evans (C2557) - **Mention in Despatches** - No.178 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in Montreal, 1913. Graduated from Westmount High School, attended McGill University where he distinguished himself playing; earned a B. Eng. degree in mining and M.Sc. in geology in 1935 and 1936, respectively. In 1936 he joined a group of Canadian mining engineers and geologists who followed McGill's Professor Bancroft to South Africa and the former Rhodesia to work in the gold and copper mines. Joined the mining company Union Corporation, and he was assigned to Geduld Prop. Mines and Grootvlei Prop. Mines in the Far East Witwatersrand as underground surveyor and sampler. He and other Canadians introduced ice hockey to the Johannesburg. Upon his return to Canada, he worked briefly for Dome Mines Ltd. as field engineer in South Porcupine, Ontario, and Cournoir Mines Ltd. in Perron, Quebec. Home in Rouville, Quebec; enlisted in Montreal, 19 August 1940. Held rank of Flying Officer as of 9 November 1940. As of 31 October 1941 he was at No.8 AOS. Promoted Flight Lieutenant, 1 February 1942. To No.2 ANS, 5 September 1942. To No.1 CNS, 25 May 1942. To No.9 AOS, 27 June 1942. To No.10 AOS, 13 February 1943. To No.8 AOS, 24 April 1943. To No.45 Group, Ferry Command, 5 July 1943. To United Kingdom, date uncertain. Repatriated 5 August 1945. Released 17 September 1945. Worked in Canada as an exploration geologist and consultant for Malarctic Gold Fields Ltd., Raindor Gold Mines Ltd., Anglo-Rouyn Mines, and Armistice Mines.

Lectured at the University of Saskatchewan in economic geology and mining engineering (1947 to 1949). Worked for the Quebec Department of Mines. Completed field work in 1949 for his Ph.D. thesis and earned his degree in 1953 at McGill." Teaching at McGill, 1950-1958. Invited in 1958 to be professor and chairman of the Department of Geology at Carleton University, Ottawa (to 1962). President and managing director of Mount Pleasant Mines (1961-1965). In 1966 he formed from his own consulting firm, International Geochemical Associates Ltd.. Retired 1988. Died in Halifax, 7 March 1997. For an extensive biography see Geological Society of America **Memorials**, Volume 29, December 1998. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1754 (RG.24 Vol.20609) has recommendation for Operational Wings dated 14 March 1945 (by 7 April 1945 he was en route to UK); as of former date he had flown 42 sorties (192 hours 20 minutes) with unit, 14 September 1944 to 9 March 1945. RCAF photo PL-2419 shows him early 1941; caption identifies him from Montreal and says he was a mining engineer.

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RIDEOUT, F/O Chester Franklin (J21262) - **Distinguished Flying Cross** - No.272 Squadron - Award effective 7 November 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born at Chinook, Alberta, 31 August 1919. Home in Sardis, British Columbia; enlisted in Vancouver, 9 May 1940. Posted to No.1 ITS, 27 May 1940; graduated 21 June 1940 when posted to No.2 EFTS although not promoted to LAC until 24 June 1940; graduated 17 August 1940 and taken on strength next day at No.1 SFTS; graduated and promoted Sergeant, 26 November 1940. To Central Flying School, 30 November 1940; to No.7 SFTS to instruct, 19 January 1941. Promoted Flight Sergeant, date uncertain; to Trenton, 29 May 1941; to No.2 ANS, 30 September 1941; promoted WO2, 1 December 1941. To No.1 CNS, 25 May 1942; commissioned 1 July 1942; to No.1 GRS, 7 August 1942. To "Y" Depot, 24 October 1942; to RAF overseas, 24 October 1942. Further trained in UK; posted to Middle East, 15 September 1943. Promoted Flight Lieutenant, 1 July 1944. Tour-expired with No.272 Squadron, 30 September 1944 and attached to No.203 Group as Chief Test Pilot. On 30 January 1945, when interviewed, he claimed 1,900 hours flying on 20 different types of aircraft. Repatriated to Canada, 5 August 1945 Released 4 October 1945. Completed his undergraduate degree at UBC and his medical degree at McGill University while his wife supported the household with her teaching. A family doctor in Burnaby for more than 40 years, he delivered hundreds of babies and continued to do house calls up until his retirement. Died in Vancouver, 27 December 2011. Invested with award 29 January 1947.

This officer has completed a large number of sorties involving attacks on enemy shipping, airfields, radio installations, bridges and mechanical transport. He has set a fine example of skill and throughout his determination and devotion to duty have been unflagging. In a recent successful attack on a large enemy vessel Flying Officer Rideout flew with great distinction.

His obituary described a particular incident involving his British wife, Patricia (Gladys Watts):

They met on a blind date set up by Pat's sister Bobbie, and were married shortly afterwards. The day of the marriage, September 11th, Ches received word that he was to fly to Tripoli the following morning. Ches never regretted that he was disciplined for what he did the next day. Having asked Pat to stand at the crest of the hill near where she lived, he broke out of flight formation and topped the trees on her street. With the Autumn leaves falling around her, Pat saw Ches wave his wings and then he was gone. A florist's van pulled up and Pat was handed a bouquet of red roses with a card saying, 'I will be home soon my love.' It was three long years before Pat and Ches were reunited and able to have their honeymoon.

Note: The attack mentioned was on the 51,000 ton liner **Rex**. Along with **Conte di Savoia** she continued regular sailings to the Mediterranean as if totally unaffected by events in Northern Europe. In the end, Italian liners proved to be among the final ships trading on a commercial basis. Their sailings ceased in the spring of 1940 and they were returned to Italian ports for safekeeping, with **Rex** laid up at Genoa, but after a city bombing, the Italian Line decided to move it to Trieste. To prevent German forces from using the liner to blockade the harbor entrance, the **Rex** was moved near Pola coast, where it lay for some time.

On 8 September, 1944, she was attacked by twelve Beaufighters of No. 272 Squadron at Capodistria Bay south of Trieste. She was left listing and on-fire after being struck by 59 rockets and numerous cannon-shells. A second attack, later that day, by 12 more Beaufighters of No.39 Squadron and South African Air Force No.16 Squadron resulted in her turning over and sinking in shallow water.

RCAF Press Release No. 7229 by S/L P. Field, dated 2 November 1944, read as follows:

'REX' RAIDERS DECORATED

WITH THE RCAF OVERSEAS: The immediate award of the Distinguished Flying Cross has been made to Flight Lieutenant Chester Franklin Rideout of Sardis, B.C. (371 Higginson Road) for the part he played in the initial attack on the 51,000 ton Italian liner 'Rex' in the Adriatic.

A pilot of a rocket firing Beaufighter of an RAF squadron, he took part in what the squadron regarded as their 'biggest' and toughest assignment.

For over two months previously the squadron had carried out difficult rocket

attacks by night on enemy shipping along the Italian coast between Genoa and Spezia. Altogether, they have sunk 12 ships and probably damaged eight.

At the briefing for the target on the 'Rex', the crews of the Beaufighters were told they would attack the "biggest target of the war". They flew to an advanced airfield, and met a Marauder pilot just back from a reconnaissance of the liner.

"You'll find two destroyers and a flak ship guarding the 'Rex' south of Trieste," he said. "There may be some opposition".

The Beaufighter crews felt certain there would be a lot of opposition. With a top cover of Mustangs, they reached the area. It was broad daylight. There was the 'Rex' but not a sign of her escort. For some unaccountable reason, the destroyers and flak ship had left her.

The crews expected murderous flak from the liner. They dived down, fired their rockets, and kept their cannons blazing. Not a single gun fired back from the ship. The biggest target of the war was completely unprotected.

The Beaufighters carried 64 rockets. Fifty-five ripped the Rex below the waterline and four above it. Over 3,000 cannon-shells were pumped into the hull, and crews returned to base without a scratch on their aircraft. A second squadron found the 'Rex' listing badly.

The leader of the attack, Squadron Leader F.H. Rose of Ashford, England, has been awarded the DSO, and Flying Officer E.G. Myring of Co. Durham and Flight Lieutenant D.A. Lampard of Kent, two other pilots, have also received the Distinguished Flying Cross.

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RIDGE, FS Harold Wilfred (R64154) - **Mention in Despatches** - No.407 Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 5 April 1901. Home in South Hamilton, Ontario; enlisted in Hamilton, 17 May 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 24 May 1940. Promoted AC1, 17 August 1940. To No.2 SFTS, 29 September 1940. Promoted LAC, 1 December 1940. Promoted Corporal, 1 July 1941. To Embarkation Depot, 3 October 1941. To RAF overseas, 6 October 1941. Promoted Sergeant, date uncertain. Promoted Flight Sergeant, 4 April 1943. Repatriated 28 December 1944; to No.6 Repair Depot, 7 February 1945. To Release Centre, 7 October 1945; released 16 October 1945. RCAF photo PL-28137 (ex UK-8740 dated 17 March

1944) shows Flight Sergeant H.W. Ridge (Hamilton) and S/L D.W. Farrell (Montreal). RCAF photo PL-40124 (ex UK-12179 dated 7 July 1944) has following caption: "Known as 'Pop' to every member of the RCAF Demon squadron of Coastal Command, Flight Sergeant H.W. Ridge, 287 Houghton Avenue, South Hamilton, has been mentioned in despatches for his efficiency in supervising the maintenance of the Demon squadron's Wellington bombers that carry out anti-sub and convoy escort patrols overseas." No citation in AFRO, which also gives unit only as "Overseas". DHist file 181.009 D.5696 says that he was recommended for Canada Medal, 19 November 1943, with the following citation:

This non-commissioned officer has been on the squadron for the past two years and has been outstanding in his devotion to duty in all kinds of weather, etc. His untiring efforts to keep aircraft serviceable for operations has been an example to all other groundcrew personnel on the unit.

DHH file 181.009 D.2620 (Library and Archives RG.24 Volume 20628) has recommendation for a BEM dated 13 January 1944. He was Fitter IIE; text was as follows:

During the past two years with an operational squadron this non-commissioned officer has shown exceptional ability in trade proficiency and in handling men. Through his technical knowledge and devotion to duty, even under most trying circumstances, he has set a sterling example to all those who have served with him.

* * * * *

RIDGE, F/O Raymond Clifford (J24425) - **Distinguished Flying Cross** - No.404 Squadron (deceased) - Award effective 7 March 1945 as per **London Gazette** dated 29 March 1946 and AFRO 497/46 dated 17 May 1946. Born 1 August 1922 at Angusville, Manitoba; home in Brandon. Truck driver for much of the time before he enlisted in Winnipeg, 23 December 1941. To No.2 Manning Depot, Brandon, 4 February 1942. To No.10 SFTS, Dauphin, 12 April 1942 (non-flying duties). To No.7 ITS, Saskatoon, 10 May 1942; graduated 3 July 1942 when promoted LAC. Posted on 16 August 1942 to No.19 EFTS, Virden; graduated 9 October 1942; taken on strength of No.1 SFTS, Camp Borden, 11 October 1942; graduated and commissioned 5 March 1943. Taken on strength of No.1 GRS, Summerside, 13 March 1943. To "Y" Depot, Halifax, 13 June 1943/ To RAF Trainee Pool, 22 June 1943. Embarked from Canada, 23 June 1943. Disembarked in Britain, 1 July 1943. To No.18 (P) AFU, 27 July 1943. Attached to No.1513 Beam Approach Training Flight, 31 August to 6 September 1943. Promoted Flying Officer, 5 September 1943. To No.9 (Coastal) OTU, 23 November 1943. To No.404 Squadron, 8 March 1944. Promoted Flight Lieutenant, 5 March 1945. Killed in action 8 March 1945 during a shipping strike (Beaufighter NV427); name on Runnymede Memorial. Award presented to next-

of-kin by Governor General at Government House, 7 November 1949. Photo PL-28075 (ex UK-8964 dated 18 March 1944) shows him signing roll on reporting to squadron. RCAF photo PL-41454 (ex UK-17711 dated 21 December 1944) shows F/O R.C. Ridge (Toronto) on right and his English navigator, P/O P. McCartney (Harrowgate, Yorkshire) on left, standing on wing of their Beaufighter, "U-Uncle." Photo PL-48168 shows Mrs. O.E. Ridge (widow) following presentation.

Since joining his present squadron, Flying Officer Ridge has completed a large number of operational sorties, many of which have been successful anti-shipping patrols against enemy naval and merchant vessels near the Dutch, French and Norwegian coasts. These convoys have been frequently accompanied by destroyers and anti-aircraft ships and have occasionally been protected by shore based guns. Flying Officer Ridge has always pressed home his attacks with great courage and fearlessness. He is a most experienced and capable pilot who has always given his leader every possible assistance.

In EFTS training he had flown on Tiger Moths - 30.15 (day dual), 39.35 (day solo), 3.30 (night dual) and 30 minutes (night solo). He had required seven hours 35 minutes of dual instruction before going solo. At SFTS he had flown 55.10 (day dual), 54.30 (day solo), 3.50 (night dual), and 9.10 (night solo). Three hours and 40 minutes of time had been spent on formation flying, and he had required four hours 55 minutes dual time before going solo.

On 1 May 1944, at 0047 hours, returning from night bombing practice, damaged Beaufighter LE443 at Station Wick. He made heavy landing, bounced, and tyre burst on second "touch down", causing violent swing to port. Port wing tip and main plane damaged, port undercarriage top bracing fractured, port propellor (all tips) damaged; engine was "shock" loaded. Stern frame strained. No injuries to him or his navigator, 1542946 Sergeant P. McCartney. Runway had a hump in it half-way down and he had landed well down the runway, hitting hump. Ruled as "No negligence which calls for comment on the part of the pilot."

Described on 1 November 1944 as "An above average operational pilot and an average officer." (W/C E.W. Pierce). As of 8 March 1945 he had flown 660 hours 35 minutes of which 171 hours 35 minutes had been on operations. On 11 March 1945, W/C Pierce wrote, "A most capable and experienced operational pilot."

On 11 March 1945, W/C Pierce wrote to his mother (Brandon) and wife (Toronto). The substance of both was as follows:

On the 8th of March at about two o'clock in the afternoon, some 30 aircraft were despatched from this station, of which nine were from this squadron, to attack an enemy convoy which had been sighted in the fjords on the Norwegian coast.

The aircraft took off for the Norwegian coast and on arrival they found the enemy convoy of five ships, cunningly concealed deep in the fjords and protected on either side by steep cliffs and the concentrated flak from the ships and shore batteries. On instructions from the leader, all the aircraft dived in to the attack and pressed home in the most courageous and determined manner, inflicting severe damage on all the ships, three of which were seen to be on fire after the attack. These ships were carrying valuable supplies of food and ammunition to the German garrison in Norway and consequently of the utmost importance to him. The damage inflicted will cause serious loss. The success, however, was not achieved without loss. Two aircraft failed to return from this operation, one of which was that piloted by your husband [son] and his navigator, Pilot Officer P.P. McCartney. As the aircraft went in to the attack, your husband's [son's] machine was seen to be hit, but this did not stop him from pressing home his attack with determination and courage. Immediately after the attack, an aircraft was seen with one engine on fire, flying up the fjords as though to make a forced landing on the water or on the land, and this aircraft is believed to be the one piloted by your husband [son]. I interviewed all the crews myself on the return from this operation, but I couldn't get any further information. Nothing is definitely known as to the fate of his aircraft and there is, therefore, a strong possibility that he may have been able to land the aircraft without injury either to himself or to his navigator. We can only sincerely hope that this is the case and I believe that there is a possibility that such a thing has happened. If this is so, then he will be a prisoner of war in enemy hands and you will eventually hear from him direct or through the Royal Canadian Air Force Headquarters, who obtain their information through the International Red Cross.

On the other hand, the possibility must be faced that he did not survive and if this is so, then I can only say that he has gone in the only way he would have wanted to go - in operations against the enemy. There is, I know, little comfort in this for you, his wife [mother], but it is my feeling, the feeling of his comrades, and I am certain his own feeling too.

Cliff had been with the squadron for exactly a year and in that time had proved himself to be a most capable and efficient operational pilot. He was perhaps the most experienced operational pilot we had on the squadron and it is all the more unfortunate that he had almost completed his operational tour. He had many friends on the squadron and was liked and respected by all with whom he came into contact. He will be sadly missed by us all....

His mother, writing on 6 May 1945, stated that he had mentioned in letters making a forced

landing in June 1944 (possibly on D Day) and again, since Christmas, that his airplane had been heavily damaged (whether by accident or operations was not clear). A subsequent letter to her stated he had flown 47 sorties.

On 7 June 1945 a Norwegian, M.E. Frimannslund, provided evidence that on the day of the attack he had seen a Beaufighter set on fire in the attack on ships at Vinspollena Midtgullen. It trailed smoke; the pilot opened the cockpit hood, waved to civilians, and then the aircraft exploded. This was probably Ridge, as the other aircraft lost (RR132), flown by Aus W.C.W.D. Mitchell and Aus FS H. Jury, was believed to have been shot down into the sea off the Norwegian coast. Other material found confirmed that was indeed NV427 that the civilians had seen shot down. Mr. Frimannslund's letter had concluded:

When I think of these brave fellows who waved to me their last farewell, I think it would be fair to put some kind of Memorial near the place. It is just a foreland strait there where the aircraft sank. I found 105.00 kroners wrapped in wax paper floating, and I think it would be nice to use this money for a Memorial.

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RIDGERS, F/O Cyril Frederick (J14577) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 18 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1020/44 dated 12 May 1944. Born 30 August 1917 at Barrow-in-Furness, England; educated in Ontario; home in Hamilton, Ontario. Time-keeper, paymaster and cost accountant, Electro-Metallurgical Company, Welland. Enlisted in Hamilton, 26 November 1941 and posted to No.2 Manning Depot, Brandon. To No.5 Personnel Holding Unit, 1 February 1942 (at 7 BGS, Paulson). To No.16 SFTS, non-flying duties, 13 February 1942. To No.5 ITS, Belleville, 29 March 1942. Graduated 23 May 1942 and promoted LAC. To No.2 AOS, Edmonton, 7 June 1942; graduated 25 September 1942 and commissioned. To "Y" Depot, Halifax, 10 October 1942. To RAF Trainee Pool, 27 October 1942. Disembarked in UK, 5 November 1942. To No.10 (O) AFU, 1 March 1943. To No.6 OTU, 20 April 1943. To No.1659 CU, 22 June 1943. To No.408 Squadron, 14 July 1943. Killed in action 26 February 1944 with this unit (Lancaster DS791 "S"); buried in Germany. The sole survivor was FS D.G. Mullock, RCAF. Award presented to next-of-kin by Governor General, 2 December 1946.

Flying Officer Ridgers has participated in very many sorties including fourteen attacks on Berlin. Throughout he has displayed a high standard of navigational ability which has been reflected in the many successes achieved. His example of keenness and devotion to duty have been highly commendable.

Crew lost when he was killed were P/O W.R. Smith DFC (pilot, 28 trips, 186.03 hours), F/O

Ridgers (navigator, 24 trips, 163.30), FS L.S. Beer (Bomb aimer, 26 trips, 180.41); FS Donald E. Bowler (WOPAG, RAF, 26 trips, 173.32), FS C.O. Draper (air gunner, 20 trips, 137.08), FS Douglas George Mullock (air gunner, 23 trips, 154.20, survived) and Sergeant Fred Crofts (flight engineer, RAF, 27 trips, 183.41).

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RIDLEY, FS (now WO2) Frank George (R214651) - **Distinguished Flying Medal** - No.433 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 133/46 dated 8 February 1946. Born 11 February 1914 in Berkshire, England; home in Nevin, North Wales (agriculturalist); enlisted in Hamilton, Ontario, 12 January 1943. Granted Leave Without Pay until 16 February 1943 when posted to No.1 Manning Depot. To No.18 Pre-Aircrew Education Unit, 23 April 1943. To No.2 WS, 20 August 1943; promoted LAC, 21 September 1943; graduated 25 March 1944 and posted that date to No.2 BGS; graduated 5 May 1944 and promoted Sergeant. To "Y" Depot, 19 May 1944. Taken on strength of No.3 PRC, Bournemouth, 2 June 1944. Repatriated to Canada, 31 January 1946. Released 15 February 1946. Invested with award 22 November 1948.

Flight Sergeant Ridley has displayed great courage and devotion to duty. In March 1945, whilst participating in an attack against Bottrop, his aircraft was damaged by anti-aircraft fire, starting fires in the engine, fuselage and inside the aircraft. The fire spread to the floor which was sprayed with petrol from a broken fuel line. Flight Sergeant Ridley, with great coolness and tenacity, continued with his allotted task and then with the assistance of another member of the crew he extinguished the fire. Throughout this trying experience this airman displayed outstanding coolness, initiative and resolution.

Wireless Operator. DHist file 181.009 D.1502 (RG.24 Vol.20599) has the original recommendation dated 21 May 1945 and drafted by S/L J.E. Vallance. As of recommendation he had flown ten operations (66 hours 25 minutes). List and submission as follows:

21 March 1945 - Hildesheim (6.45)
24 March 1945 - Bottrop (4.40)
31 March 1945 - Hamburg (6.05)
4 April 1945 - Merseberg (9.30)
8 April 1945 - Hamburg (8.15)
13 April 1945 - Kiel (6.50)
16 April 1945 - Schwarndorf (9.55)
8 May 1945 - EXODUS (4.40)
9 May 1945 - EXODUS (5.45)

10 May 1945 - EXODUS (5.00)

This Non-Commissioned Officer was wireless operator of the crew captained by Pilot Officer Jensen on March 24th, 1945 when detailed to attack Bottrop. As the bombs were dropped, the aircraft was struck heavily by flak, and fires were started in the inner engine, along the fuselage, and inside the aircraft behind the fuse panel. Sergeant Ridley, showing great presence of mind, immediately made full use of his fire extinguisher in an effort to control the fires. The floor of the fuselage was sprayed with petrol, apparently from a broken fuel line, and the fire kept spreading, but with great tenacity of purpose, Sergeant Ridley kept on with his task, and finally, with some help from the mid-upper gunner, was able to control the flames and eventually extinguish them entirely.

This Non-Commissioned Officer's coolness and devotion to duty was most commendable, and I consider that by his courageous action, whereby he was most instrumental in saving the lives of his crew and much valuable equipment, he fully merits the immediate award of the Distinguished Flying Medal.

Note: RCAF photo PL-44340 (ex UK-21106 dated 4 May 1945) was to accompany Press Release 6/3991 and had the following caption: "A native of Copenhagen, Denmark, P/O B.H. Jensen, a pilot with the Porcupine Squadron of the RCAF Bomber Group at the right has been awarded an immediate DFC. On an attack on a synthetic oil plant in the Ruhr Valley, two engines of P/O Jensen's Lancaster bomber were set on fire by flak and fire also broke out in the wireless operator's compartment. The pilot successfully landed the aircraft on an emergency aerodrome in Belgium without injury to the crew. Flight Sergeant F.G. Ridley, RR.1, York, Ontario, the wireless operator air gunner on the left cooperated with his skipper in extinguishing the fire and prevented it from spreading to the rest of the aircraft."

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RIDLEY, P/O Henry Penman (J85399) - **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 21 April 1914; home in Oakville, Ontario; enlisted in Toronto, 4 October 1940, for General Duties. To No.4 BGS, 23 December 1940; promoted AC1, 2 January 1941; promoted LAC, 2 April 1941. To No.5 BGS, 2 May 1941; appears to have remustered to aircrew while there, trained there, and graduated 25 September 1942 when promoted Sergeant. To "Y" Depot, 26 September 1942. To RAF overseas, 17 October 1942. Commissioned 19 February 1944. Promoted Flying Officer, 19 August 1944. Repatriated 8 April 1945. Released 5 June 1945. Presented at Hamilton, 27 July 1949. Died 12 May 2000 in Oakville as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of

November/December 2000. 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 20 June 1944 when he had flown 34 sorties (206 hours two minutes), 24 April 1943 to 7 June 1944.

This officer has been with the squadron since its formation. He has completed thirty-three operations, twenty-three of which have been against heavily defended targets in Germany. He has always displayed the highest degree of courage, and his dogged determination and outstanding devotion to duty are an example and inspiration to all gunners on the squadron.

The sortie list was as follows:

24 April 1943 - Stettin (9.15)
4 May 1943 - Dortmund (5.00)
13 May 1943 - Bochum (6.00)
23 May 1943 - Dortmund (5.10)
27 May 1943 - Essen (5.10)
29 May 1943 - Wuppertal (5.15, duty not carried out, port outer unserviceable)
11 June 1943 - Dusseldorf (3.40)
12 June 1943 - Bochum (5.00)
12 August 1943 - Milan (9.00)
22 August 1943 - Leverkusen (5.10)
23 August 1943 - Berlin (7.10)
30 August 1943 - Munchen-Gladbach (4.58)
6 September 1943 - Mannheim (7.15)
22 September 1943 - Hanover (5.30)
23 September 1943 - Manheim (7.38)
3 October 1943 - Kassel (6.20)
4 October 1943 - Frankfurt (6.45)
22 November 1943 - Berlin (7.30)
25 November 1943 - Frankfurt (7.00)
26 November 1943 - Stuttgart (8.00)
3 December 1943 - Leipzig (7.40)
20 December 1943 - Frankfurt (7.30)
29 December 1943 - Berlin (7.45)
28 January 1944 - Berlin (8.00)
13 March 1944 - Le Mans (6.00)
10 April 1944 - Ghent (4.20)
22 April 1944 - Mannheim (4.30)

24 April 1944 - Gardening (3.35)
27 April 1944 - Montzen (5.00)
24 May 1944 - Trouville (4.25)
4 June 1944 - Calais (3.30)
5 June 1944 - Merville (5.05)
6 June 1944 - Conde (6.00)
7 June 1944 - Versailles (4.50)

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RIGBY, F/O John James (J15370) - **Air Force Cross** - No.165 Squadron - Award effective 6 January 1945 as per **Canada Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 25 April 1918. Enlisted in Regina, 22 August 1940. To No.1 ITS, 23 October 1940; graduated and promoted LAC, 28 November 1940; posted that date to No.4 EFTS; to No.4 Manning Depot, 25 January 1941; to No.8 SFTS, 7 February 1941; graduated and promoted Sergeant, 16 May 1941. To Embarkation Depot, 17 May 1941; to RAF overseas, 17 June 1941. Commissioned 1 May 1942. Promoted Flying Officer, 1 November 1942. Repatriated 5 August 1943. To Rockcliffe, 8 October 1943. Promoted Flight Lieutenant, 1 August 1945. Remained in postwar RCAF (19861, presented with CD at St.Jean, Quebec, 1953), attaining rank of Squadron Leader. Retired 4 July 1957. As of recommendation had flown 1,317 hours, including 100 operational hours (19 sorties). Award presented at uncertain date.

This officer has invariably displayed outstanding devotion to duty and has proven himself to be a skilful and resourceful heavy transport captain on several difficult flying missions, which called for a high degree of determination and good judgement. Indicative of his splendid flying record, recently, despite having flown many hours the previous day, he was detailed as captain of an aircraft to fly two seriously injured airman from the West to Eastern Canada for emergency treatment. Despite exceptionally adverse weather conditions, with praiseworthy initiative and devotion to duty, Flying Officer Rigby successfully completed his trip.

Flying Times: As of January 1957 he reported that he had flown 4,111 hours 55 minutes on the following types: Finch (50.30), Anson (110.15), Wellington (77.20), Stirling (164.30), Lysander (85.25), Defiant (23.35), Magister (4.50), Cornell (1.45), Fortress (119.25), Lodestar (130.25), Liberator (142.25), Harvard (123.25), Expeditor (172.00), Dakota (2,884.05) and Otter (12.00).

Note: RCAF Press Release 6884 dealing with No.168 Squadron aircrew, early 1946, states that he was on the first mail flight overseas by that unit in 1943, had then gone to No.165 Squadron, and subsequently returned to No.168 Squadron. Of his overseas experiences it stated:

Flying Officer Rigby was flying Stirlings back in 1941 and 1942 against Cologne, Essen, Dunkirk and Boulogne, as well as laying mines in the Baltic. He put in 19 trips over Europe's hottest targets before a close burst of flak exploded under his tail and flipped the shrapnel-riddled craft over on its back. Upside down, the gravity-fed engines cut dead and Rigby was down to 9,000 feet before the motors caught again. Somehow he got back to the English coast and the crew bailed out from 450 feet. The rear gunner's chute didn't open but the rest of the crew escaped. Mechanics found 250 flak holes in what was left of the Stirling.

His crash appears to be that related on "Lost Bombers" website, although less dramatic in that account. Stirling W7431 (LS-A) of No.15 Squadron, target Bremen, 20-21 October 1941. Airborne from Wyton. Crash-landed at 0130 hours due to fuel shortage at Catsholm Farm near Methwold Airfield, Norfolk. Prior to the crash, five of the crew baled out and Sergeant R.L. Aiken was killed in the process. Sgt De Ville remained in his cockpit to keep the bomber stable for the evacuation and completed and survived the crash-landing. This was the third crash that Sergeant De Ville had survived in recent weeks. Crew were Sergeant E.P.De Ville, Sergeant Rigby, Sergeant Spriggs, Sergeant Scott, Sergeant Cook, Sergeant R.L.Aiken (killed in action), Sergeant Bain.

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RIGLIN, Corporal William Welfare (R205457) - **British Empire Medal** - Northwest Staging Route (now No.2 SU) - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 7 October 1906. Home in Saltcoats, Saskatchewan; enlisted in Winnipeg, 23 November 1942 as Service Police and posted to No.2 Manning Depot. To No.1 Composite Training School, 17 February 1943. Promoted Acting Corporal, 25 March 1943 when posted to No.10 Equipment Depot; reverts to AC1, 29 March 1943. Promoted LAC, 29 June 1943. To No.2 SU, 12 October 1943. Promoted Corporal, 1 December 1943. Promoted Sergeant, 1 July 1944. To Dawson Creek, 7 July 1944. To No.10 Construction and Maintenance Unit, 14 September 1944. To Northwest Air Command, 23 September 1944. To No.12 Equipment Depot, 1 May 1945. To United Kingdom, 29 March 1946. Repatriated 23 July 1946. Retired 4 September 1946. Award presented, date uncertain. Other person cited was LAC G.D. McCaffrey, Mentioned in Despatches. The incident mentioned involved Norseman 3529 (on strength of AFHQ) which crashed at 1730 hours, thirty miles north of Fort St.John, fatally injuring the pilot, S/L I.M. MacLean (1,351 flying hours, including 418 hours on type). Aircraft was en route from Beatton River to Fort St.John. There were five others aboard, all injured to some degree or another. The aircraft had been assigned to transport and inspect Heatton River Station, and suffered an oil system failure. The forced landing was made in a burned over area surrounded by heavy timber. DHist file 181.009 D.1688 (PAC RG.24 Vol.20605) indicates that

Riglin was recommended for an AFM, McCaffrey for a Commendation (28 December 1943) and that on 28 January 1944 it was suggested that Riglin be given a George Medal. DHist file 181.009 D.1636 (RG.24 Vol.20604) has much information on the incident.

This NCO, on December 28th last, in Northern Canada, was a passenger in a single engine aircraft that had engine failure which necessitated a forced landing. This airman, although himself injured, and assisted by another airman, who was also injured, extricated the four other more seriously injured occupants from the blazing aircraft. Despite great personal risk from exploding gasoline tanks, he exhibited outstanding courage and initiative. He rendered first aid to the injured before the arrival of medical personnel, who had to travel to the scene of the accident over a long distance of difficult terrain. Corporal Riglin's action displayed courage and devotion to duty of a very high order.

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RILEY, F/L Arthur Rhodes Hounsfield (C7717) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Home in Calgary; enlisted there 4 October 1941 in Administration Branch. Flying Officer as of 1 November 1941. At No.7 ITS as of 8 December 1941. To "Y" Depot, 13 September 1942; overseas as of 25 September 1942. Promoted Flight Lieutenant, 8 January 1943.. Repatriated 11 October 1944. To No.2 Air Command, 11 January 1945. To No.3 SFTS, 12 January 1945. To Release Centre, 24 September 1945. Retired 25 February 1946. No citation in AFRO.

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RILEY, F/O George Courtenay (J40826) - **Member, Order of the British Empire** - No.428 Squadron - Award effective 22 July 1946 as per **London Gazette** of 6 August 1946 and AFRO 845/46 dated 30 August 1946. Born in Montreal, 16 July 1924. Home in Hudson Heights, Quebec; enlisted in Montreal, 11 November 1942 and assigned to education upgrading. To Montreal Recruiting Centre, 15 January 1943. To No.9 Pre-Aircrew Education Unit, 4 April 1943. To No.3 ITS, 29 June 1943; graduated and promoted LAC, 6 August 1943 but not posted to No.1 AOS until 4 September 1943; graduated and commissioned 28 January 1944. To No.2 Aircrew Graduate Training School, 11 February 1944. To "Y" Depot, 18 March 1944. Taken on strength of No.3 PRC, Bournemouth, 21 April 1944. Promoted Flying Officer, 28 July 1944. Repatriated 7 July 1945. Retired 29 September 1945. Postwar degree in Geology. Died in Ottawa, 2 September 2010. Award sent by registered mail, 4 June 1948. RCAF photo PL-40190 (ex-UK-17030 dated 24 November 1944) is captioned as follows: "Coming down with a trolley-trapeze on a cable stretched across a hangar at a Canadian aircrew school in Britain, in imitation of a descent by parachute, F/O G.C. Riley, Montreal (Hudson Heights) is shown how to hit the mats

and take the fall; his instructor is Sergeant Mike Standell, Calgary.”

On the night of 13th April 1945, this officer was navigator of an aircraft detailed for an attack against Kiel. While on the bombing run the aircraft was hit by anti-aircraft fire and the pilot wounded. Further severe damage was sustained when leaving the target area. Subsequently, after complete engine failure, the pilot was forced to bring the aircraft down upon the sea and all the members of the crew were injured with the exception of the wireless operator and Flying Officer Riley. This officer assisted the injured members of the crew into the dinghy and helped in the efforts, which unfortunately proved fruitless, to rescue the mid-upper gunner. Shortly after the crew had left the aircraft it sank. The pilot having been rendered unconscious as the result of exhaustion and injuries, Flying Officer Riley assumed command and organized the sailing of the dinghy as well as attending to the injuries of the crew. He also started the keeping of a log and arranged for some form of navigation. Throughout the eleven to twelve days spent in the dinghy this officer exhibited outstanding qualities of leadership. With coolness, calm courage and splendid example he kept up the spirits of the crew by reading passages from a pocket bible and by organizing diversions such as card games. He was instrumental in preventing the crew from drinking sea water when the fresh water supplies were running low and he organized the distribution of the emergency rations on an economical basis. Eventually the dinghy grounded on some sand flats near Bremerhaven and the crew were taken prisoners. Without this officer's direction, guidance and example, it is doubtful if the members of his crew would have survived this very trying ordeal.

The website “Lost Bombers” provides further details. The aircraft was Lancaster KB784 (NA-K) of No.428 Squadron, target Kiel. KB784 was delivered to No.428 Squadron in August 1944. KB784 is recorded as having taken part in the following operations: Duren, 16 November 1944 (daylight); Nuremburg, 2/3 January 1945; Dresden, 13/14 Feb 1945; Cologne, 2 March 1945 (daylight); Hamburg, 31 March 1945 (daylight); Kiel 13/14 April 1945 (lost). KB784 was one of two No.428 Squadron Lancasters lost during this operation -the other was KB816. Airborne at 2020 hours, 13 April 1945 from Middleton-St.George to bomb the U-Boat yards. Hit by flak both outbound and homebound. With three engines failing, the Lancaster was ditched. Flight Sergeant A.E. Vardy (RCAF) is commemorated on the Runnymede Memorial. The crew drifted for 12 days before washing ashore. F/O D.M. Payne and F/O G.C. Riley were later decorated for their courage. Other crew were Sergeant T.F.Sinclair (RCAF, POW), F/O G.C.Riley (RCAF, POW, awarded MBE), F/O V.Banks (RCAF, injured), WO2 E.V.Miller (RCAF, injured), Flight Sergeant E.R.O.Casey (RCAF, injured), The survivors were confined in hospital until liberation.

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RILEY, S/L Harold William (C4069) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Home in Winnipeg; enlisted there 16 November 1940 in Medical Branch and immediately granted rank of Flight Lieutenant. Posted overseas almost at once. Promoted Squadron Leader, 18 April 1943.. Repatriated 30 December 1943. To AFHQ, 1 March 1944. To No.4 Training Command, 24 April 1944. To No.2 WS, 4 May 1944. To No.4 Training Command, 26 August 1944. To No.2 WS, 21 November 1944. To No.2 Air Command Headquarters, 12 December 1944. Retired 20 November 1945.

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RILEY, F/O William Francis (J40371) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 17 September 1923 in Hornepayne, Ontario; home in Toronto (student); enlisted there 19 August 1942 and posted to No.1 Manning Depot. To No.9 SFTS (guard duty), 21 January 1943. To No.6 ITS, 6 February 1943; graduated and promoted LAC, 17 April 1943 when posted to No.2 EFTS. Ceased training and posted to No.1 Manning Depot, 18 May 1943; to Mountain View, 26 June 1943; to No.10 AOS, 21 August 1944; graduated and commissioned, 14 January 1944. To "Y" Depot, 28 January 1944. Taken on strength of No.3 PRC, Bournemouth, 14 February 1944. Promoted Flying Officer, 14 July 1944. Repatriated 8 June 1945. To No.1 Air Command, 20 June 1945. To No.13 EFTS, 31 July 1945; to No.1 SFTS, 15 September 1945. To Release Centre, 17 October 1945. Retired 26 October 1945. Invested with award 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 2/8750 has recommendation dated 9 April 1945 when he had flown 36 sorties (238 hours), 11 November 1944 to 4 April 1945. Died in Toronto, 14 November 1981.

11 November 1944 - Dortmund
16 November 1944 - Duren
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
6 December 1944 - Merseburg
12 December 1944 - Essen
15 December 1944 - Ludwigshaven
17 December 1944 - Ulm
22 December 1944 - Coblenz
28 December 1944 - Munchen Gladbach
29 December 1944 - Scholven-Gladbach

2 January 1945 - Nuremburg
5 January 1945 - Hanover
22 January 1945 - Duisburg
28 January 1945 - Stuttgart-Zuffenhausen
1 February 1945 - Mannheim
2 February 1945 - Weisbaden
7 February 1945 - Cleve
8 February 1945 - Politz
13 February 1945 - Dresden
14 February 1945 - Chemnitz
20 February 1945 - Dortmund
23 February 1945 - Pforstheim
7 March 1945 - Dessau
8 March 1945 - Kassel
11 March 1945 - Essen
12 March 1945 - Dortmund
13 March 1945 - Herne
18 March 1945 - Hanau
21 March 1945 - Bremen
22 March 1945 - Hildesheim
24 March 1945 - Harpenerweg
27 March 1945 - Paderborne
1 April 1945 - Hamburg
3 April 1945 - Nordhausen
4 April 1945 - Lutzkendorf

This Canadian navigator has carried out 36 attacks on the enemy. Many of these sorties have called for the most accurate navigation as the targets have been of a specialized nature.

Throughout his tour he has never failed to guide his aircraft to the target and, when running the gauntlet of enemy defences, he has calmly carried on with the task in hand regardless of his personal safety. His coolness under fire and gallant conduct on all occasions have been an inspiration to his crew.

For his devotion to duty, dogged determination and consistent skill, he is recommended for the award of the Distinguished Flying Cross.

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RIMMER, F/O Arthur (J26841) - **Distinguished Flying Cross** - No.44 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born 22 August 1924; home in Mimico, Ontario; enlisted 25 August 1942 and posted to No.1 Manning Depot. To No.1 BGS, 25 October 1942. To No.1 Composite Training School, 6 March 1943; to No.3 BGS, 17 April 1943; graduated and commissioned 28 May 1943. To "Y" Depot, 11 June 1943; to RAF overseas, 15 June 1943. Promoted Flying Officer, 28 November 1943. Further trained at No.14 OTU, Cottesmore. Repatriated 22 January 1945; to No.1 Air Command, 2 February 1945. To Mountain View, 30 May 1945. To Lachine, 3 June 1945. Invested with award 17 June 1945. To Release Centre, 31 October 1945; retired 1 November 1945. Died in Brampton, Ontario, 2 December 2010.

Flying Officer Rimmer has completed many operational sorties, the majority of which have been against important and highly defended enemy targets. In January 1944 he was mid-upper gunner in an aircraft detailed for an attack on Magdeburg. While en route to the target he sighted a Messerschmitt 109 preparing to attack his aircraft. This attack was frustrated largely owing to his accurate fire and the directions given by this officer to his pilot. Shortly afterwards two more enemy fighters attacked and damaged his aircraft but once again Flying Officer Rimmer's splendid commentary enabled his captain to break off the engagement without sustaining further damage to his aircraft. Throughout his tour Flying Officer Rimmer has maintained a high standard of vigilance, efficiency and courage.

Public Record Office Air 50/186 has the following Combat Reports in which he is mentioned:

4/5 October 1943: Lancaster III, ED611, target Frankfurt. Crew consisted of F/O Wiggin (pilot, possibly Charles Douglas Wiggin, RAF, later DFC and Bar), Sergeant Jones (flight engineer), F/O Russell Hayden Maury (navigator, RAF, later awarded DFC), Sergeant Dicken (WOP/AG, possibly Albert Dicken, later commissioned and awarded DFC), P/O A. Rimmer (mid-upper gunner, RCAF) and Sergeant Watts (rear gunner, trained at No.2 AGS, Dalcross and No.14 OTU, Cottesmore).

Whilst flying at 20,000 feet, course 100 T, time 2150 hours. I.A.S. 150 m.p.h., position being 49-35 North 07-55 East, the rear gunner sighted a Ju.88 on the red quarter level, range 500 yards. The Lancaster did a diving turn to port, both gunners opening fire, the M/U with a two-second burst and the rear gunner with a five second burst. No strikes were observed on the enemy aircraft, which did not return fire, and was last seen diving to starboard.

The enemy aircraft was carrying navigation lights which were extinguished as both gunners opened fire. Monica was not fitted to this aircraft. No special

phenomena was observed during the combat. No damage or casualties was suffered by the Lancaster or crew. No claim is made. Total expenditure - 320 rounds.

22/23 October 1943: Lancaster Z/44, R5669, target Kassel. Crew as above.

Whilst flying at 20,000 feet, course 326, time 2113 hours, I.A.S. 155 mph, position being 5122 North 0928 East, the rear gunner sighted an Me.210 on the port quarter up, range 800 yards. The Lancaster corkscrewed to port and the enemy aircraft was lost to sight for approximately two seconds; he was then seen again by the rear gunner dead astern slightly down at 600 yards. The rear gunner opened fire with a three-second burst; trace was seen to strike the enemy aircraft on the fuselage, who did not return fire. The Lancaster continued to corkscrew and the enemy aircraft was lost to sight on the starboard quarter below. The enemy aircraft is claimed as damaged. Weather - visibility was good, with little cloud below and the enemy aircraft was silhouetted against the fires of the target. Fighter flares were in the vicinity. The enemy aircraft did not carry lights. No damage or casualties were suffered by the Lancaster or crew from the combat. Number of rounds fired, 240. No stoppages. Monica gave no indication before, during or after the attack.

21/22 January 1944: Lancaster JA684, target Magdeburg. Crew as above except that the rear gunner is identified as Warrant Officer George Alexander Wilkie (RCAF, later DFC).

Whilst flying at 21,000 feet, course 293 (M), time 2312 hours, I.A.S. 160 m.p.h., position being target, the M/U sighted an Me.109F on port beam down, range being 500 yards. It came underneath the Lancaster beam down and climbed up to starboard beam out of range and was lost to sight. As first enemy aircraft was lost to sight, another Me.109 was sighted on port quarter up, range 1,000 yards, and as enemy aircraft closed in, the first enemy aircraft that was sighted returned from starboard quarter slightly up and closed in attack, firing on Lancaster, as both gunners opened fire. Rear gunner could only fire with one gun which was a runaway [?], the other three being unserviceable. The M/U turret [Rimmer's] was put out of action by the enemy aircraft's fire after he had fired a short burst. Enemy aircraft came in to within 75 yards and broke away up to port quarter and was not seen again, and as this aircraft was attacking, the second aircraft discontinued his attack, breaking away at 800 yards to starboard quarter down. Visibility very good. Clouds about 5/ to 6/10ths at 12,000 feet. No fighter flares were seen during attack. The enemy aircraft which fired a cannon and daylight camouflage. [word illegible] greenish blue. 1,600 rounds

were fired due to runway gun in rear turret. No lights were carried on enemy aircraft. Damage was caused to Lancaster, but none to crew. Monica Mark 3c was unserviceable throughout trip. Number of rounds fired 1,600. During the attack the Lancaster corkscrewed.

27/28 January 1944: Lancaster ND515, target Berlin. Crew as above except that rear gunner is identified as a F/O Newson (trained at No.4 AGS, Morpeth and No.25 OTU, North Luffenham).

Whilst flying at 20,500 feet, course 131 (N), time 1952 hours, I.A.S. 150 mph, position being 5200 North 0958 East, the WOP reported by Monica, an aircraft catching up; the rear gunner searched and sighted twin-engined unidentified enemy aircraft, climbing towards own aircraft, from the fine port quarter range 400 yards. The Lancaster corkscrewed to port and the rear gunner opened fire with a five-second burst, range 400 yards. This was followed by another five second burst, as the enemy aircraft broke away sharply at approximately 350 yards to astern down. The enemy aircraft did not return fire, no strikes were observed on the enemy aircraft. Visibility was very good with 10/10ths cloud bat 10,000 feet, no moon. Fighter flares (white) were going down on the port side of Lancaster approximately five miles away, no searchlights. The enemy aircraft did not carry lights. No damage or casualties were suffered by the Lancaster or crew. Total rounds fired: 480. No stoppages. Monica picked up the enemy aircraft at approximately 1,000 yards and observed the enemy aircraft's range closing and at 500 yards; the WOP handed over to gunners.

RCAF Press Release No. 8376 dated 18 January 1945 from: George Sinclair reads:

WITH RCAF IN BRITAIN: - A mid-air collision between two Halifax bombers over Nazi territory, with both bombers escaping serious damage and carrying on to attack their target, was described by a Mimico air-gunner now at an RCAF Repatriation Depot on his way home.

Veteran of ten bombings of Berlin, F/O Arthur Rimmer, DFC, claims his most hair-raising experience was that dark night when his Halifax had just crossed the enemy coast and another black hulk suddenly appeared a few feet below his turret. "The rear-gunner and I both screamed to the skipper to climb, but while we were still yelling the other kite drifted closer and its mid-upper turret scraped right along the length of our belly, shearing off our projecting under-blisters," Rimmer declared. "The kite still flew, so we went on to the target." Another night F/O Rimmer won't forget was the time an enemy fighter pumped nine cannon shells into the bomber over Magdeburg. "He knocked out our power

supply to the turret and tore away the plates off a big portion of our wing so that just the spars were left", the air-gunner said. So damaged that the pilot could not maintain control at low speeds, the bomber crashed upon reaching England, but Rimmer was uninjured.

F/O Rimmer is keen to do a tour of operations against Japan after his leave at home.

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RIOME, F/O William Ernest (J26655) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 29 April 1921 in Thorold, Ontario; home there (paper tester). Enlisted in Hamilton, 16 June 1942. To No.1 Manning Depot, 7 July 1942. To No.6 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942; to No.4 AOS, 9 January 1943. Graduated and commissioned 28 May 1943. To "Y" Depot, 11 June 1943; to RAF overseas, 29 June 1943. Promoted Flying Officer, 28 November 1943. Repatriated 15 November 1944. To No.4 BGS, 7 January 1945. To No.4 Release Centre, 17 February 1945. Retired 15 March 1945. Died in Wainwright, Alberta, 5 August 2002, aged 81 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2002. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 13 September 1944 when he had flown 27 sorties (140 hours five minutes), 26 May to 28 August 1944. In a sortie on 27 May (Bourg Leopold) the aircraft was attacked 14 times (two fighters shot down) and on 10 June 1944 two more fighters were destroyed.

Flying Officer Riome, Navigator, has at all times shown a high standard of efficiency in his operational work. His aircraft has been repeatedly attacked by enemy fighters which on one occasion carried out 14 attacks against the aircraft in which he was Navigator. In the face of strong enemy opposition, Flying Officer Riome showed himself to be a cool, confident and capable Navigator.

I feel that the outstanding courage with which Flying Officer Riome has carried out his duties fully deserve the award of the Distinguished Flying Cross.

The sortie list was as follows:

- 26 May 1944 - Gardening, Le Havre (4.00)
- 27 May 1944 - Bourg Leopold (5.25, 14 attacks, two shot down)
- 31 May 1944 - Au Fevre (4.55)

5 June 1944 - Houlgate (4.55, D Day)
6 June 1944 - Conde sur Noireau (5.20)
10 June 1944 - Versailles (6.05, two fighters shot down)
12 June 1944 - Arras (4.05)
14 June 1944 - Cambrai (5.00)
15 June 1944 - Boulogne (3.55)
17 June 1944 - Oisemont (4.20)
4 July 1944 - Villeneuve St. George (6.15)
6 July 1944 - Siraccourt (4.10, day)
12 July 1944 - Bremont (4.00)
14 July 1944 - Anderbelck (3.45)
18 July 1944 - Caen (5.00, day)
18 July 1944 - Wesseling (5.50)
20 July 1944 - Anderbelck (3.10, day)
25 July 1944 - Stuttgart (9.15)
5 August 1944 - St. Leu d'Esserent (5.25, day)
7 August 1944 - Caen (5.00)
8 August 1944 - Gardening Brest (5.10)
12 August 1944 - Brunswick (5.50, two fighters shot down)
15 August 1944 - Tassily (4.25)
16 August 1944 - Kiel (4.55)
17 August 1944 - La Rochelle (6.55)
18 August 1944 - Connantre (7.10)
28 August 1944 - Brest (4.35)

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RIOUX, LAC Lucide (R99315) - **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 29 January 1922 in Grand Falls, New Brunswick; home there; enlisted in Moncton, 26 May 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To Technical Training School, 6 June 1941. Promoted AC1, date uncertain. To "Y" Depot, 30 October 1941; to RAF overseas, 11 November 1941. Promoted LAC, 1 April 1942. Repatriated 15 January 1945; released 5 April 1945. Authored a history of early motoring in New Brunswick. Died in Fredericton, 18 November 2015.

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RIPLEY, F/O Harold Edward (J25891) - **Commended for Valuable Services in the Air** - No.9 AOS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6

July 1945. Born in Edmonton, 17 January 1914. Worked for Alberta Wheat Pool from 1938 onwards. Enlisted in Edmonton, 13 April 1942. Granted Leave Without Pay until 3 May 1942 when posted to No.3 Manning Depot. To No.7 SFTS (guard duty), 22 June 1942. To No.4 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.6 EFTS until 7 November 1942; may have graduated 1 January 1943 but not posted to No.4 SFTS until 9 January 1943; graduated and commissioned 30 April 1943. To No.1 Flying Instructor School, 14 May 1943. To No.9 SFTS, 9 July 1943. To No.9 AOS, 31 August 1943. Promoted Flying Officer, 30 October 1943. Promoted Flight Lieutenant, 1 February 1945. To No.2 SFTS, 7 April 1945. To Trenton, 29 April 1945. To No.8 Release Centre, 20 March 1946. Retired 13 April 1946 and returned to Alberta Wheat Pool and grain buyer and manager. Certificate and insignia sent to him at Station Trenton, 5 July 1945. Died in Foothills Hospital, Calgary, 16 July 2002 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2002.

This officer, responsible for the advanced instruction of staff pilots, has been greatly responsible for the high standard maintained on his unit. He has continued to display keenness, efficiency and great devotion to duty, setting a splendid example to all who have served with him.

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RIPLEY, G/C Robert Campbell (C189) - **Officer, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946. Born in Lethbridge, Alberta, 1913. Enlisted at Camp Borden, 30 August 1935. As of March 1941 he was at No.3 BGS. Promoted Wing Commander, 15 June 1941. To Eastern Air Command Headquarters, 10 February 1942. To Mountain View, 17 April 1943. Promoted Group Captain, 1 May 1943. An air armament specialist during the war; became Director of Air Operations at AFHQ in Ottawa, 17 June 1944. Attached to U.S. Forces via Washington, 29 March 1945. Returned to AFHQ, 26 August 1945. On RCAF Postwar Planning Committee and in December 1945 was appointed Director of Selection and Manning, AFHQ. In January 1948 he was named assistant to the Chief of the Air Staff. Promoted Air Commodore, 1 August 1948. On 2 August 1951 appointed Air Officer Commanding, Air Transport Command. Promoted Air Vice-Marshal, 1 September 1952. Awarded Queen's Coronation Medal, 23 October 1953. Transferred to NATO, December 1953. Returned to Canada in late 1956 to become Air Officer Commanding, Air Materiel Command. Killed in the crash of a Mitchell, 1 March 1957. OBE presented by Governor General, 10 December 1947.

This officer has shown outstanding ability as Director of Operations with Air Member for Air Staff Division. He has had considerable experience at Royal Canadian Air Force stations in Canada and overseas with Service Flying Training School, Sealand, and Bombing and Gunnery Stormy Down or Porthcawl, Wales,

London, also temporary duty over all Labrador and Newfoundland. He has served with the Royal Canadian Air Force since 1938 [sic] and has had a well rounded service career. He is the Royal Canadian Air Force representative on the joint Royal Canadian Navy-Royal Canadian Air Force Anti-Submarine Warfare Committee and has displayed a high degree of initiative and forethought in connection with operations on the East Coast, particularly with regard to the submarine menace. He has shown an active interest and vital concern in the seriousness of submarine warfare and has been untiring in his efforts to combat this danger and instrumental in calling together anti-submarine meetings which have been productive of excellent results. His strenuous efforts in this respect have involved work of a highly trying character and hours of work beyond the ordinary course of duty.

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RIRIE, WO (now P/O) Arnold Lawrence (R202642/J94521) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 4 March 1922 at Magrath, Alberta; home there (farmer); enlisted in Calgary, 14 November 1942. To No.3 Manning Depot, 4 February 1943. To No.2 FIS, 22 March 1943. To No.2 Pre-Aircrew Education Detachment, 14 April 1943. To No.2 Advanced Ground Gunnery Training School, 9 July 1943. To No.3 BGS, 4 September 1943; graduated 15 October 1943 and promoted Sergeant. To "Y" Depot, 29 October 1943. Commissioned 29 March 1945. Repatriated 8 June 1945. Released 17 September 1945. Award sent by registered mail, 30 December 1949. Died 20 May 2009 in Magrath, Alberta. 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 23 March 1945 when he had flown 44 sorties (221 hours 45 minutes), 22 May 1944 to 14 March 1945.

22 May 1944 - Le Mans (5.40)
24 May 1944 - Aachen (4.30)
26 May 1944 - GARDENING (3.50)
27 May 1944 - Bourg Leopold (4.45)
31 May 1944 - Au Fevre (4.05)
6 June 1944 - Conde sur Moireaux (4.45)
7 June 1944 - Lorient (5.55)
9 June 1944 - Le Mans (5.45)
12 June 1944 - Arras (4.30)
21 June 1944 - Oisemont Neuville au Bois (5.30)
24 June 1944 - Bonnetot (4.30)

25 June 1944 - Gorenflos (4.25)
27 June 1944 - Wizernes (3.50)
4 July 1944 - Villeneuve St.Georges (5.55)
6 July 1944 - Siracourt (4.25)
8 July 1944 - Lorient (6.20)
12 July 1944 - Bremont (4.15)
7 August 1944 - Caen area (2.40)
14 August 1944 - Potigny (2.40)
15 August 1944 - Volkel (3.10)
18 August 1944 - Bremen (4.05)
25 August 1944 - Russelsheim (7.10)
26 August 1944 - Kiel (5.45)
12 September 1944 - Wanne Eickel (3.15)
13 September 1944 - Gelsenkirchen (3.15)
15 September 1944 - Kiel (5.15)
5 October 1944 - Saarbrucken (5.05)
14 October 1944 - Duisburg (3.25)
25 October 1944 - Hamburg (3.25)
2 November 1944 - Dusseldorf (5.30)
12 December 1944 - Essen (4.25)
17 December 1944 - Ulm (6.05)
28 December 1944 - Bonn (4.10)
2 January 1945 - Nuremburg (6.40)
5 January 1945 - Royan (4.55)
14 January 1945 - Saarbrucken (4.30)
3 February 1945 - Bottrop (4.30)
8 February 1945 - Politz (8.05)
23 February 1945 - Pforsheim (6.25)
1 March 1945 - Mannheim (5.00)
5 March 1945 - Chemnitz (8.10)
7 March 1945 - Dessau (7.55)
8 March 1945 - Hamburg (5.30)
14 March 1945 - Zweibrucken (5.00)

Warrant Officer Ririe is an experienced and capable Air Gunner, having participated in attacks on such heavily defended enemy targets as Kiel, Duisburg, Hamburg and Nuremburg. His capabilities, keenness and extreme devotion to duty have, in no small way, contributed much to the successes attained by his crew. He has proven himself an asset, not only to this squadron, but to the service as a whole.

Public Record Office Air 50/248 has a Combat Report for 15 September 1944 bearing on his career. Target was Kiel, Lancaster II, V/405, AD855, time 0103 hours, 18,500 feet, bearing 178 True, position 54.35N 10.05E. Weather was 4/10 cloud below, visibility good. Pilot was F/O H.A. Hannah, Rear Gunner was Flight Sergeant H.E. Perins (trained at No.24 OTU and No.1659 CU), Mid-Upper Gunner was Flight Sergeant A.L. Ririe. Enemy sighted at 300 yards, position port quarter against light sky; spotted by Rear Gunner. Identified as Me.109. Approached from port quarter above; direction of breakaway not known. Bomber made corkscrew to port. Rear Gunner fired 160 rounds at 300 yards. Narrative as follows:

The fighter first sighted by the rear gunner and later by the mid-upper gunner who identified it as an Me.109.

The rear gunner instructed the pilot to corkscrew port immediately and opened fire at the same time with one burst of 160 rounds from four guns, after which the fighter disappeared from his sight and was not seen again.

Breakaway was not seen and no visible damage was sustained by the enemy who did not open fire.

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RITCH, P/O James Gerald (J86868) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 25 October 1922 in Toronto; home there (sales clerk); enlisted there 21 October 1942. To No.1 Manning Depot, 9 January 1943; to No.20 EFTS, 24 February 1943 (non-flying duty); to No.18 Pre-Aircrew Education Unit, 18 April 1943; to No.1 Air Gunner Ground Training School, 14 May 1943 to No.9 BGS, 24 June 1943; graduated 6 August 1943 and promoted Sergeant. To "Y" Depot, Halifax, 10 August 1943; struck off strength to United Kingdom, 25 August 1943. Commissioned 15 May 1944. Repatriated to Canada 9 November 1944. Promoted Flying Officer, 15 November 1944. To No.4 BGS, 14 December 1944. To No.4 Release Centre, 5 February 1945. Retired 11 February 1945. Died in Barrie, Ontario, 1 September 2010. Invested with award 22 June 1949.

Throughout an operational tour of outstanding merit, Pilot Officer Ritch has at all times displayed a fine fighting spirit, endurance and devotion to duty. During a sortie in May 1944, his aircraft was attacked by a Messerschmitt 410. Largely owing to his skill in handling his guns, his aircraft escaped damage. Another time in May 1944, when on a mission to Aubigny, he successfully delivered several bursts at a Messerschmitt 109 which was hit and damaged.

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RITCHIE, W/C Donald Frederick (C2051) - **Member, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Administrative Officer. Home in Aylmer, Quebec; enlisted in Ottawa 22 May 1940. Initially served in AFHQ, Ottawa. Attained Squadron Leader rank, 1 November 1942. To "Y" Depot, Halifax, 15 February 1944. Promoted Wing Commander, 12 September 1944. Repatriated to Canada, 24 November 1945. Released 3 January 1946. Invested with award by Governor General, 10 December 1947. RCAF photo PL-46001 (ex UK-23443 dated 20 September 1945) shows W/C D.F. Ritchie at his office in Knightsbridge with Flight Officer M.A. Spinney, MBE of St. George, New Brunswick (in charge of Administrative Section, RCAF Record Office).

This officer took over the position of Overseas Records Officer a year ago and since his appointment his work has been exceptional. He has a most comprehensive grasp of the intricate workings of his Branch. Apart from being an efficient organizer, his planning for the heavy commitments which he expected after VE Day has proven very sound. Under exceedingly high pressure he has been producing excellent results and has been commended by other Directorates for his complete co-operation and zeal in the performance of his duties.

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RITCHIE, LAC Francis Bruce (R123063) - **Mention in Despatches** - No.408 Squadron (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Armament Trade. Born 4 July 1920. Home in Toronto; enlisted there 1 August 1941. Posted to No.8 SFTS, 28 August 1941. To Air Armament School, 9 October 1941. To No.3 BGS, 17 November 1941. To "Y" Depot, 11 February 1942; taken on strength of RAF overseas, 27 February 1942. Promoted Corporal, 1 January 1943. Promoted Sergeant, 1 January 1946. Repatriated at uncertain date; released 27 July 1946. No citation in AFRO, but DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 31 July 1944; enlisted 1 August 1941; served six months in Canada, 26 months in UK.

This airman has put in many arduous hours in bombing and de-bombing aircraft, under conditions which in many cases were of an extremely trying nature. he has at all times shown an exceptional tenacity of purpose on one of the least glamorous of ground trades.

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RITCHIE, Sergeant Gordon John McDowell (R211243, later J87786) - **Distinguished Flying Medal** - No.429 Squadron - Award effective 13 July 1944 as per **London Gazette** dated 21 July and AFRO 2160/44 dated 6 October 1944. Originally published as a DFC citation in AFRO 2052/44, cancelled by AFRO 2101/44 and then corrected. Born 6 December 1923 in Montreal (obituary notice); home there (stock keeper); enlisted there 16 December 1942. To No.1 Air Gunner Ground Training School, 14 May 1943. To No.9 BGS, 26 May 1943; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, Halifax, 20 August 1943. To UK, 25 August 1943. Commissioned 8 July 1944. Invested with award by the King, 11 August 1944. Repatriated 28 October 1944. To No.9 AOS, 1 December 1944. To Mountain View, 12 December 1944. To No.2 Release Centre, 24 February 1945. Released 1 March 1945. Subsequently worked 36 years for Imperial Oil Ltd. of which 26 were with the Montreal Pipe Line. After retirement from Imperial he then worked for the Montreal Board of Trade for six years as manager of sales. In 1990 he decided to move to Lotus land from Montreal to escape the winters and start a new chapter in our lives. Gordon's last 20 years were enjoyed in the lower mainland and throughout British Columbia. Died in Abbotsford, British Columbia, 15 January 2010. Cited with Sergeant Gilbert E.J. Steere (RAF, awarded CGM) and Sergeant John Mangione (RCAF, awarded DFM, which see for citation). RCAF photo PL-31919 (ex-UK14054 dated 18 August 1944) is captioned as follows: "Flight Sergeant Gordon Ritchie, DFM of Montreal, Bison Squadron rear gunner, demonstrates to his mid-upper gunner, Flight Sergeant P.D. Bluethner of Toronto how an Me.40 attacked before falling to their guns. With other RCAF Bomber Group planes they were on their way back from attacking Brunswick when the Nazi struck. They opened fire, the Jerry burst into flames and then exploded 'on the deck'. Flight Sergeant Ritchie was invested with the Distinguished Flying Medal by the King two days before this raid." Photos PL-32403 and PL-34009 also show him.

The following recorded by The Memory Project:

My name is Gordon Ritchie and I was born in Montreal, though I now live in British Columbia. I was in World War II in Bomber Command. I was a tail gunner on 429 Bison Squadron of the Royal Canadian Air Force.

We were flying Halifax bombers. And I completed a tour of operations of thirty-four missions. We did most of the deep penetration targets into Germany. For example, Leipzig, we lost seventy-eight aircraft that night - that was my first trip. And we did Berlin - another seventy-three aircraft lost. I went twice to Stuttgart, and Frankfurt, Essen, Dusseldorf, Hamburg, etcetera. These were all the deep penetration trips into Germany, and with the coming of D-Day, our bombing operations were switched to railway yards and marshalling yards. And on the

night of June 7th/8th, we were briefed to attack a marshalling yard at Acheres in France. As we crossed the coast of France at Dieppe, we were hit by anti-aircraft fire. Our pilot, Squadron Leader W. B. Anderson, DFC, from Winnipeg, was mortally wounded and gave our crew the order to bail out, as our aircraft went into a dive.

The navigator, bomb aimer and wireless operator bailed out over France. The flight engineer, Sergeant Gilbert Steer, managed to remove our pilot from his position and straighten the aircraft. The mid-upper gunner and myself - I was a tail gunner - we came forward to lend whatever help we could. We administered morphine to our pilot, and began the ordeal of carrying him back to the escape hatch at the rear of the aircraft, where we attached his parachute D ring to the static line - that's a length of strapping approximately thirty or forty feet long - to the aircraft. And then we attached the other end to his D-ring, as he was not able to pull his own ripcord on the parachute. And we slid him out the end... out of the rear exit. When the static line reached its length, it deployed his parachute. He subsequently died from his wounds.

Following the exiting of our pilot, the remainder of our crew parachuted to safety. I landed in a minefield in Oxfordshire. Just incidentally, the three chaps that bailed out over France, two were Prisoners of War from June 7th/8th, '44, until the end of the war in May, '45. Our navigator, the third member, walked back with the help of the French underground, and was back in England within six weeks of his bailout.

A few weeks following this operation, we were informed that the flight engineer, Sergeant Gilbert Steer, was awarded the Conspicuous Gallantry medal, and the mid-upper gunner, John Mangione from Ottawa, and myself, were awarded the Distinguished Flying Medal.

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RITCHIE, G/C Gordon Muir (C2039) - **Mention in Despatches** - EAC Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Works and Buildings Officer. Home in Winnipeg; enlisted there, 15 May 1940. To No.2 Training Command, 5 June 1940; confirmed as Flight Lieutenant, 15 September 1941. Promoted Squadron Leader, 15 May 1942. Promoted Wing Commander, 15 December 1942. To Eastern Air Command, 1 November 1943. Promoted Group Captain, 1 June 1944. Retired 5 November 1945. Certificate and emblem sent to Eastern Air Command Headquarters, 27 June 1945.

Group Captain Ritchie has been employed in this Command as Staff Officer Construction Engineering for the past sixteen months. During this period he was responsible for a large volume of new construction at northern isolated bases. This difficult work was always carried out with the utmost despatch due to his keen, unflagging personal interest. During the same period this branch has been faced with an increasing volume of aerodrome maintenance as well as increasingly difficult maintenance of temporary accommodation. He has developed an organization of outstanding merit, rendering excellent service to Eastern Air Command and the Royal Canadian Air Force as a whole.

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RITCHIE, F/O, James (C7940) - **Mention in Despatches** - No.600 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Glasgow, Scotland, 15 May 1911; home in Outremont, Quebec. Formerly in Victoria Rifles of Canada. Enlisted in Montreal, 25 April 1941 as Radio Mechanic. To No.4A Manning Depot, 5 May 1941. To McGill University to train as Radar Officer, 31 May 1941. Commissioned 6 September 1941. To RAF overseas, 2 October 1941. Promoted Flying Officer, 3 March 1942; promoted Flight Lieutenant, 6 April 1944. Repatriated 8 April 1945. To No.1 Air Command, 17 April 1945. To No.5 Radio School, 19 May 1945. To Moncton, 19 June 1945. To Torbay, 26 June 1945. To No.2 Release Centre, 30 July 1945. Final date of release uncertain. Died in Belleville, Ontario, 15 March 2004.

RITCHIE, F/O James (C7940) - **Distinguished Flying Cross** - No.600 Squadron - Award effective 15 May 1944 as per **London Gazette** dated 23 May 1944 and AFRO 1380/44 dated 30 June 1944. Award sent by registered mail.

This officer is of non-aircrew category but has shown himself competent to fly as observer and has always availed himself of every opportunity of flying. As a member of an operational aircrew he has participated in the destruction of four enemy aircraft, two of which were destroyed on the same night. Flying Officer Ritchie has always shown outstanding courage and coolness.

Public Record Office Air 50/164 has several Combat Reports detailing his actions with three different pilots, as follows:

11/12 July 1943 - Beaufighter Mark VIF V8576 (R/600), AI Mark IV, S/L A.W. Horne, AFC and F/O J. Ritchie, 0230 hours to 0535 hours. From Luqa aerodrome. Nil cloud, visibility good, general weather fine. Duty was Patrol Line "B" at 11,000 feet.

0300, 11,000 feet - In position on patrol line, then on "A" line and told to call Blackbeer who had difficulty in establishing Beaufighter's position. Put on patrol on N and S vectors with Blackbeer - due south to Syracuse. Flares seen dropping off shore - no information available from Sweetheart or Blackburn. Decreased height to 8,000 feet and orbited flak. Two fleeting contacts, then a visual on unidentified aircraft passing overhead head-on. Followed up on line of flares. Obtained contact dead ahead at 5,000 feet height and eventually a visual against the dawn light at 3,000 feet range. Enemy aircraft passed over ships anchored and turned inland. Beaufighter closed to 250 yards. Identified enemy aircraft as He.111 - opened fire at 250 yards range - deflection shot on aircraft turning to port - port wing exploded and enemy aircraft spiral dived steeply and crashed 10 miles S.W of Syracuse at 04.40 hours. Seen burning on the ground and explode.

One He.111 destroyed.

A further summary of the above action described A.I. performance as "good". Fleeting contacts with aircraft at 11,000 feet, 7,000 feet and 8,000 feet, "only momentary and were lost in a matter of seconds." Fourth contact, 8,000 feet, gained at maximum range, was assumed to have been the third contact.

29/30 January 1944 - Beaufighter Mark VIF V8388 (Y/600), AI Mark IV, F/L R.W. Hilken, DFC and F/O J. Ritchie, 1703 hours to 1935 hours. Aerodrome not stated. Nil cloud, visibility good, general weather fine. Duty was defensive patrol. The "long range tanks" mentioned were likely glider bombs.

1720 hours, 11,000 feet off Anzio - Taken over by G.C.I. "Project". Vectored 330 then given southerly vector on to three aircraft reported 15 miles away approaching from north. Told to climb to 13,000 feet.

1755 hours, 13,000 feet, Anzio area - Visual and contact obtained simultaneously at 12,000 feet range on four Do.217s dead ahead flying in a southerly direction at 13,000 feet. Closed in. Decided to attack aircraft second from right. Starboard enemy aircraft then turned off to starboard and at same time target aircraft opened fire from approximately 2,000 feet range. The three enemy aircraft next turned port and outside port aircraft dived steeply away. The outer starboard enemy aircraft which had previously turned away had now turned on to Beaufighter's tail. The remaining two Do.217s followed each other round in a defensive circle and firing at Beaufighter from 1,000 feet range, without however receiving strikes. Dorniers then dived down to the beaches and visual and contact were lost.

1759 hours, 6,500 feet, northwest of Anzio - Immediately after, visual and simultaneous contact were obtained on aircraft identified as Do.217 at 6,000 feet range above and dead ahead flying on a northerly course. Climbed to 9,000 feet and closed in, experiencing return fire. From 500 feet dead astern fired four bursts on enemy aircraft now turning and diving to starboard. Strikes were observed on fuselage and starboard wing. [1805, 6,000 feet, 20 miles north of Anzio]. Enemy aircraft turned violently to starboard, almost on its back and dived steeply. Contact rapidly disappeared - "Project" could give no further reply.

One Do.217 damaged

1807 hours, 10,000 feet, 15 miles north-northwest of Anzio - "Project" gave vector 030 and at same time contact was obtained followed immediately by visual on aircraft to port and above identified as Do.217. Closed at 300 IAS and attacked from starboard and below, firing a one-second burst followed by a two-second burst - range closed from 400 feet. Strikes were seen on top of fuselage and on port wing. Port wing was seen to crumple up, section outboard of engine at right angles. Another one-second burst was fired from 100 yards dead astern resulting in strikes on fuselage. Enemy aircraft turned violently to starboard and dived to the ground where it exploded with a blinding flash. [1810 hours, 6,000 feet, two miles south of Tiber mouth]

One Do.217 destroyed

Dorniers were fitted with what looked like long range tanks.

Total claim: - one Do.217 destroyed, one Do.217 damaged

PART B

- NA. G.C.I. "Project" (AMES 887)
- NB. (i) 1720.
(ii) - 1759 - 1807
(iii) 1755 - 1805 - 1810
- NC. Four Do.217s at 13,000 feet dead ahead.
Do.217 at 11,000 feet above and dead ahead.

- Do.217 at 12,000 feet - port and above
- ND. 13,000 feet - 6,500 feet - 10,000 feet
- NE. (i) Original vectors by G.C.I. very good. On each occasion visual obtained simultaneously with contact.
- (ii) Echo appeared out of ground return. **First contact**, four aircraft to port, level, came in from maximum range. Signal noise ratio 3:1. D/F ratio 3:2. **Second contact**. Above dead ahead at maximum range. Signal noise ratio 3:1; D/F ratio 2:1 **Third contact**. Port and above at maximum range. Signal noise ratio 3:1; D/F ratio 3:1. Visuals obtained practically simultaneously in all cases.
- NF. **Second contact** - From 500 feet dead astern opened fire on target diving to starboard, firing four short bursts closing in.
- Third contact** - Attacked from starboard and below firing two bursts closing from 400 feet. Port wing of enemy aircraft crumpled and final burst was fired from 100 yards dead astern
- NG. **Second contact**: one Do.217 damaged.
Third contact: one Do.217 destroyed
- NH. (i) Good.
(ii) Used
(iii) Mark IV Good.
(iv) (H) Lago at 40 miles range, signal noise ratio 2:1 - (I) Gaudo at 50 miles range. Signal noise ratio 2:1. - (K) Project not determined, signal noise ratio 2:1.
- NJ. Not Applicable
- NK. 600 x 20 mm, 2,160 x .303.
- NL. New moon, starlight, clear in west, hazy in east, no cloud

Appended to the above was a letter from Intelligence Officer, No.600 Squadron to Intelligence Officers of several formations dated 31 January 1944, reading in part:

Operational Report for 29/30 January 1944

Amendment to Para (C)

A.M.E.S. No.871 located Anzio Area now confirms that Do.217 claimed as destroyed by China 44 at 1805 hours on 29th January 1944 was destroyed.

Final claim is therefore amended to:-

Two (2) Do.217s destroyed.

6 February 1944 - Beaufighter Mark VIF V8754 (V/600), AI. Mark IV, F/L R.W. Hilken, DFC and F/O J. Ritchie, 0303 hours to 0515 hours. Took off from Marcianise. Nil cloud, visibility excellent, general weather fine. Duty was defensive patrol.

0320 hours, 10,000 feet, south of Gaeta - Told by Sector "Grubsteak" bandits approaching Anzio area, G.C.I. then busy. Told to keep 10 miles off coast and to make for point 10 miles west of Anzio.

0345 hours, 12,000 feet, 10 miles north of Anzio - Taken over by G.C.I. "Project" and given northerly vector on to bogey four miles away flying north and told to investigate with caution. Vectored 030. Range of bogey then said to be 1,000 yards but no contact made.

0400 hours, 11,000 feet, 10 miles north of Rome - On vector 040 Beaufighter now flying at 300 IAS, contact obtained 10-15 starboard and 5-10 below at maximum range. Beaufighter lost 1,000 feet in closing range.

0404 hours, 9,000 feet, 20 miles north of Rome - Visual obtained at 2,500 feet range dead ahead and slightly above. Enemy aircraft not taking evasive action. Close to slightly below identifying enemy aircraft as Do.217. Converging from starboard from 200 yards dead astern, fired a one-second burst. Strikes observed on starboard engine nacelle and starboard side of fuselage. Starboard engine immediately burst into flames; enemy aircraft turned gently to port losing height, then gradually turned starboard and went down steeply and was seen still burning on the ground 5-10 minutes later. [0405 hours, 9,000 feet, 30 miles north of Rome].

Claim:- one Do.217 destroyed.

PART B

- NA. G.C.I. "Project" (AMES 887), F/L Wolfe
- NB. (i) 03.45 hours
(ii) 04.00 hours
(iii) 04.05 hours
- NC. Do.217, 9,000 feet dead ahead and slightly above
- ND. 11,000 feet
- NE. (i) G.C.I. vectoring very good. A.I. very good.

(ii) Echo appeared out of ground return. Contact 10-15 starboard and 5-10 below at maximum range. Signal noise ratio 2:1; D/F ratio 3:2. Lost height and approached from below. Enemy aircraft did not appear to be taking evasive action.
- NF. Enemy aircraft flying straight and level at 220 IAS approximate. Climbed and converged from starboard side, firing one-second burst from 200 yards astern.
- NG. One Do.217 destroyed.
- NH. (i) Good.
(ii) Used "Cockerel" and "Canary" O.K.
(iii) Mark IV excellent.
(iv) (H) Lago at 50 miles range. (I) Marcianise at 30 miles range. Signal noise ratio 2:1.
- NJ. Not Applicable
- NK. 80 x 20 mm, 240 x .303.
- NL. (i) 3.4 moon setting
(ii) Clear, starlight.
(iii) Nil.

17/18 March 1944 - Beaufighter Mark VIF V8700 (F/600), AI. Mark IV, W/C L.H. Styles DFC and F/O J. Ritchie, 1830 hours to 2210 hours. Took off from Marcianise. Cloud was 8/10 strato-cumulus, 6-8000 feet, visibility good, general conditions of starlight, no moon, some haze. Duty was defensive patrol of Anzio beach-head area.:

1900 hours, height 10,000 feet, Anzio area - Taken over by GCI "Project" (AMES 887).

1915 hours, ditto - A.I. jamming began.

1920 hours, ditto - Taken over by GCI "Gonat" (AMES 14027)

2000 hours, 10,000 feet, Tiber mouth area - Given vector on to target approaching from North at 8,000 feet. Decreased height to 8,000 feet. Obtained contact at maximum range, slightly to starboard and above, but on approaching Anzio target dived and contact was lost. Immediately another aircraft blip appeared on the tube and pilot was told that a Dudley aircraft was chasing the target. Contact was then obtained on what appeared to be a small patch of "window". Beaufighter was then vectored North by "Gonat" who said another target was approaching from the North, again at 8,000 feet and travelling at 220 IAS.

2030 hours, 8,000 feet, Anzio Beachhead - Contact was obtained at maximum range slightly to port on same level. A long chase ensued, target jinking and orbiting and varying height from 6,000 to 10,000 feet. Finally closed to 800 feet, obtained visual on aircraft identified as Ju.88 to port and slightly above approaching flak area. From 600 feet dead astern fired a two-second burst setting enemy aircraft's port engine on fire, followed by a second short burst from 400 feet astern and above which resulted in enemy aircraft breaking up and flaming pieces falling away. [2050 hours] Enemy aircraft then fell steeply through cloud and a brilliant explosion was seen on the ground. One Ju.88 is claimed as destroyed. Result confirmed by "Grubstake" (Sector Anzio) and "Virtue" (AMES 871).

2100-2130 hours, 10,000 feet, Tiber mouth and Rome area - "Gonat" gave vector on to bandit flying South then turning North, but when Beaufighter still at 12 miles range of target was called off to be given vector on to another target 1 ½ miles away. No contact was obtained and "Gonat" could give no further help.

Claim:- one Ju.88 destroyed.

PART B

- NA. G.C.I. "Gonat" (AMES 14027)
- NB. (1) 1920 hours
(2) 2030 hours
(3) 2050 hours
- NC. Ju.88, 8,000 feet, to port and slightly above
- ND. 8,000 feet
- NE. (i) G.C.I. and A.I both very good.

(ii) Echo appeared out of ground return. Contact at maximum range slightly to port at same level (8,000 feet). Signal/Noise ratio 2:1 slightly to port. Enemy aircraft jinking and orbitting and changing height between 6,000 and 10,000 feet. No tendency to overshoot or lack of speed.
- NF. Attack from 600 feet, astern and slightly above. Fired a two-second burst followed by a short burst from 400 feet astern.
- NG. One Ju.88 destroyed.
- NH. (i) N.E.P. very good. No interference.
(ii) I.F.F. Mark IIIC used. "Cockerel" and "Canary" both good.
(iii) A.I. very good.
- (iv) A (Anzio) at 35 miles range. Signal/Noise ratio 2:1.
A (Marcianise) at 35 miles range. Signal/Noise ratio 2:1.
- NJ. Not Applicable
- NK. 50 x 20 mm, 240 x .303.
- NL. (i) No moon
(ii) Starlight, some haze.
(iii) 8/10 strato-cumulus, 6,000 to 8,000 feet.

Further to the above, the following excerpts from the Operational Record Book of No.600

Squadron bear upon his career:

27 January 1944:

Aircraft V8574 F/L E.R. Hakim (P) and F/O Ritchie (R/Nav) took off from GAUDO for GCI "MATURE" (AMES 15051) vectored on bogey at 1915 hours which proved to be friendly.

29 January 1944:

Total operational flying overnight was four patrols from GAUDO and five from Lago. 30 hours 5 minutes. Enemy activity was encountered at dusk. F/L R.W. Hilken (P) and F/O J. Ritchie (C) (R/Nav) obtained contact and visual on four Do.217 flying in formation. Contact and visual lost when enemy aircraft peeled off and dived into beaches. Visual regained on Do.217 at 7.19 [sic] and at 18:05 hours. When north of Anzio after four bursts from dead astern, strikes were seen on the fuselage and starboard wing. Enemy aircraft turned almost on its back and dived down steeply. Contact rapidly disappearing. Visual was not regained. Enemy aircraft claimed as damaged. This has since been confirmed by AMES 871 as destroyed. Another contact was obtained which was identified as a Do.217 and it was destroyed at 1810 hours south of Tiber mouth.

6 February 1944:

F/O Hilkin (P) and F/O Ritchie (R/Nav) on defensive patrol from Marcinaise for GCO "PROJECT" told bandits approaching Anzio at 03:20 hours. GCI busy and told to make for point ten miles west of Anzio 03:45 vectored by "PROJECT" obtained contact. Closed and visual obtained at 2,500 feet - closed further, identified two Do.217s, fired second burst 200 yards, enemy aircraft starboard engine caught fire and turned gently to port losing altitude to starboard. It went down steeply. This was 04:15, 30 miles north of Rome. It was seen burning on the ground 5-10 minutes later.

12 February 1944:

The detachment at TORELLA ceased to operate, and all personnel returned to the unit making the squadron complete on one aerodrome for the first time for a considerable period. Work on the campsite continued to be retarded owing to the weather. Patrols were from dusk, and some enemy activity was encountered

over Anzo at 18:15 hours. F/L Hilkin (P) with F/O Ritchie (R/Nav) obtained three brief contacts; one with silenced radar, two with contact - targets passing well below; the third was made simply visual slightly above crossing point to starboard.

13 February 1944:

F/L Hilkin with F/O Ritchie D/F-ed the source of the interference after the raid was over, pinpointing its source east of Rome, adjacent to Rocca di Papa.

9 March 1944:

Strong AI interference was again experienced and DF-ing by W/C L.H. Styles, DFC (P) and F/O Ritchie (R/Nav) again located its source at Rocca di Papa SE of Rome.

15 March 1944:

W/C Styles DFC (P) and F.O Ritchie (R/Nav) patrolled 02:55 to 06:20 from Marcaise for GCI's VIRTUE, GONAT and DRAMA without incident.

17 March 1944:

The usual patrols were flown from 18:30 hours for defence of 6 Corps and Fifth Army forward areas from GCI's GONAT, PROJECT, WALLSIZE and FLAMETREE. Enemy activity encountered over Anzi beach area from 20:00 hours.

One Ju.88 was destroyed at 20:50 hours in Anzio area by W/C Styles DFC (P) with F/O Ritchie (R/Nav). Bandits appeared to come singly at 10,000 feet at 220 indicated air speed. Patches of window were experienced and AI jamming was strong, particularly in the Rome area. GCI co-ops were carried out with GCI FLAMETREE.

20 March 1944:

Eight patrols were flown at 20:00 hours. F/O Ritchie, the squadron radar officer and five radar mechanics were flown on detachment to Algiers for a conversion course on Mark VIII AI.

8 April 1944:

F/L Hilkin (P) and F/O Ritchie (R/Nav) patrolled from Marcinaise for GCI "PROJECT";, picked up two bogeys but no contact resulted. Then free-lance

without incident.

14 April 1944:

The Beaufighter was at 6,500 feet. The Beaufighter turned on to reciprocal. The target contact was not retained. One of these aircraft has been identified as a Do.217. Attempted interception took place in 10/10 cloud with base varying from 2,50 to 6,000 feet and with an electrical storm the weather remained bad. No further activity.

1 May 1944:

W/C Styles DFC (P) with F/O Ritchie (R/Nav) 20:00-23:30 hours patrolled from Marcinaise for GCI PROJECT without incident. Fired at a convoy at 22:10.

He further described his career in a letter to R.F. Linden dated 5 February 1994, which began by referring to an article, "Radar - Canada's Hidden History" in Volume 17 No.4, Winter 1993 edition of a magazine not identified.

As a graduate of the program outlined in the article, perhaps my experience in the night fighting part of the many uses of Radar may be of interest.

I was most fortunate to be commissioned on graduating from the McGill University course in Montreal, and proceeded to the U.K. for information on the actual equipment involved. The next 3 ½ years with Fighter Command of the RAF as an AI (Air Interception) Officer proved to be most interesting. It involved service in England, North Africa, Malta, Sicily and Italy.

After a year of service in the U.K. with night fighter squadrons, I was given the opportunity to join No.600 Squadron RAF which had been selected to provide night cover for the invasion of North Africa, with Algiers as the first target. Subsequently the squadron fulfilled the same role for the invasions of Sicily and Italy, with well over 100 enemy aircraft destroyed.

The ground crew of the squadron consisted largely of regular RAF personnel, with 10 to 12 Canadians forming about half of the AI Section under my jurisdiction. Air crew was a very international mix, which changed quite frequently as they were subject to operational tours of duty. In the 2 ½ years I spent with the squadron there were English, Scotch, Irish, Canadian, American, Australian, New Zealanders, South Africans and Polish and Czechoslovakians who had escaped from their

native countries ahead of the enemy advance.

Personally, with support of my Commanding Officers, I did some operational flying on experimental flights in England and was awarded an honorary air crew badge. I filled in as air crew occasionally, and was Mentioned in Despatches for the Sicilian operation, and awarded a DFC for the Italian campaign.

There were many dedicated people in the night fighting process, from the GCI controller, who started the action to the hand that pulled the trigger to down the enemy aircraft. A lot more awards would have been appropriate.

RCAF Press Release No.2045 dated 14 July 1944, transcribed by Huguette Oates, reads:

WITH THE RCAF IN ITALY: -- On the operations room list of Beaufighter crew flying with RAF night-fighter squadron is the name of 35 years old Flying Officer J. Ritchie, DFC, of Montreal, P.Q. (5234 Hutchinson Street). No pilot's name is coupled with him, neither does he appear on the regular flying roster; but whenever an observer can't make it, Ritchie flies his operation. A ground staff officer, he is also a fully-qualified observer, and has shared in the destruction of five enemy aircraft. Recently, he was awarded the DFC for his "outstanding courage and coolness".

Ritchie joined the RCAF in April 1941 as an AC2, in the radio branch, successfully completed his special course and was commissioned four months later. He was posted to a RAF Havoc night fighter squadron in England and, during the eight months in which he served with the squadron, he took part in 30 operations and was awarded his observer's brevet.

In October 1942, after a month with an Australian Beaufighter squadron, he joined the RAF City of London squadron, and a month later he arrived in North Africa. From Algeria, he went successfully to Tunisia, Malta, Sicily, and eventually set foot on Italian soil, moving northwards with the squadron from airfield to airfield. His first operational success came on July 12, 1943, when he shared in the destruction of a HE-111 over the Sicilian battlefield. He had to wait six months for his next victory which came on the night of January 29th this year at the time when the Beaufighters were patrolling over the Anzio bridgehead.

Intercepting a formation of Do.217s, Ritchie shared in the destruction of two of them, and a week later, again over the Anzio Bridgehead, another Do.217 fell to the Beaufighter in which he was flying. Following these successes, he was

awarded the DFC, and shortly afterwards, on the night of March 17th, he shared in the destruction of a Ju.88 over the Anzio Bridgehead while flying with his commanding officer, Wing Commander L.H. Styles, DFC.

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RITCHIE, WO James Willett (R93698, later J85429) - **Distinguished Flying Cross** - No.467 Squadron - Award effective 3 November 1943 as per **London Gazette** dated 19 November 1943 and AFRO 166/44 dated 28 January 1944. Born in Ottawa, 3 November 1922; home in Edmonton, (clerk); enlisted there, 2 May 1941 as Radio Mechanic and posted to No.1 Manning Depot. To University of Toronto, 23 May 1941. Remustered to aircrew and posted to No.1 Manning Depot, 15 September 1941. To No.6 ITS, 27 October 1941; graduated and promoted LAC, 17 December 1941). To No.12 EFTS, 20 December 1941; ceased training 6 February 1942; to Trenton, 18 February 1942; to No.6 BGS, 28 March 1942; graduated 27 April 1942 and promoted Sergeant). To "Y" Depot, Halifax, 28 April 1942; departed Halifax 31 May 1942. Arrived in UK, 11 June 1942. To No.3 Air Gunnery School, 31 July 1942; to No.19 OTU, 25 August 1942; to No.1654 Conversion Unit, 15 October 1942; promoted Flight Sergeant, 27 October 1942; to Station Swinderby, 3 November 1942; to No.467 Squadron, 28 January 1943. Promoted WO2, 27 April 1943. Promoted WO1, 27 October 1943. Commissioned with effect from 17 October 1943. Repatriated 25 March 1944; promoted Flying Officer, 17 April 1944; to No.8 BGS, 24 April 1944; to No.2 Air Command, 17 December 1944; to Northwest Air Command, 28 December 1944; to Fort Nelson, 14 January 1945; promoted Flight Lieutenant, 1 June 1945; to Release Centre, 21 May 1946; released 23 May 1946. Public Relations Release 2228 dated 5 July 1943 says he shared with Sergeant C.R. Usher in the destruction of the first German night fighter claimed by this squadron - the first time either man had fired his guns in battle. Postwar Education Officer with RCAF, 16 March 1956 to 31 August 1964, retiring to Lethbridge. Died in Edmonton, 14 February 2011. Award presented, date uncertain.

As air gunner Warrant Officer Ritchie has taken part in a large number of sorties and has proved himself to be a skilful and reliable member of aircraft crew. His fine fighting qualities were amply demonstrated in a combat with a fighter during a recent operation against Hanover. Although he was wounded in the eye, Warrant Officer Ritchie fought with rare zest and afterwards refused to leave his turret until the danger from further interference by enemy aircraft was past. His exemplary conduct was worthy of great praise.

NOTE: Public Record Office Air 2/5020 has recommendation drafted 22 October 1943 when he had flown 24 sorties (159 hours 30 minutes).

Warrant Officer Ritchie has completed 24 successful sorties as a gunner against all the principal enemy targets, including Berlin (three times).

On the night of the 18th/19th October 1943, he was the Mid-Upper gunner of a Lancaster aircraft detailed to attack Hanover. As the aircraft was leaving the target area they were attacked by enemy aircraft. The Lancaster was severely damaged and Warrant Officer Ritchie was wounded in the eye. Although suffering intense pain, he continued to handle his guns with cool determination and refused to leave his turret until there was no further possibility of encountering enemy aircraft.

Throughout his tour this Air Gunner has shown skill and keenness of a high order, and has proved himself to be an invaluable crew member. I consider that the courage, determination and devotion to duty displayed by Warrant Officer Ritchie on this last occasion fully justifies the immediate award of the Distinguished Flying Cross.

Public Record Office Air 50/269 has two Combat Reports which bears upon his career:

12/13 June 1943: Lancaster M/467, ED532. Target was Bochum. Crew consisted of Flight Sergeant Wallace Colin Malcolm Wallace (pilot, RNZAF, awarded DFM), Sergeant Walter William George Calderhead (flight engineer, RAF, awarded DFM), Flight Sergeant Kennedy (air bomber), Sergeant Birch (navigator, believed to be Eugene William Gordon Birch, RAF, awarded DFM as a Flight Sergeant, 7 December 1943), Sergeant Geoffrey (WOP), Sergeant James W. Ritchie (RCAF, mid-upper gunner, awarded DFM, 19 November 1943) and Sergeant Charles Joseph Usher (rear gunner, RCAF, awarded DFC as Pilot Officer, 19 November 1943).

On the night of June 12/13 whilst en route for Bochum, Lancaster ED532, letter M, we were attacked by Me.109. Our position was 5230 0555 at 0122 hours at 19,000 feet. Me.109 sighted below in port quarter and approaching at an angle of 60 degrees. Range approximately 800 yards, closing to 400 yards. The fighter was showing a pale yellow light in the nose.

The rear gunner [Usher] fired an eight-second burst and the mid-upper gunner [Ritchie] a ten second burst followed by a five second burst; the rear gunner then fired another eight-second burst, also a four second burst (Range at which both gunners opened fire approximately 500 yards.

The light in the aircraft was extinguished and the fighter was then seen diving into light cloud; three explosions followed.

Cross fire from both gunners was seen to enter aircraft upon pilot turning to

port. Pilot also witnessed the aforesaid three explosions as well as the gunners. Light corkscrew defensive manoeuvre was carried out the whole duration of the combat.

Aircraft claimed as probable.

18/19 October 1943: Lancaster C/467, JB130, target Hanover. Crew consisted of Flight Sergeant Wallace Colin Malcolm Wallace (pilot), Sergeant Walter William George Calderhead (flight engineer, RAF), Sergeant Birch (navigator, believed to be Eugene William Gordon Birch, RAF), Flight Sergeant Evans (air bomber) Flight Sergeant Jeffrey (WOP/AG, possibly the "Sergeant Geoffrey" of earlier combat), Warrant Officer James W. Ritchie (RCAF. Mid-upper gunner) and Pilot Officer Charles Joseph Usher (rear gunner, RCAF).

At position 5200 North 0930 East at 2028 hours, height 21,000 feet. Rear gunner reported twin-engine aircraft at 1,000 yards, astern and slightly up. Rear Gunner and Mid-upper Gunner fired a long burst. When aircraft was at about 700 yards Rear Gunner gave Pilot instructions to do Barrel- Corkscrew to Port. Upon the change, enemy aircraft opened fire, putting rear turret, oxygen and intercom unserviceable. Mid-Upper Gunner continued to fire until aircraft broke away on the roll. It was then seen to be a Ju.88.

A few seconds later Monica gave the presence of another aircraft and Rear Gunner spotted what appeared to be the same aircraft below about 900 yards on Starboard quarter. Enemy aircraft opened fire as Rear Gunner gave evasive action by call lights for pilot to do a diving turn to Starboard. Enemy aircraft broke away right after opening fire.

Then Monica once again gave indications of aircraft and Rear Gunner spotted him on fine Port quarter below about 800 yards. With call lights, diving turn to Port was given. Enemy aircraft opened fire but was in such a position Mid-upper Gunner could not see him. Enemy aircraft obtained hits on aircraft on all three attacks.

On the last two attacks enemy aircraft kept in such a position that Mid-upper Gunner could not draw a bead on him.

Cessation of combat 2035 hours, height 17,000 feet, Mid-upper Gunner and Flight Engineer injured.

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RITCHIE, Corporal Miller (R97806) - **Mention in Despatches** - Tholthorpe (AFRO gives unit only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born in Ochre River, Manitoba, 2 June 1910. Home in Kirkland Lake, Ontario (rigger, miner, smelter man); enlisted in Vancouver, 24 March 1941 (General Duties). To No.2 BGS, Mossbank, 3 April 1941 as drogue operator. To No.5 BGS, Dafoe, 26 May 1941. Reclassified in Armament (Gun) trade, 6 August 1941. Promoted Acting Corporal (unpaid), 15 September 1941. To be AC1, 28 February 1942. Promoted LAC, 1 July 1942. Promoted Corporal, 1 December 1942. To "Y" Depot, Halifax, 4 February 1943. Struck off strength to RAF overseas, 8 March 1943. Disembarked in Britain, 17 March 1943. To No.429 Squadron, 27 March 1943. To No.420 Squadron, 1 May 1943. Served with that unit in North Africa, 27 May to 6 November 1943. To No.62 Base, 12 August 1944. Repatriated 18 June 1945 and posted to Debert. Released 8 September 1945. Died 26 January 1987 in Winnipeg as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1987. DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has list of MiDs this date with unit. No citation in AFRO or biographical file. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded to No.6 Group Headquarters, 3 February 1945.

Corporal Ritchie is employed in charge of a bombing-up crew. The manner in which he persistently carried out his arduous duties provides an outstanding example to the many others engaged in this work. His ingenuity in getting aircraft bombed up in record time has been a great asset to the operational efficiency of his squadron.

Notes: Assessed 1 December 1942 at No.5 BGS - "A conscientious airman, well fitted through previous experience for NCO rank." (W/C P.W. Lowe-Holmes).

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RITCHIE, P/O William (J92262) - **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 17 August 1918 at Saltcoats, Saskatchewan; home in Biedenbury, Saskatchewan (farmer); enlisted in Regina, 4 June 1942. To No.3 Manning Depot, 19 August 1942. To No.4 SFTS (guard), 7 October 1942. To No.7 ITS, 27 December 1942; graduated and promoted LAC, 5 March 1943 but not posted to No.2 BGS until 3 April 1943; graduated 26 July 1943 when posted to No.7 AOS; graduated 6 August 1943 and promoted Sergeant. To "Y" Depot, 20 August 1943; to UK, 25 August 1943. Commissioned 28 November 1944. Repatriated 31 March 1945; to No.2 Air Command, 12 April 1945; promoted Flying Officer, 28 April 1945. To No.6 Release Centre, 29 May 1945; released 2 June 1945. Award sent by registered mail, 27 November 1950. Died in Virden, Manitoba, 15 January 2008 as per Royal Canadian Legion "Last Post" website

and **Legion Magazine** of November/December 2008. Recommended 24 February 1945 when he had flown 30 sorties (176 hours 15 minutes), 18 July 1944 to 17 January 1945. DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation. Bottrop attack was 27 September 1944.

This officer has completed a large number of operational missions. His work has always been of a very high standard and his reliability has been a source of confidence to the other members of his crew. On his first sortie to Wesseling, Pilot Officer Ritchie pressed home his attack and bombed the target despite the attacks of a Junkers 88 and heavy anti-aircraft fire. On another occasion he attacked Bottrop in daylight in the face of heavy ground defences although his aircraft had been damaged. He has at all times shown outstanding enthusiasm for operations.

The original submission dated 29 January 1945 was as follows:

18 July 1944 - Wesseling (5.55)
20 July 1944 - L'Hey (3.45)
23 July 1944 - Kiel (6.00)
3 August 1944 - Bois de Cassan (5.50, day)
10 September 1944 - Le Havre (4.25, day)
12 September 1944 - Dortmund (5.45, day)
15 September 1944 - Kiel (6.10)
17 September 1944 - Boulogne (4.10, day)
20 September 1944 - Calais (4.10, day)
25 September 1944 - Calais (3.50, day)
26 September 1944 - Calais (4.05, day)
27 September 1944 - Bottrop (5.20, day)
28 September 1944 - Cap Gris Nez (5.05, day)
10 October 1944 - target name illegible on form (5.30)
18 October 1944 - target name illegible on form (5.50)
19 October 1944 - Stuttgart (7.20)
21 October 1944 - target name illegible on form and time not shown
23 October 1944 - Essen (5.55)
25 October 1944 - Essen (5.30, day)
28 October 1944 - Cologne (5.50)
30 October 1944 - Cologne (7.00)
21 November 1944 - Castrop Rauxel (6.15)
27 November 1944 - Neuss (5.35)
2 December 1944 - Hagen (6.50)
4 December 1944 - Karlsruhe (7.05)
5 December 1944 - Soest (7.25)

28 December 1944 - Opladen (5.50)
30 December 1944 - (6.10)
9 January 1945 - Bochum (8.34)
14 January 1945 - target name illegible (9.25)
17 January 1945 - Zeitz (8.20)

This officer has now completed 30 trips with three different crews and throughout his tour his work has been above reproach and his fellow crew members have admired his devotion to duty.

On his first operation to Wesseling on the 18th July 1944, the flak and searchlights were intense but Pilot Officer Ritchie pressed home his attack and bombed the target although being also attacked by a Ju.88. Again, on 27th September 1944, whilst attacking Bottrop in daylight, heavy predicted flak was encountered on the run-up, but again Pilot Officer Ritchie gave explicit orders to his captain and a good attack was made, although on return the aircraft was found to have more than 30 flak holes.

I consider this officer's devotion to duty and high example fully merits the non-immediate award of the Distinguished Flying Cross.

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RITZEL, S/L Dalton Frank (J9234) - **Air Force Cross** - WAC Communications Flight - Award effective 23 February 1946 as per **London Gazette** dated 5 February 1946 and AFRO 280/46 dated 15 March 1946. Born in Evansville, Indiana, 27 February 1912. Educated there. Sign writer and mechanic in Oregon. Obtained Private Pilot License 33494; logged 127 hours 35 minutes of solo flying, 29 November 1936 to 18 February 1939 and had 263 hours ten minutes solo time by 31 January 1941; flying instructor at Klamath Falls, Oregon. Enlisted at Vancouver, 2 April 1941. To No.2 Manning Depot, Brandon, 15 April 1941. Posted to No.2 ITS, Regina, 27 May 1941; graduated and promoted LAC, 1 July 1941 when posted to No.8 EFTS; graduated 19 August 1941 when posted to No.3 SFTS; graduated and promoted Sergeant, 7 November 1941. To No.13 (Operational Training) Squadron, 8 November 1941. Commissioned 5 December 1941. To No.12 Communication Squadron, 11 August 1942; promoted Flying Officer, 1 October 1942; To Western Air Command, Vancouver, 6 June 1943; to No.165 Squadron, 16 July 1943; promoted Flight Lieutenant, 1 August 1943; to No.168 Squadron, 31 October 1943; to No.165 Squadron, 31 May 1944; to No.122 Squadron, 15 December 1944; to Western Air Command Meteorological Flight, Patricia Bay, 22 January 1945; promoted Squadron Leader, 1 March 1945; to No.166 Squadron, 24 September 1945; to No.3 (Composite) Flight, Sea Island, 1 November 1945; to Western Air Command Composite Flight, 9 December 1945; to No.8 Release Centre, 27 February 1946; released 13 March 1946. Died in Klamath Falls, Oregon, 23

October 1987. As of award had flown 3,000 hours (210 hours in previous six months). See H.A. Halliday, **Not in the Face of the Enemy** (Robin Brass Studio, Toronto, 2000).

This officer organized and commanded the Meteorological Flight which, although operating under the extremely severe weather conditions that existed in this command during the winter months, completed almost one hundred percent of its daily flights during the past year. Through his outstanding ability and devotion to duty by personally flying the most hazardous flights, he has set an example to his unit that has made their achievement possible and his untiring efforts in maintaining schedule has been a major contribution towards the safety of flying on the West Coast. On disbandment of the Meteorological Flight, he was appointed Commanding Officer of Western Air Command Communication Flight which he continues to operate with the same zeal and efficiency.

Recommendation raised by G/C E.A. McNab, 26 November 1945 as follows:

This officer organized and commanded the Meteorological Flight at Patricia Bay, which, operating for a year, completed 94.6 percent of its daily flights. Considering the extremely severe weather conditions during winter months on the Pacific Coast, such a record is conspicuous.

Through his outstanding ability and devotion to duty by personally flying the most hazardous flights, Squadron Leader Ritzel set an example to his unit that made their achievement possible.

His untiring efforts in maintaining schedule has been a major contribution towards the safety of flying on the West Coast.

On disbandment of the Flight, he was appointed Commanding Officer of Western Air Command Communications Squadron and operates the Unit with the same zeal and efficiency as he did the Meteorological Flight.

Note: Accident, 29 August 1941 - Anson 6214, No.3 SFTS, taxi strip east of control tower. He was stationary, waiting to use the runway when another Anson (6458) struck him from behind. No injuries. Brake failure in 6458.

Diary of No.13 (Operational Training) Squadron has the following under date of 20 May 1942:

Bolingbroke aircraft No.9034 departed on a routine training flight at 1505 hours with Pilot Officer Ritzel as captain, Pilot Officer MacLachlan as navigator, Flying Officer Coombes as bomb plotter and Sergeant Curtiss as wireless operator. The aircraft took off but almost immediately after leaving the ground at an altitude of approximately 100 feet the port engine failed. As the hydraulic system is run from the port engine the pilot was unable to lower the undercarriage with the

emergency system in sufficient time to make a wheels down landing. He landed the aircraft on its bell, resulting in a "B" crash with considerable damage being done to the propellers and engine and airframe. All personnel of the aircraft were uninjured.

Training: Interviewed in Vancouver, 30 January 1941 (name of interviewer illegible). "This man has an excellent personality, quiet but pleasant. 260 hours solo and also done instruction. Name is German origin. Birth certificate does not show father's or mother's birthplace, He appears to be quite sincere. Has aero engineers certificate. Seems to be well quaffed in many ways for service in Air Force. However, a number of references given, also have German names [Cramer, Goettling]. This may mean nothing but feel antecedents should be investigated. If acceptable from this angle, he should make a first class pilot instructor. Wants to be a fighter pr bomber pilot."

Attended No.2 ITS, 27 May to 27 June 1941. Courses in Mathematics (96/100), Armament, practical and oral (86/100), Signals (99/100), Hygiene and Sanitation (36/40). Drill (72/100) and Law and Discipline (57/60). Placed second in a class of 130. "This airman has done considerable flying and applied himself well here. He is cool, straightforward, likeable and considered suitable for a commission."

Attended No.8 EFTS, 3 July to 20 August 1941. Tiger Moth aircraft - 31.05 dual, 29.45 solo. Was seven hours on instruments. Logged ten hours in Link. "Very high average in all sequences" Ground courses in Airmanship (185/200), Airframes (100/100), Aero Engines (84/100), Signals, practical (100/100), Theory of Flight (73/100), Air Navigation (155/200), Armament, oral (173/200), and graded 15/200 in Qualities as an Officer. Placed second in a class of 33. "Conduct excellent. Above average in both flying training and ground school work, A splendid type f airman - cool and steady."

Attended No.3 SFTS, 20 August to 31 October 1941. Anson aircraft - 42.25 day dual, 34.50 day solo, 4.50 night dual, 7.15 night solo. Was 22.20 on instruments. Logged 20 hours ten minutes in Link. "An above average clear hood pilot, calm and uses his head." Ground courses in Airmanship and Maintenance (142/200), Armament, written (78/100), Armament, practical (70/100), Navigation and Meteorology (171/200), Signals, written (100/100) and Signals, practical (50/50). Placed fifth in a class of 51. "Has made excellent progress from the start, clearly showing previous flying experience and good instruction. A keen, clear headed pilot."

Attended No.13 (Operational Training) Squadron, 17 November 1941 to 8 February 1942 (retained on staff thereafter). Course flying on Hudson (23.15 as pilot, 42.30 as passenger), Electra (20 minutes as passenger), Bolingbroke (4.55 as passenger) and Norseman (2.55 as pilot). "An excellent pilot on Hudson aircraft. Mastered this type very quickly. Has applied himself well and generally made excellent progress." Examined in Signals (pass), DR Navigation (85 percent), Reconnaissance (87 percent), Coding (88 percent), Patrol and Search (87 percent), Seamanship (80 percent), Meteorology (85 percent), Ship Recognition (87 percent), Astro Navigation (100 percent), and Photography (85 percent),

Selected Assessments: "A thoroughly qualified pilot captain on twin engine heavy transport day and night, instrument and airways and quite capable of increased rank." (W/C H. M. Kennedy, 17 April 1943).

"A thoroughly competent and reliable heavy transport captain. Is inclined to be very careless in his dress and not specially interested in RCAF knowledge." (W/C H. M. Kennedy, 2 June 1943)

"This officer has shown great improvement in his appearance and bearing and continues to do an exceptionally good job of flying." (W/C H.O. Madden, No.165 Squadron, 27 September 1943).

"A very clever and intelligent officer. His ability to cope with emergencies leaves nothing to be desired," (W/C L.G. Fraser, No.168 Squadron, 5 June 1944).

"An exceptional pilot on instrument and bad weather flying." (W/C R.A. Buckham, Patricia Bay, 24 February 1945).

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RIVARD, Sergeant Joseph Jean Nicholas (R55971, later J17402) - **Distinguished Flying Medal** - No.425 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1338/43 dated 16 July 1943. Born 22 July 1921 in Quebec; home there (clerk). Enlisted in Quebec. 19 May 1941 and posted to No.4 Manning Dept. To No.3 ITS, 8 August 1941; graduated and promoted LAC, 13 September 1941 when posted to No.11 EFTS; to No.8 SFTS, 7 November 1941; graduated and promoted Sergeant, 27 February 1942. To "Y" Depot, 28 February 1942. To RAF overseas, 18 March 1942. Commissioned 3 April 1943. Promoted Flying Officer, 3 November 1943. Repatriated 24 December 1944. Retired 6 March 1945. RCAF Photo PL-28035 (ex UK-8929 dated 20 March 1944) taken after investiture. RCAF photo PL-28036 (ex UK-8930 dated 20 March 1944) taken outside Buckingham Palace after his investiture: left to right are F/O John Michaud (Montreal), P/O J.J.N. Rivard (La Tuque) and P/O Eddie Brant (St. Catharines, Ontario). 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."

This airman has been continuously engaged in night flying operations since November 1942. A skilful pilot, he has consistently shown great courage and determination to complete his mission regardless of the difficulties encountered. As captain of aircraft Sergeant Rivard's inspiring leadership has been worthy of high praise.

NOTE: Public Record Office Air 2/8955 has recommendation by W/C J.M.W. St. Pierre drafted 24 April 1943 when he had flown 25 sorties (147 hours 55 minutes). Sortie list and submission as follow (* indicates he flew as second pilot; all others as captain):

6 November 1942*	Hamburg (6.50)
16 November 1942	Gardening (5.10)
20 November 1942*	Turin (7.20)
22 November 1942*	Stuttgart (8.40)
14 December 1942	Gardening (4.35)
20 December 1942	Duisburg (4.40)
9 January 1943	Gardening (4.55)
14 January 1943	Gardening (5.25)
15 January 1943	Lorient (5.00)
26 January 1943	Lorient (6.35)
29 January 1943	Lorient (6.35)
3 February 1943	Hamburg (3.05)
4 February 1943	Lorient (6.20)
7 February 1943	Lorient (5.50)
13 February 1943	Lorient (7.40)
20 February 1943	Sea search (3.35)
24 February 1943	Wilhelmshaven (5.05)
26 February 1943	Cologne (5.25)
12 March 1943	Essen (5.40)
26 March 1943	Duisburg (4.40)
28 March 1943	St.Nazaire (5.20)
4 April 1943	Kiel (6.50)
8 April 1943	Duisburg (5.10)
10 April 1943	Frankfurt (7.45)
14 April 1943	Stuttgart (7.40)
21 April 1943	Sea search (3.15)

This Non-Commissioned Officer has been continuously engaged in night flying operations. Throughout his many operational sorties, this airman has consistently shown great courage and determination to reach his objective, regardless of the difficulties encountered. He is a skilful pilot whose fine example and inspiring leadership has been worthy of high praise.

On 24 April 1943, G/C J.L. Plant, the Station's Officer Commanding, wrote his comments:

Outstanding in this Non-Commissioned Officer's career is the tremendous improvement displayed in his attitude and ability since he commenced bombing attacks against the enemy. This improvement is a splendid example of the courage and determination with which he has gone about his work.

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RIVERS, F/L Russell Nelson (J9566) - **Distinguished Flying Cross** - No.409 Squadron - Award effective 7 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1453/45 dated 14 September 1945. Born 17 May 1921 in Kitchener; home there (clerk, former member of Royal Canadian Artillery). Enlisted in London, Ontario, 24 March 1941 and posted to No.1 Manning Depot. To No.4 BGS (guard), 22 April 1941. To No.1 ITS, 28 May 1941; graduated and promoted LAC, 3 July 1941; posted that date to No.1 Manning Depot. To No.1 AOS, 21 July 1941; to No.1 BGS, 12 October 1941; graduated and promoted Sergeant, 22 November 1941. Posted that date to No.2 ANS; graduated and commissioned 22 December 1941. To "Y" Depot, Halifax, 23 December 1941; to RAF overseas, 24 February 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 22 December 1943; repatriated 7 August 1945; to Release Centre, 14 August 1945; released 29 September 1945, retiring to Kitchener.

Flight Lieutenant Rivers has almost finished his second tour of operations. His keenness and courage at all times have been an outstanding example to the squadron. By his skill and ability as a navigator he has assisted his pilot to destroy three hostile aircraft. As squadron navigator leader he has shown tenacity of purpose and devotion to duty of the highest order.

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RIZON, F/O Robert Louis (C2846) - **Air Force Cross** - No.13 (Operational Training) Squadron, Patricia Bay - Award effective 11 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. American; born 5 August 1912 in Pittsburg, Pennsylvania. Home on enlistment given as Monrovia, California. Learned to fly in 1927, instructed by Arthur Callies, Callies Flyers Incorporated, on JN-4 aircraft (OX-5 and Hispano engines). Served with U.S. Army Air Corps, 1928-1931 as Air Mechanic, First Class; service included time at March Field, Rockwell Field, San Diego and instructional work at Nichols Field, Rizal, in the Philippines, 1929-1931; Corporal in National Guard of California, 1933-1936. Employed by Safeway Stores, Los Angeles, 1934-1937 and Doleshal Brothers Store, Pasadena, 1937-1940 (Market Manager). He further claimed some 280 hours of flying, 1924-1928 (instruction), 300 hours with U.S. Army Air Corps, 1928-1931 (dual with commercial and command pilots) and some 600 hours in Los Angeles, 1931-1940 ("pleasure and practice."). Enlisted in Ottawa, 3 October 1940, being granted rank of Pilot Officer and Temporary Flying Officer from that date. To No.1 Manning Depot, Toronto that date. To Station Trenton, 25 October 1940 for course at Central Flying School. Posted to No.1 BGS, Jarvis, Ontario, 14 November 1940; awarded RCAF pilot's flying badge, 11 December 1940. To No.3 BGS, Macdonald, Manitoba, 10 March 1941. To Station Patricia Bay, 28 March 1941. Posted from Headquarters Squadron, Patricia Bay to No.13 (Operational Training Squadron), Patricia Bay, 17 September 1941. Promoted Flight Lieutenant, 20 December 1941; appointed to command "C" Flight of unit, 26 March 1942. Transferred to USAAF on 1 June 1942 and was reported as a Captain when award announced. Subsequently rose to Colonel and was noted for postwar search and rescue work. Died in San Diego, California, 7 August 1989. RCAF photo PL-2654 is

captioned as follows: "Flying Officer R.L. Rizon is 27 years old, of 522 East Temon Road, Monrovia, California. He was an instructor at Monrovia Airport. He flew in the U.S. Army Air Corps from 1930-1934. He attended the University of Southern California. Was stationed in China, Japan and Manila while with the U.S. Air Corps. Has 1,400 hours in the air. Enlisted in RCAF September 27, 1940."

On 2 November 1941, while taking off in Stranraer 932 in Patricia Bay on an instructional flight, his port engine burst into flames. He stopped his take-off and had the fire extinguisher pulled. This did not have any appreciable effect on the fire. He ordered his crew to abandon the aircraft, which was done with the exception of one man who, in the excitement, could not find his life-saving jacket (which was still in the aircraft) and could not swim. Flying Officer Rizon and LAC Hunt then climbed back aboard. By this time the port upper and lower wings were afire. Flying Officer Rizon stood behind the port engine and under the main fuel tanks, which were wreathed in flames, and finally succeeded in putting the fire out with extinguishers and buckets of sea water. Flying Officer Rizon showed complete disregard of personal safety. His action saved the aircraft from complete destruction and also possible loss of life of some members of his crew.

The recommendation for this award was raised by Squadron Leader Z.L. Leigh, Commanding Officer of No.13 (Operational Training) Squadron. The Wing Commander who commanded Station Patricia Bay (John Plant) approved the submission on 19 November 1940. The original submission was worded exactly as above.

The diary of No.13 (Operational Training) Squadron has the following account of 2 November 1941:

Stranraer 932, pilot F/O Rizon, second pilot P/O Mills, crew LAC Norridge, Hunt, and Young, caught fire port engine on take-off run. All occupants abandoned aircraft after unsuccessful efforts to extinguish fire with aircraft extinguishers. F/O Rizon and LAC Hunt later climbed back aboard and extinguished fire after both port mainplanes were burned.

The diary entry for 10 June 1942 read, in part:

F/L R. Rizon, at present Captain in U.S. Army Air Force, and LAC Hunt have been awarded the AFC and AFM respectively for devotion to duty in fighting fire aboard the Stranraer after it had been landed with the wings aflame.

Accident Report: A copy of a brief report on his file gives the following particulars: 2 November 1941, 0830 hours, Stranraer 932, Patricia Bay - Instructional Duty - "Fire originating in port engine; upper and lower main plane destroyed; port engine damaged." Crew list is a bad carbon copy but looks like the following: F/O R.L. Rizon (C2846) uninjured; P/O A.B. Mills

(J6904); R50623 LAC Norriboe. A.A.; R59255 LAC Hunt, W.J.; R50565 LAC Young, J.A.I., all uninjured.”

Notes: A document dated 22 September 1940 indicated he had taken a Flight Check for the Clayton Knight Committee at Hollywood, California. It listed him as having flown 200 hours in “Class One” aircraft, 544 hours in “Class Two” aircraft and 50 hours in “Class Three” aircraft.

On 10 July 1941 he wrote to the Officer Commanding, Patricia Bay, requesting transfer from the Target Towing Flight of the station to No.13 (OT) Squadron. Letter said in part:

On my arrival at this station, Wing Commander Wray decided that, because of my previous experience, I would be of most use in an instructing capacity with No.13 (OT) Squadron. However, as I was the only pilot available at that time who was experienced in Drogue work on the Fairey Battle, I was temporarily placed in the Target Towing Flight until such time as a suitable pilot could be obtained to take over this work.

The situation has changed since that time, in that there are now other officers competent to carry on this work in the Target Towing Flight.

I am very anxious to serve the country to the best of my ability and feel that I would now be of more benefit to the service were I employed in a more active capacity, where my previous experience would be of use in helping with the intensive training program being carried out in No.13 (OT) Squadron.

Action on this was delayed owing to concerns that target towing might expand, but on 11 September 1941 the Commanding Officer of No.13 (OT) Squadron requested his transfer to that unit.

Qualified as first pilot (day) on Grumman Goose (land and water) as of 24 June 1941 as per F/L P.B. Cox, Headquarters Flight, Patricia Bay (letter dated 11 July 1941).

A statement of his flying to 7 January 1942 indicated that as of that date he had flown as follows:

Light commercial types (single engine): 11.30 day dual, 685 day solo, 2.30 night dual, 15.20 night solo.

Medium commercial types (single engine): 7.15 day dual, 550 day solo, 1.30 night dual, 10.15 night solo.

Service types - Fleet (30 minutes day dual, 7.15 day solo); Moth (30 minutes day dual, 4.10 day solo); Yale (1.30 day dual, 6.00 day solo); Harvard (2.15 day dual, 6.30 day solo), Battle (30 minutes day dual, 158.00 day solo); Stinson (15 days dual, 5.30 day solo); Delta (25 minutes day

dual, 8.30 day solo); Norseman (3.35 day dual, 70.20 day solo), Grumman (1.30 day dual; 112.45 day solo); Lockheed 10 (2.40 day dual, 39.00 day solo); Hudson (2.00 day dual, 51.30 day solo, 2.45 night dual) and Stranraer (2.10 day dual, 128.15 day solo, 1.30 night dual, 2.45 night solo).

Assessments: "Above average pilot. Keen, sound and reliable. A good officer." (G/C G.E. Wait, No.1 BGS, 11 March 1941).

"Smart appearing officer. Employed also as relief pilot for transportation. Shortly should be well qualified to fill a position as Flight Commander." (W/C J.L. Plant, Patricia Bay, 10 June 1941, noting that he was then Staff Pilot, Target Towing Flight.)

"This officer has shown himself to be an above average pilot and flying instructor. He is very keen and is willing to work hard. His appearance is neat; he is well mannered and of good address. In addition to carrying out the duties of flying instructor, he is also acting as Squadron Armament Officer, which position he is filling satisfactorily. He required more administrative and drill experience. This is being taken care of gradually by the squadron." (S/L Z.L. Leigh, Commanding Officer, No.13 Operational Training Squadron, 11 November 1941).

"This officer is carrying out the duties of flying instructor and squadron armament officer. He is a good, level headed pilot on both land and water. He supervises the armament section efficiently. Well educated and aggressive. Recommended for accelerated promoted to the rank of Flight Lieutenant." (S/L Z.L. Leigh again, 15 December 1941, to which W/C .L. Plant adds, "An excellent type of officer. Smart in appearance, very loyal, a level headed pilot and good disciplinarian. Will make an excellent flight commander. Recommendation for accelerated promotion concurred in.")

It was evident that he initiated his transfer to the American forces, and that RCAF personnel tried unsuccessfully to dissuade him.

* * * * *

ROACH, P/O Fred (J90063) - **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 18 January 1919 at Leamington, Ontario; home there (odd jobs from 1933 to 1935 and farming from 1935 to 1942). Attempted to enlist in RCAF in May 1941 but was turned down because of a kidney problem. Drafted into Essex-Scottish Regiment (Militia), 30 October 1941 to 26 May 1942, when granted leave without pay to help on family farm. Finally secured enlistment in RCAF in Windsor, Ontario, 20 October 1942. To No.1 Manning Depot, Toronto, 2 November 1942. To No.6 SFTS, Dunnville, 22 January 1943 (non-flying duties). To No.18 Pre-Aircrew Education Detachment, Kingston, 12 April 1943; to No.1 SFTS, Camp Borden, 8 May 1943; to No.2 Air Gunner Ground Training School, Trenton, 29 May 1943; promoted LAC, 24 July 1943; to No.3 BGS, Macdonald, Manitoba, 25 July 1943. Promoted Sergeant and classified as Air Gunner, 3 September 1943. To "Y" Depot, Halifax, 18 September 1943; embarked from New York, 8

October 1943; disembarked in Britain; 16 October 1943 and posted to No.3 PRC, Bournemouth; to No.82 OTU, 9 February 1944. Detached to attend Battle School, 9-17 February 1944; attached to No.1661 Conversion Unit, 27 February to 13 April 1944; to No.426 Squadron, 13 April 1944; killed in action with No.426 Squadron, 12/13 May 1944, Halifax LW682. Subsequently commissioned with effect from 11 May 1944. Name on Runnymede Memorial.

The website "Lost Bombers" has the following on his final sortie. Halifax LW682, No.426 Squadron (OW-M), target Leuven, 12/13 May 1944. This was one of two No.426 Squadron Halifaxes lost on this operation; The other was LK883. Airborne at 2211 hours, 12 May 1944 from Linton-on-Ouse, tasked to bomb the railway yards. Shot down by a night-fighter (Hptm Martin Drewes, 111./NJG1), crashing at Schendelbeke (Oost-Vlaanderen) on the west bank of the River Dender approximately 3 km NNE of Geraardsbergen, Belgium. Crew (all killed) were P/O W.B.Bentz, RCAF; Sergeant R.Elerslie, (RCAF); F/O T.W.Taylor (RAF), F/O C.S.Phillips (RCAF), WO1 J.E.McIntyre (RCAF), Flight Sergeant J.E.J.G.Arbour (RCAF), Sergeant J.W.Summerhayes (RCAF), Sergeant F.Roach (RCAF).

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ROACH, Sergeant Mark (R60727, later J15098) - **Distinguished Flying Medal** - No.7 Squadron - Award effective 5 August 1941 as per **London Gazette** of that date and AFRO 1292/41 dated 7 November 1941. Born in Regina, 15 September 1915; family moved to Vancouver where he attended Magee High School and began studies at University of British Columbia; also a salesman; enlisted in Edmonton, 4 June 1940. To No.1 ITS, 24 June 1940; promoted LAC, 19 July 1940 and posted elsewhere. To No.31 AOS, 31 July 1940; to No.2 BGS, 27 October 1940; graduated and promoted Sergeant, 9 December 1940. To No.1 ANS, 9 December 1940; reported graduated as of 6 January 1941 but posted to No.3 Manning Depot, 26 January 1941; to Embarkation Depot, 27 January 1941. To RAF overseas, 2 March 1941. Commissioned 12 December 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 October 1943. Invested with award at Buckingham Palace, 7 November 1941. He was the second BCATP graduate to be decorated (Sergeant George Eric Mitchell was the first). First sortie was 1 July 1941 (Stirling N3655, Borkum). The action mentioned in DFM citation also brought a DFC to the RAF pilot, F/O Denis Theodore Witt, DFM; date was 10 July 1941 (his third sortie). Posted from No.9 Squadron to No.426 Squadron, 20 October 1942 on formation of that unit. Bombing Leader; posted out 22 February 1944. Reported in obituary to have flown a total of 51 sorties. Repatriated to Canada 19 September 1944. To No.5 OTU, 30 September 1944 to instruct navigators. To No.8 Release Centre, 2 June 1945. Released 28 June 1945 in Montreal. Completed his BA at University of British Columbia, then attended Medical School at McGill University (1951). Completed internship at Vancouver General Hospital. Began General Practice in Colwood where he practiced for 47 years. Obituary stated, "He was an active staff member at St. Joseph's Hospital, the Royal Jubilee Hospital and then Victoria General Hospital. He was the epitome of the altruistic country doctor delivering babies, making house calls, assisting at surgery and running a solo private medical practice." Retired in 1998. Died in Victoria, 3 May 2011. Photo PL-25538L (left) is a wartime photo.

This airman was the air observer of one of a section of three aircraft which was detailed to attack a target near Bethune. When the section crossed the enemy coast it was subjected to intense anti-aircraft fire, one of the aircraft being shot down. On approaching the target the two remaining aircraft were again subjected to anti-aircraft fire. Despite this and the fact that his pilot was taking evasive action, Sergeant Roach carefully and successfully bombed the target. The success of this high level attack under extremely difficult conditions was largely due to the courage and determination of Sergeant Roach.

ROACH, F/L Mark, DFM (J15098) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 10 January 1944 as per **London Gazette** dated 18 January 1944 and AFRO 410/44 dated 25 February 1944. Award presented 31 January 1946. No citation other than "completed ...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.2624 (RG.24 Vol.20628) has recommendation by W/C Swetman dated 18 November 1943. He had then flown 49 sorties (291 hours 50 minutes) in two tours (29 June 1941-27 July 1942 and 23 September 1942-18 October 1943).

This officer has served as Bombing Leader since the formation of the squadron. He joined the unit with a splendid record of operations completed during the first tour, during which time he was awarded the DFM. He has since participated in 45 offensive sorties over enemy territory, including raids on Peenemunde, Dortmund, Mannheim, Essen, and Stuttgart. He has at all times displayed exceptional fighting qualities and resourcefulness, and by his example has been an inspiration to the whole squadron. His leadership has been instrumental in bringing the standard of bombing in the squadron up to its present high state of efficiency. I strongly recommend that his consistent good work and devotion to duty be recognized by the award of the Distinguished Flying Cross.

The sortie list was as follows:

29 June 1941 - Hamburg (5.55)
1 July 1941 - Borkum (4.05)
10 July 1941 - Chocques (3.00)
14 July 1941 - Hanover (6.00)
12 August 1941 - Essen (4.40)
14 August 1941 - Magdeburg (7.30)
28 August 1941 - Duisburg (4.25)
10 September 1941 - Turin (8.20)
12 September 1941 - Frankfurt (6.35)
15 September 1941 - Hamburg (6.10)
19 September 1941 - Stettin (9.10)
29 September 1941 - Stettin (9.35)
3 October 1941 - Brest (5.50)

13 October 1941 - Dusseldorf (5.25)
28 October 1941 - Pilsen (7.20)
18 November 1941 - Brest (5.25)
24 November 1941 - Borkum (4.20)
1 December 1941 - Air-Sea Rescue (4.35, one-half sortie)
23 December 1941 - Brest (5.20)
3 March 1942 - Billancourt (4.35)
13 March 1942 - Cologne (5.25)
25 March 1942 - Essen (3.55)
10 April 1942 - Essen (5.25)
12 April 1942 - Essen (4.55)
15 April 1942 - Dortmund (6.50)
18 April 1942 - Air-Sea Rescue (3.00, one-half sortie)
22 April 1942 - Gardening (6.55)
23 April 1942 - Rostock (7.30)
19 May 1942 - Mannheim (4.45)
21 May 1942 - Bordeaux (7.15)
30 May 1942 - Cologne (4.00)
1 June 1942 - Essen (4.05)
5 June 1942 - Essen (5.00)
6 June 1942 - Emden (4.15)
8 June 1942 - Essen (4.15)
27 July 1942 - Air-Sea Rescue (2.55, one-half sortie)
* * * * *
23 September 1942 - Wismar (8.10)
17 October 1942 - Le Creusot (10.00)
7 February 1943 - Lorient (4.15)
10 March 1943 - Air-Sea Rescue (4.15, one-half sortie)
4 April 1943 - Kiel (6.50)
8 April 1943 - Duisburg (5.30)
11 April 1943 - Gardening (3.20)
14 April 1943 - Stuttgart (7.50)
16 April 1943 - Mannheim (7.20)
27 April 1943 - Gardening (6.20)
4 May 1943 - Dortmund (5.25)
28 May 1943 - Essen (5.20)
17 August 1943 - Peenemunde (7.40)
7 October 1943 - Stuttgart (7.20)
18 October 1943 - Hanover (6.00)

The website "Lost Bombers" describes an incident in his career with No.7 Squadron on 28/29 August 1941, Stirling N3666 (MG-Z), target Duisburg. This aircraft was delivered by Short Brothers Ltd between May 40 and March 1942. Contract No.763825/38. Delivered to No.7 Squadron 30 July 1941. N3666 was one of two No.7 Squadron Stirlings lost on this operation;

the other was W7438. Airborne at 0117 hours, 29 August 1941 from Oakington. Badly shot about over the North Sea by a Me.110 and on return the bomber diverted to and landed at Newmarket, where the port undercarriage collapsed. Crew was F/L D.J.H.Lay DFC, Sergeant C.Tourville, Sergeant W.H.Robinson, Sergeant M.Roach, DFM ,RCAF, Sergeant A.Chambers, Sergeant J.Donlan, Sergeant H.Macrae (wounded during the engagement, he baled out and killed; no known grave.

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ROACH, WO2 (now P/O) Percy Carl (R224492/J93966) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 18 December 1919 in Pembroke, Bermuda; home there (clerk); enlisted in Montreal, 22 April 1943. To No.9 PIE, 13 June 1943. To No.1 Air Gunner Ground Training School, 9 July 1943. Promoted LAC and posted to No.9 BGS, 21 August 1943; graduated and promoted Sergeant, 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Commissioned 7 March 1945. Repatriated 23 March 1945. To No.1 Air Command, 3 April 1945. To No.16 EFTS, 16 May 1945. To Release Centre, 1 June 1945. Released 10 June 1945. Award presented through Colonial Office, 23 January 1948. RCAF photo PL-42148 (ex UK-18984, dated 22 February 1945) has the following caption: "Drawing their parachutes for a bombing raid to Germany with an RCAF Lancaster squadron are, left to right, F/L J.G. Fultz, navigator, DFC, Halifax, Warrant Officer P.C. Roach, mid-upper gunner, Spanish Point near Hamilton, Bermuda, and F/O J.W. Simpson, navigator, Derby, N.B. [sic]. They have been together on more than 50 major operations against German targets." 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 57 sorties (240 hours 25 minutes), 2 June 1944 to 13 February 1945.

2 June 1944 - Neuf Chatel (4.30)
5 June 1944 - Houlgate (4.20)
6 June 1944 - Coutances (4.40)
7 June 1944 - Acheres (4.50)
9 June 1944 - Le Mans (5.25)
12 June 1944 - Cambrai (4.50)
14 June 1944 - St.Pol (4.25)
15 June 1944 - Boulogne (3.35)
16 June 1944 - Sautrecourt (4.00)
21 June 1944 - St.Martin (4.05)
23 June 1944 - Bientque (3.55)
27 June 1944 - Foret d'Eawy (3.50)
1 July 1944 - Biennais (4.40)
4 July 1944 - Biennais (3.45)
5 July 1944 - Biennais (3.45)
7 July 1944 - Caen (5.05)

12 July 1944 - Thiverny (4.30)
15 July 1944 - Nucourt (4.45)
12 August 1944 - La Pallice (5.15)
14 August 1944 - Quesnoey Area (2.35)
18 August 1944 - Bremen (5.05)
25 August 1944 - Russelsheim (6.55)
26 August 1944 - Kiel (5.45)
28 August 1944 - Fromental (2.20)
6 September 1944 - Emden (4.00)
8 September 1944 - Le Havre (2.35)
10 September 1944 - Le Havre (2.30)
12 September 1944 - Wanne Eickel (3.20)
15 September 1944 - Kiel (5.20)
17 September 1944 - Boulogne (1.55)
17 September 1944 - Biggequerque (1.55)
19 September 1944 - Calais (2.10)
24 September 1944 - Domberg (1.50)
25 September 1944 - Calais (1.55)
26 September 1944 - Cap Gris Nez (1.40)
27 September 1944 - Bottrop (3.20)
28 September 1944 - Cap Gris Nez (3.15)
30 September 1944 - Bottrop (3.25)
5 October 1944 - Saarbrücken (4.50)
6 October 1944 - Dortmund (4.50)
22 October 1944 - Fort Fredrick Hendrick (2.30)
24 October 1944 - Duisburg (3.20)
2 November 1944 - Dusseldorf (4.15)
6 November 1944 - Gelsenkirchen, duty not carried out (2.15)
21 November 1944 - Aschanffenburg (5.00)
23 November 1944 - Neuss (4.00)
30 November 1944 - Buisburg (4.25)
12 December 1944 - Essen (4.20)
17 December 1944 - Ulm (6.15)
22 December 1944 - Bingen (4.35)
28 December 1944 - Bonn (4.10)
29 December 1944 - Gelsenkirchen (4.50)
2 January 1945 - Nuremburg (6.40)
5 January 1945 - Hannover (4.40)
7 January 1945 - Munich (7.00)
16 January 1945 - Zeitz (6.45)

7 February 1945 - Cleve (3.50)

13 February 1945 - Dresden (8.00)

Warrant Officer Roach is an extremely conscientious and efficient Air Gunner who has completed two full tours of operations against such heavily defended targets as Dresden, Magdeburg, Munich and Wanne Eickel. His knowledge of his job in the air, combined with his willingness to learn on the ground, has been an inspiration to the less experienced gunners of this squadron. He has been a member of a crew which has had to tarry many minutes over the target area and his courage and extreme devotion to duty has been an inspiration to his crew mates.

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ROACH, Sergeant Wilfred Harold (R115536, later J50957) - **Distinguished Flying Medal** - No.15 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born in Rosthern, Saskatchewan, 18 February 1923; home there; enlisted in Saskatoon, 8 July 1941 and posted to No.2A Manning Depot. To No.2 WS, 17 August 1941. Promoted LAC, 18 September 1941. Posted to Trenton, 18 April 1942. To No.6 BGS, 9 May 1942; graduated 22 June 1942 and promoted Sergeant. To "Y" Depot, date uncertain; to RAF overseas, 19 July 1942. Further trained at No.1483 Flight (Marham) and No.1651 Conversion Unit, Waterbeach. Promoted Flight Sergeant, 22 December 1942. Promoted WO2, 22 June 1943. Repatriated 9 January 1944. To No.34 OTU, 18 February 1944. Commissioned 24 November 1944 (J50957). To No.5 OTU, 18 April 1945. To "Y" Depot, 27 April 1945; in UK as of 8 May 1945. Repatriated and released at uncertain date. Rejoined as Corporal, Service Police, 14 June 1952 (242231); release date uncertain but still serving as of December 1954. Award presented 29 January 1947; may have been living in Duncan, British Columbia by then.

This airman has participated in many operational sorties in the course of which he has displayed great determination and initiative. On one occasion during an attack on Rostock he sustained severe injury which, however, did not deter him from continuing his duties as gunner and driving off an enemy fighter which was attacking his aircraft.

Public Record Office Air 50/182 has a combat report from 20/21 April 1943. The pilot was Flight Sergeant John Leonard Smale, RCAF (later awarded DFM and DFC). The rear gunner was Flight Sergeant John Earl Dorie, RCAF, also awarded the DFM.

Stirling "A", 15 Squadron (BK656) Captain, Flight Sergeant Smale, on way to target, position 10 East 44 40" North flying at 150 feet over sea, when M/U gunner (Sergeant Roach) reported Ju.88 port quarter down 800 yards, coming into attack. Ju.88 fired short burst putting intercom u/s, holing port fuselage with two cannon shells, and wounding M/U gunner.

M/U gunner replied with short bursts on attack and break away, but no damage observed to enemy aircraft. Enemy aircraft broke away. Tail Gunner (Flight Sergeant Dorie) firing short burst on break away. Defensive action taken was steep turn into dark sky and enemy aircraft's attack. In its initial attack, the Ju.88, flying very low over water, evidently had our aircraft outlined against a good moon.

Ju.88 then stood off at 800 to 1,000 yards on port beam. Rear and M/U gunners fired short bursts. No further attack was made and the enemy aircraft finally broke away and was not seen again. Just before attack was made greenish yellow flares were seen bursting on ground, on same course as our aircraft.

Rounds fired, approximately 400-500.

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ROAN, WO1 (now F/O) Joseph Gordon (R79310/J96010) - **Mention in Despatches** - No.402 Squadron - Award effective 24 December 1946 as per **London Gazette** of that date and AFRO 17/47 dated 10 January 1947. American in the RCAF. Born 5 August 1921; home in White Plains, New York (student); enlisted in Montreal, 24 March 1941 and posted to No.1 Manning Depot. To No.13 Explosives Depot, 23 April 1941. To No.1 ITS, date uncertain; graduated and promoted LAC, 15 July 1941 when posted to No.1 EFTS; may have graduated 1 September 1941 but not posted to No.6 SFTS until 13 September 1941; graduated and promoted Sergeant, 5 December 1941. To "Y" Depot, 6 December 1941. To RAF overseas, 7 January 1942; shot down over France, 6 September 1942; captured after several days and not liberated until April 1945. Commissioned in captivity, 5 June 1944; promoted Flying Officer, 5 December 1944. Repatriated 1 June 1945; released 4 January 1946. Graduated from Amherst College and had a successful career in international banking. Died in Sarasota, Florida, 25 December 2009.

Public Record Office WO 208/3336 has his MI.9 interrogation (interviewed 1 May 1945).

EVASION AND CAPTURE

I took off from Kenley in a Spitfire aircraft at 1500 hours on 6 September 1942, escorting Fortresses on a bombing mission over Mennault near Albert. In combat over the Abbeville area cannon fire pierced my glycol tank and I was forced to bale out.

I landed in a field about five miles southwest of Abbeville, my aircraft crashing nearby and destroying itself. I noticed enemy fighters landing nearby and assumed I was near an airfield, so ran for an adjacent wood, leaving my parachute and Mae West behind. Both these were marked with my name and I learned later the Germans had picked them up.

I climbed a tree and remained hidden in the branches until 2300 hours when I burrowed into a nearby haystack where I stayed until the following evening. After this I made my way across country to Bettencourt Riviere which I reached about dawn. I called at a farmhouse, was given a meal, and hidden in the loft of a barn till the next day.

On the evening of 9 September I was visited by a man who questioned me as to my identity. He returned later that night to suggest that I had better give myself up to the Germans, because I could not speak French sufficiently well.

Early the next morning I set off on my own after removing my badges, etc from my uniform and rubbing it in the dust to give it a brownish appearance. I headed south and made my second contact just north of Grandvilliers at a farm. Here I was given civilian clothes, food and a plan with directions to reach Spain. I set out early next morning, taking the train from Grandvilliers to Paris. When I reached Paris I bought a ticket for Dax via Bordeaux. I slept the night under a pier by the river and the next morning took the train to Dax. From here I walked southeast towards San Sebastian. About eight kilometres from the border I was stopped by two French gendarmes who turned me over to the Germans at Dax.

CAMPS IN WHICH IMPRISONED

Dulag Luft	1-20 October 1942
Stalag Luft VIII B	24 October 1942 - 22 January 1945
Stalag Luft VIII A	February 1945
Oflag IVD	March 1945

ATTEMPTED ESCAPES

On 26 December 1942 at Stalag Luft VIII B I changed identity with Private Harold Wagstaff, New Zealand Expeditionary Force. I made five attempted escapes during the next eleven months, during which time the changeover was not discovered by the Germans. In November 1943 Wagstaff and I resumed our true identities.

(a) **First attempt** On 20 February 1943 I escaped with Sergeant Bill Flynn, New Zealand Expeditionary Force, from Arb. Kdo. 225 (Jagendorf) by climbing over the wire while the other PoWs caused a diversion in the barracks. We walked to Pressburg but due to insufficient clothing and the cold weather we found it necessary on the night of 3 March to enter a barn for cover. Here we were discovered by a Czech and turned over to the Germans.

(b) **Second attempt** I escaped at night on 20 April 1943 with "Joe Smith" (believed to be assumed name of a Czech member of the British Commandos) from Arb. Kdo. 405 (Glatz) by sawing our way through a barrack window. It was our intention to reach Brunn where Smith claimed to have relatives from whom we could obtain help. On reaching Brunn we were arrested by a policeman on 28 April and returned to the Stalag.

(c) **Third Attempt** On the night of 14 May 1943 Corporal Al Rose, Australian Army and I took a heavy barrack door off its hinges and escaped from an Arb. Kdo. At Goldenburg. We rode in goods trains to Prague where, on 20 May we were picked up in an identity check.

(d) **Fourth and Fifth Attempts** - At Arb. Kdo 187, Breslau/Gandau airfield, a Luftwaffe base for the Russian zone, I made two unsuccessful attempts to escape by air. After working for some time as a caretaker around the control tower, operations room, intelligence office and pilots' barracks, I learned that a Ju.34 aircraft took off twice each day on a weather recce. It was the habit of the ground crew to bring the aircraft to the end of the field at 1400 hours, start it and leave it unattended for a few minutes with the engine running until the crew arrived.

On 14 July 1943, dressed in the overalls worn by the ground crew, I strolled towards the aircraft but was seen by a ground crew who recognized me as a PoW and took me to the control tower for questioning. My plan was evidently undiscovered for I remained working at this Arb. Kdo.

Ju,87s later appeared on this field in fair numbers. Since army PoWs often asked questions of the Germans out of curiosity I was able to learn a lot about the

operation and controls of this type of aircraft from the pilots in whose quarters I worked daily without it being suspected that I was a pilot myself.

On 28 September 1943 I got on to the airfield at night and got into a Ju.87. The ignition required a key and I tried to make contact by crossing the wires without success. I spent 45 minutes trying to get this aircraft started. I was forced to give up this attempt as there were guards patrolling other aircraft. I was unable to get back to my quarters undetected, so spent the night in the pilots' quarters. My explanation about working late the previous night was evidently unsatisfactory and I was returned to the Stalag.

LIBERATION

I was liberated at Meiningen in April 1945.

In a supplemental statement he wrote:

After my return from Breslau/Gandau airfield, having lived under an assumed name for eleven months, Private Harold Wagstaff and I resumed our true identities in November 1943. From this time I devoted my attention to organising escape activity at Stalag Luft VIII B and therefore did not make any more attempted escapes.

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ROBB, F/L David (J9545) - **Air Force Cross** - No.7 EFTS (AFRO gives unit only as "No.51 Group Pool Overseas") - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 809/44 dated 14 April 1944. Born in Winnipeg, 2 July 1918; educated there; home in St.Vital (clerk for Customs Brokers in Winnipeg (five years) and Railway Express Company (one year) formerly in Royal Winnipeg Rifles). Enlisted at Winnipeg, 8 March 1941. To No.2 Manning Depot, 20 May 1941. To No.7 BGS (guard), 20 June 1941. To No.4 ITS, 14 July 1941; graduated and promoted LAC, 15 August 1941 when posted to No.10 EFTS; graduated 10 October 1941 and posted next day to No.15 SFTS; graduated and commissioned, 2 January 1942. To "Y" Depot, 3 January 1942. To RAF overseas, 24 January 1942; disembarked in Britain, 9 February 1942. To No.51 Group Pool, 28 February 1942. Attended No.5 Flying Instructor School, Perth, Scotland, 1 March to 28 April 1942. Attached to No.11 EFTS, 29 April 1942. To No.7 EFTS, 14 September 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 2 January 1944. To No.14 (Pilots) AFU, 15 February 1944. To No.18 OTU, Finningley, Yorkshire, 9 May 1944. To No.11 Base, 20 July 1944 for training at No.1656 Heavy Conversion Unit. To Lancaster Finishing School, Hemswell, 1 September 1944. To No.100 Squadron, 15 September

1944. Promoted Squadron Leader, 3 December 1944. Repatriated via Greenwood, 18 June 1945. Posted to No.8 OTU on return. Posted 19 June 1945 to Greenwood. To Station Greenwood, 1 August 1945. To Personnel Holding Unit, 28 September 1945. To No.1 Port Transit Unit, 28 September 1945 on transit to "elsewhere". Relinquishes Squadron Leader rank, 22 January 1945 on cessation of duty as Conducting Officer. Returned to Eastern Air Command, 23 January 1946. To No.1 Central Flying School, 29 January 1946. To Release Centre, 25 March 1946. Retired 2 April 1946 to Winnipeg. Invested with both AFC and DFC, 2 June 1949. Died 30 November 1994 in Toronto as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March 1995. No citation to AFC other than "in recognition of distinguished services rendered while engaged on flying duties with the Royal Canadian Air Force overseas." Public Record Office Air 2/8959 has recommendation which identifies unit and notes he had flown 1,0753 instructional hours, 436 in previous six months.

This officer has completed 15 months of hard work as a flying instructor, During this period he has set an excellent example by the zeal and keenness he has displayed in the performance of his duties.

ROBB, S/L David, AFC (J9545) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 765/45 dated 4 May 1945.

Squadron Leader Robb has participated in a number of operations against major German targets. Throughout he has displayed outstanding leadership both in the air and on the ground which combined with his exemplary zeal, courage and devotion to duty have been most praiseworthy. In October 1944, during an attack against Emmerich, a fire broke out in his aircraft. Three of the petrol tanks were punctured and some of the instruments were damaged. The fire was extinguished and Squadron Leader Robb pressed home his attack. His skilful airmanship and resourcefulness have won the admiration of his crew.

NOTE: Public Records Office Air 2/9050 has recommendation dated 14 December 1944 when he was a Flight Lieutenant and had flown 18 sorties (87 operational hours). This gives a sortie list plus more detailed account of action described:

* daylight sortie

27 August 1943 - Nuremburg
23 September 1943 - Neusse
26 September 1944 - Cap Gris Nez*
27 September 1944 - Calais*

5 October 1944 - Saarbrücken
7 October 1944 - Emmerich*
11 October 1944 - Fort Fredrik Hendrik*
12 October 1944 - Fort Fredrik Hendrik*
14 October 1944 - Duisburg
14 October 1944 - Duisburg*
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
21 October 1944 - Essen
29 October 1944 - Domburg*
9 November 1944 - Wanne Eickel*
10 November 1944 - Düren
3 December 1944 - Urft Dam
4 December 1944 - Karlsruhe

Flight Lieutenant Robb has completed 18 sorties on his first operational tour. He is filling a Flight Commander vacancy with exemplary zeal and devotion to duty, and has displayed outstanding leadership both in the air and on the ground. On the 7th October 1944, during an attack on Emmerich, this Canadian officer's aircraft was struck by incendiaries, three of which punctured the petrol tanks while another fell into the cockpit and damaged his instruments. The resulting fire was extinguished and the bombing attack pressed home with the utmost determination. Flight Lieutenant Robb's skilful pilotage, fine judgement and ability to take instant decisions has ensured the success of all his missions, and gained for him the respect and admiration of his Flight. It is considered that this officer's courageous leadership and fine record are most worthy of recognition, and the award of the Distinguished Flying Cross is strongly recommended.

Notes: Incident, 20 April 1942, Tiger Moth BB686. "While Sergeant Levell and myself were doing aerobatics in Tiger Moth BB686 at 1525 hours on 20 April 1942, the engine failed to respond. We had completed 7 or 8 slow rolls to the right and left at an altitude of 3,000 feet and Sergeant Levell being in the front cockpit took over and made a successful forced landing in a field approximately one mile from the town of Glamis at 1600 hours. After reporting to the aerodrome and the reason for engine failure rectified the aircraft was flown back by S/L Hopkins."

Tested 6 March 1943 - "This instructor has quite a sound knowledge of the principles of flying instruction, which he delivers in a clear and interesting manner. On test, however, his flying in a couple of instances was not up to A2 standard, i.e. aerobatics lacked polish, and in spite of several attempts at rolling off the top of a loop, he repeatedly made the same mistake, and

failed to analyse his fault. On carrying out a forced landing he selected a very small and unsuitable field, with the result that he failed to get in. Recommend re-test in three months.”

Retested 4 May 1943 by F/L D.R. Bevis - “Has a good voice and an excellent instructional manner. Demonstrations are good and well synchronised with his patter. General ability above average. Should have no difficulty in recategorizing to A2 Elementary.” Nevertheless, he was to retain B category until a further test.

Assessed as a Flying Instructor, 7 June 1943, tested on Tiger Moth. “This instructor has a sound knowledge of the principles of flying instruction which he delivers in clear and interesting manner. His demonstrations are accurate and convincing.” (F/L J.A. Hart, recommending change from B to A2 Elementary Category.

Assessed 12 July 1943 when he had flown 1,260 hours. “A Canadian and excellent type, good physique, pleasant personality and possesses the qualities of good leadership. A very good type of officer, popular and hard-working, keen on the Service and has the ability and outlook to do well.” (W/C John Beaumont).

Assessed 13 February 1944 when he had flown 1,637 hours 35 minutes (283.40 in previous six months) on posting from No.7 EFTS to No.14 EFTS - “A very keen officer, has ability and a sound service outlook. As a flying officer he has done very well at this unit and with experience should make an excellent flight commander.” (W/C John Beaumont).

Application for Operational Wing dated 23 May 1945 stated he had flown 30 sorties (165 hours 45 minutes) with No.100 Squadron, 23 September 1944 to 3 May 1945.

Assessed 11 June 1945 when he had flown 2,054 hours (113 in past six months) - “Squadron Leader Robb gas carried out his duties as a Flight Commander in an exemplary manner. His keenness and interest in all squadron activities has been most beneficial to the unit. Strongly recommended for future employment as a Squadron Commander.” (W/C T.B. Morton, No.100 Squadron)

On repatriation form dated 9 October 1945 he stated he had flown 30 sorties (200 operational hours) and 1,800 non-operational hours. Types flown were Tiger Moth (1,400), Magister (50), Anson (100), Oxford (100), Wellington (80), Halifax (80) and Lancaster (300).

Incident of 7 October 1944, Lancaster III, serial LM723, 1420 hours. Pilot was F/L David Robb; others were 1067664 Sergeant A. Gamble (flight engineer), 1681703 Sergeant A. White (navigator), J37890 F/O E.M. Mosure (bomb aimer, later awarded DFC), 1590163 Sergeant R. Brown (WOP/AIR), R262629 Sergeant C.M.P. Kerr (mid-upper gunner) and R258498 Sergeant R.G. Gibson (rear gunner). No injuries. Robb gave the following statement:

When on the bombing run, I saw a Lancaster approximately 1,500 feet above me on the port bow. I saw his 4,000-lb bomb drop at a safe distance on my port. I continued my bombing run and as the B/A told me of our H.E. "gone", the F/E beside me who was on lookout for aircraft above, warned me of the incendiaries. I looked up and immediately commenced to turn to starboard. The next moment the windscreen was shattered and damage was done to the flying panel, and a fire commenced in the B/A.'s compartment. The B/A was supplied with fire extinguishers and succeeded in putting out the fire. Other damage was caused by four more incendiary bombs.

The damage was described as follows - "Starboard tailplane holed. Fuselage former No.20 and skin damaged. Pilot's instrument panel smashed. Former E damaged at top and burnt near camera mounting. Starboard No.1 and 2 and Port No.3 Fuel Tanks holed and mainplane skin damaged above each tank. All damage caused by four incendiary bombs." It was noted that Robb was at his ordered height (10,000 feet).

Training: Interviewed 17 January 1941 in Winnipeg by F/O N.A. Vose. "Above average. Keen and confident. Clear eyed."

Course at No.4 ITS was 17 July to 16 August 1941. Courses in Courses in Mathematics (92/100), Hygiene and Sanitation (34/40), Law/Discipline (57/100), Armament, practical and oral (90/100), Drill (78/100) and Signals (100/100). Placed 16th in a class of 343. "Athletic type, keen, alert, cheerful, clean-cut; fine type trainee."

Course at No.18 EFTS was 20 August to 10 October 1941. Tiger Moth aircraft - 32.55 day dual, 26.05 day solo, of which 5.55 was on instruments; logged ten hours in Link. "A pupil of average ability who works hard and is very conscientious. Very keen on flying, always ready to obey orders. Needs practice in aerobatics and forced landings. Instrument flying weak and needs considerable practice." Ground courses in Airmanship (111/200), Airframes (76/100), Aero Engines (68/100), Armament, oral (165/200), Signals, practical (86/100), Theory of Flight (69/100), Air Navigation (158/200). Graded 150/200 in Qualities as an Officer. Placed 11th in a class of 65. "Good quiet and steady type of pupil. Is aggressive and tries hard at all times, with above average results. His conduct and attitude have been entirely satisfactory and is considered officer material."

Course at No.15 SFTS was 13 October 1941 to 2 January 1942. Crane aircraft - 38.10 day dual; 53.05 day solo, 2.50 night dual, 9.15 night solo. Spent 21.15 on instruments; logged 20.00 in Link.

“A very steady type, no serious faults. Will become a competent and reliable pilot with experience.”

Courses in Airmanship and Maintenance (123/200), Armament, written (55/100), Armament, practical (92/100), Navigation and Meteorology (134/200), Signals, written (37/50) and Signals, practical (100/100). Placed 16th in a class of 49. “Cooperative, good team worker. Character very good.”

Course at No.14 AFU was 15 February to 9 May 1944. Oxford aircraft - 4.50 day dual to first day solo, 18.35 total day dual, 28.00 day solo; three hours in formation, 7.40 on instruments; 45 minutes night dual to first night solo; 6.55 total night dual, 13.55 night solo. Evaluated under following headings - General Flying (320/400), Applied Flying (150/200), Instrument Flying (165/250), Night Flying (70/100), Link (32/50). “An experienced ex-instructor who has flown Oxfords before and who has maintained an above average standard throughout the course. He is an excellent officer and should do well.” (W/C A.H. Peck, 9 May 1944).

Attended No.1452 Beam Approach Training Flight, 29 March to 4 April 1944. Oxford aircraft (10.20). “Instrument flying fair but needs attention to height. With practice should make a good Beam Approach pilot.”

Course at No.18 OTU was 9 May to 9 July 1944. Wellington III and X aircraft - 7.10 day dual to first day solo, 9.15 total day dual, 32.45 day solo; 4.30 night dual to first night solo (total night dual), 30.25 night solo. Logged ten hours in Link.

Graded in the following flying tests - General Flying (280/400), Applied Flying (150/200), Instrument Flying (170/250), Night Flying (75/100), Link (37/50). Ground courses in Airmanship (261/300), Armament (257/300), Meteorology (76/100), Navigation (166/200), and Signals (83/100). “Found slight difficulty with heavy aircraft at first as he had flown Tiger Moths for a long period. However his experience and good air sense soon overcame this and he passed out successfully reaching an above average standard. Handles his crew very well and they cooperate efficiently. Should make a good operational team.”

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ROBB, F/L John Malcolm (J10229) - **Distinguished Flying Cross** - No.414 Squadron - Award effective 6 February 1945 as per **London Gazette** dated 13 February 1945 and AFRO 508/45 dated 23 March 1945. Born 15 July 1917 in Toronto; home in Newmarket, Suffolk and Toronto. Educated at Oakwood Collegiate, University of Toronto and the Osgoode Law School, Toronto (COTC while there). Practiced law in Toronto. Enlisted in Toronto, 13 March 1941. To No.1 Manning Depot, 16 June 1941. To No.1 ITS, 8 August 1941; graduated and promoted LAC, 13 September 1941 when posted to No.10 EFTS; graduated 7 November 1941 when posted to

No.6 SFTS; graduated and commissioned 27 February 1942. To "Y" Depot, 28 February 1942; to RAF overseas, 19 March 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, date uncertain; attached to the Judge Advocate's Branch, RCAF Headquarters, in London England, before being repatriated back to Canada, 8 July 1945. To No.1 Air Command, 20 July 1945. To No.14 SFTS. 21 August 1945. To No.4 Release Centre, 7 September 1945. Retired 6 October 1945. Continued the practice of law in Toronto and in 1953 was created Queen's Counsel (QC). In 1954 he was Partner in the Toronto law firm, Slaght, Robb & Hayes. In addition to his law practice, held senior appointments with the federal Minister of Justice. Died in Toronto, 1981. Credited with the following victories while with No.400 Squadron: **29 August 1943**, one Bf.109 destroyed; **11 November 1943**, one Me.210 destroyed (shared with F/L H.L. Morham) plus one Me.210 probably destroyed. In No.400 Squadron before joining No.414. Award sent by registered mail, 20 April 1949.

This officer has completed a large number of operational sorties including many missions at low level in the face of intense anti-aircraft fire. His aircraft has sustained damage on three occasions. Despite this, Flight Lieutenant Robb has always succeeded in flying back to base. He has destroyed at least one enemy aircraft and has also inflicted much damage on enemy transport. Flight Lieutenant Robb's enthusiasm, high courage and devotion to duty have been most commendable.

NOTE: Public Records Office Air 2/9048 has original recommendation dated 6 October 1944 when he had flown 138 sorties (190 hours 15 minutes) and held the appointment of Flight Commander.

Flight Lieutenant Robb commenced operations with No.400 (RCAF) Squadron on September 2nd, 1942. He has completed 139 missions against the enemy. These were all of low level reconnaissance, artillery reconnaissance, etc. He has undertaken 16 Rhubarb and Ranger intruders during 1943. On these he is credited with one and one-half enemy fighter aircraft and shares in the damage of another. He claims damage to seven trains and one locomotive during this time. Approximately 120 of his total of 190 hours of operations have been put in since D Day. On three occasions his aircraft has been severely damaged by flak. On another occasion he successfully evaded eight FW.190s although struck by their fire.

Squadron Leader G. Wonnacott added (same day):

This officer has been a flight commander with No.414 Squadron since July 1944. His fine courage and leadership on all operational sorties has been an inspiration

to those he commanded. He has completed many photographic missions in the face of intense flak at low level and has sustained damage to his aircraft on three occasions, but has successfully brought the aircraft home. Flight Lieutenant Robb has always shown great keenness and devotion to duty.

W/C R.C.A. Waddell (Wing Commander Flying, No.39 Wing) added (23 December 1944):

Throughout the 25 months this officer has been on operations, he has consistently displayed a high degree of keenness and determination. As a Section leader, his ability was a source of inspiration to those whom he led. His destruction of enemy aircraft was carried out on low level sorties and, in each case, over 75 miles inside enemy territory. As a reconnaissance pilot, his skill was of the highest. For his high standard of leadership, great determination and strong will to destroy the enemy, I strongly recommend this gallant officer for the Distinguished Flying Cross.

RCAF Press Release No. 2664 dated 30 August 1943 read:

Sunday was one of those perfect halcyon days for a famous Canadian Mustang Squadron. In a crucial soft ball game, their team defeated another Canadian Mustang Squadron by 4 runs after being 5 down in the 3rd innings and, during the match, it was learned that one of their pilots had shot down his first victim.

F/O Malcolm Robb, former Toronto lawyer, (2683 Alberta Avenue), who sent a two-second burst of cannon fire into a Me109 at almost deck level and saw it burst into flames, was in the line-up for the ball game but, almost at the last minute, he was called to go out on a train busting operation with another Mustang pilot F/O Gus Garry of Ottawa.

The two pilots found a goods train 20 miles west of Rheims, attacked it at a low level and saw their shells and machine gun bullets strike the locomotives but, not finding any, were just starting for home when suddenly they spotted the Messerschmitt flying at about 100 feet.

"We were on his blind side and I don't suppose he ever saw us or know what happened to him," said Robb after him. "He was very low but was starting to climb and turn. I gave him a 2-second burst from 200 yards and was 100 yards from him when he went down."

F/O Garry was following Robb in to the attack but did not have to fire a shot. "I saw Robbie's hit on the Jerrie's starboard wing and his petrol tank blew up immediately and he turned into a ball of orange flame", said Garry. The Ottawa flier was on his first flight of this type. He remustered from administration clerk to air crew last year.

While elated at the success, which brings their squadrons score in the past two weeks to 3 destroyed, the two flyer's first reaction to the combat was essentially practical. "My first thought was to wonder where his friend was", said Robb but the German was evidently alone and unsuspecting. "It sure was an object lesson to keep your eyes peeled", said Garry.

Robb, who is well known in Toronto legal circles, joined the R.C.A.F. in 1941 and came overseas in March 1942.

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ROBERGE, F/L Hilaire (C4615) - **Member, Order of the British Empire** - No.62 Base - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 809/44 dated 14 April 1944. Born in Ottawa, 12 January 1903. Home in Ottawa; educated at Montfort School (Eastview); enlisted in Ottawa 3 July 1924 and posted to Station Ottawa in trade of Carpenter. Promoted AC1, 1 April 1925. Promoted LAC, 15 July 1925. Promoted Corporal, 22 May 1926. Promoted Acting Sergeant, 1 October 1927. Confirmed as Sergeant, 1 April 1930. To No.1 Depot, 12 May 1932. To Ottawa Air Station, 1 October 1934. To No.18 Detachment, Montreal, 30 April 1936 as instructor to the Auxiliary Squadron there. Promoted Flight Sergeant, 1 June 1936. Promoted Warrant Officer Class 2, 1 September 1939 when trade changed to Airframe Mechanic. To Camp Borden, 30 September 1939. On 14 November 1939 was posted to Technical Training School, St. Thomas. To No.12 Technical Detachment, Toronto, 28 May 1940 (Resident Inspector at Massey-Harris plant, Weston); promoted WO1, 1 October 1940. Commissioned 24 March 1941 in rank of Flying Officer. To "Y" Depot, Halifax, 15 March 1942. Posted overseas, 30 March 1942. To No.419 Squadron, 29 April 1942. To No.425 Squadron, 24 June 1942. To No.426 Squadron, 26 October 1942. Promoted Flight Lieutenant, 1 March 1943. To No.425 Squadron, 15 May 1943. Proceeded with No.425 Squadron to Africa (26 May 1943) and back to England (26 October 1943). To No.62 Base, 10 December 1943. Repatriated to Canada, 25 March 1944. To No.3 Training Command, 4 May 1944. To No.124 Ferry Squadron, 10 May 1944. To Station St. Hubert, 30 June 1944. To Rockcliffe, 1 July 1944. Promoted Squadron Leader, 1 October 1944. Remained in postwar RCAF, retaining rank of Squadron Leader as of 1 October 1947. Retired to Chateauguay, Quebec, 17 July 1950. Invested with award by Governor General, 27 June 1945. Died in Ottawa, 27 April 1979. No citation in AFRO. Recommended for BEM, 16 August 1943, for services as Engineer Officer with No.425

Squadron. The proposed citation noted that he had come to a new squadron and his experience was most helpful in training ground crew. "Flight Lieutenant Roberge is a most skilful and conscientious engineer whose cheerful confidence has inspired a high standard of morale among the ground crew personnel. The high serviceability maintained in England and in North Africa, where the undertaking of major repair jobs in the field were done in record time, is worthy of the highest praise. This officer has fully contributed to the successes achieved by the squadron."

Notes: It is evident from numerous movements in the 1920s that he served short periods with RCAF photo detachments in Northern Ontario and in the West. He was, for example, at Larder Lake, 29 July to 22 October 1926. Again, he was at Sudbury, 18 September to 3 November 1927. On 15 September 1927, F/L F.C. Higgins of a Photographic Flight, writing from Torrance (Muskoka) recommended his promotion to Sergeant - "Corporal Roberge has now serve with me on detached photographic operations for two season, hence I have had good opportunity to judge the character of his work and extent of his ability both in respect of his trade proficiency as rigger and his qualifications as to rank. During last season's operations he served in the capacity of next senior NCO and during the present season he has been acting in the responsible position of Senior NCO of my Detachment. He has at all times been most reliable and painstaking, shown excellent initiative, and ranks high in trade proficiency and the capacity to get things done in short order. His ability to handle men and to exercise proper supervision over their work is considered distinctly good, as evidenced by the loyal support which he consistently secures from the other members of the Detachment." About 11-12 December 1929 he was sent to St. Felicien for about ten days duty "in connection with installation of skiis on Pilot Officer Bonard;s aircraft G-CYIT" (possibly in connection with a search). Travel claims show him as going to Gananogue, 25-26 July 1931 to salvage Fairchild XJ after a crash and to truck it back to Ottawa.

Assessed 1 May 1941 - "Has recently been commissioned from the ranks, Has been carrying out the duties of Resident Technical Officer as plants in this district. Zealous in his duties, near in appearance, and should make a good officer." (W/C J.L Hurley, No.12 Technical Detachment).

Assessed 1 February 1943 - "Is an outstanding Engineer Officer who carries out his duties willingly and skilfully. Is definitely an asset to a squadron." (W/C J. St. Pierre).

Assessed 1 December 1946 - "Highly qualified officer. Despite shortage of staff, continues to turn out a lot of work. Never complains regardless of the amount of work he is called on to turn out. His pleasant personality and cooperative attitude are a 'must' in his difficult position. His appearance and deportment are above average." (G/C R.F. Gibb).

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ROBERTS, F/L Edward Alan (J16515) - **Commended for Valuable Services** - No.313 Ferry Training Unit - Award effective 7 September 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 12 June 1918. Home in North Bay, Ontario; enlisted in Hamilton, 24 June 1940. Posted to No.2 ITS, 30 June 1940; posted on 30 August to No.4 EFTS; promoted LAC, 1 September 1940; posted on 3 November 1940 to No.2 SFTS; graduated and promoted Sergeant, 28 January 1941. To Halifax, 18 February 1941; to RAF overseas, 6 March 1941. Commissioned 4 December 1942. Promoted Flying Officer, 4 June 1943. Repatriated to Canada and promoted Flight Lieutenant, 4 December 1944. To No.45 Group (Ferry Command and Transport Command), date not stated. Repatriated again to Canada, 1 September 1945. Retired 11 October 1945. Public Record Office Air 2/9117, courtesy of Steve Brew, has citation drafted when he had flown 1,646 hours, 674 on current duties, 244 in previous six months.

Flight Lieutenant Roberts is a Staff Pilot. He has served at this Unit for 18 months and has been largely employed as a Flying Instructor in which capacity his work has been particularly noteworthy.

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ROBERTS, FS (now P/O) Frederick John (R133383/J18831) - **Distinguished Flying Medal** - No.103 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 10 December 1943 and AFRO 410/44 dated 25 February 1944. Born in Vancouver, 24 July 1919; home there. Former clerk and foundry moulder; enlisted in Vancouver, 8 October 1941. To No.3 Manning Depot, Edmonton, 4 November 1941. To No.31 EFTS, De Winton, 19 December 1941. To No.4 ITS, Edmonton, 1 March 1942. Promoted LAC, 24 April 1942. Posted to No.2 AOS, Edmonton, 26 April 1942. Promoted Sergeant, 28 August 1942. To "Y" Depot, Halifax, 30 August 1942. To RAF Overseas, 26 October 1942. Disembarked in Britain, 5 November 1942. Taken on strength at No.3 PRC. Bournemouth, 6 November 1942. To No.10 (O) AFU, 14 December 1942. To No.28 OTU, 2 February 1943. To No.1662 Conversion Unit, 2 May 1943. Taken on strength of No.103 Squadron, 4 June 1943. Commissioned 4 August 1943. Killed in action 2/3 December 1943 (Lancaster JB401). Award presented to next-of-kin, 1945.

Pilot Officer Roberts has completed many successful operations against the enemy in which he has displayed high skill, fortitude and devotion to duty.

The website "Lost Bombers" gives the following on his last sortie. Lancasterr JB400, No.103 Squadron (PM-P), target Berlin, 2/3 December 1943. JB401 was delivered to No.103 Squadron with JB400 2 October 1943. JB401 took part in the following operations; Hannover 18/19 October 1943; Berlin 18/19 November 1943; Berlin 22/23 November 1943; Berlin 23/24 November 1943; Berlin 26/27 November 1943; Berlin 2/3 December 1943 (lost). When lost this aircraft had a total of 93 hours. JB401 was one of three No.103 Squadron Lancasters lost on this

operation; the others were JB400 and JB403. Airborne at 1654 hours, 2 December 1943 from Elsham Wolds.. Crew (all killed) were F/L F.T.Hopps, DFC; Sergeant R.S.Timeson; P/O F.J Roberts DFM, RCAF; Sergeant W.L.Sargent; Sergeant R.Thomas; Sergeant J.B.Daniel; Sergeant R.E.Black, RCAF.

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ROBERTS, F/L John Henry (C1083) - **Air Force Cross** - No.116 Squadron (Canada) - Award effective 11 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Enlisted 9 September 1939. Awarded wings at Camp Borden, 28 February 1940.. To No.116 (BR) Squadron, 1 July 1941 on promotion to Flight Lieutenant. Promoted Squadron Leader, 15 August 1942. To No.4 Wireless School, 30 April 1943. Promoted Wing Commander, 1 September 1943. To "Y" Depot, 9 November 1944; to RAF overseas, 10 November 1944. Repatriated 17 October 1945. Remained in postwar RCAF including service in Northwest Air Command. Promoted Group Captain, 1 January 1953.

This officer has displayed unbounded enthusiasm during nearly 1,000 hours of flying time, 500 of which were on actual coastal operational duty. He has shown highly commendable spirit and devotion to duty, and has set a fine example for his brother officers by the cheerful, thorough and uncomplaining manner in which he has carried out any task which was given to him. A very outstanding young officer whose spirit and ideals deserve recognition.

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ROBERTS, FS Jack (Can 2556, later C53394) - **Commended for Valuable Services in the Air** - No.13 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 4 November 1918. Enlisted in Toronto, 2 May 1939 as Wireless Electrical Mechanic. Promoted AC1, 1 November 1939. To No.1 WS, 22 February 1940. Promoted Corporal, 2 August 1940. Reverted to LAC, 16 August 1940. To RAF, 22 August 1940. Promoted Sergeant, 1 July 1942. Repatriated to Canada via No.31 Personnel Depot, 26 January 1943. To No.13 EFTS, 19 February 1943; to No.2 SFTS, 15 May 1943. Graduated and graded pilot, 13 October 1943. To No.3 Flying Instructor School, 31 October 1943. To No.2 SFTS, 14 January 1944. To No.13 SFTS, 25 February 1944. Commissioned 31 March 1945. Promoted Flying Officer, 1 October 1945. Release date uncertain. Joined postwar RCAF, 2 April 1951 on short service commission (39388); granted permanent commission, 1 January 1955; awarded Canadian Forces Decoration while at No.3 AFS, Gimli, 16 July 1956.

This non-commissioned officer has been employed as a flying instructor with this unit for about ten months. His devotion to duty has been definitely above the average and the support which he has [NOTE: "given his"? - word missing in torn

text] flight commander is most commendable. In all respects this non-commissioned officer's work has been of the highest order.

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ROBERTS, S/L John Fulton (J37731) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 18 May 1945 as per **London Gazette** of that date and AFRO 1085/45 dated 29 June 1945. Born 24 September 1910 in St.Mary's, Ontario; home in Toronto (accountant); enlisted there 17 August 1942. Granted Leave Without Pay until 1 November 1942 when posted to No.1 Manning Depot. To No.9 SFTS (guard duty), 17 December 1942. To No.6 ITS, 3 April 1943; graduated and promoted LAC, 11 June 1943; to No.1 AOS on 14 June 1943; graduated and commissioned, 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, 15 November 1943. Promoted Flying Officer, 29 April 1944. Promoted Flight Lieutenant, 9 September 1944. Repatriated with No.408 Squadron, 20 June 1945. To No.405 Squadron for "Tiger Force", 17 June 1945. To No.4 Release Centre, 5 September 1945. Retired 28 September 1945. Award presented 30 November 1949. Postwar chartered accountant; died in Toronto, 18 June 1998.

As navigator, this officer has participated in very many sorties against a variety of enemy targets. His example of keenness and devotion to duty have been of a high order throughout. On one occasion in March 1945 his navigational aids become unserviceable en route to the target. Displaying outstanding initiative and resourcefulness, Squadron Leader Roberts successfully navigated the aircraft to the target and back to this country with his usual accuracy.

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ROBERTS, W/C John MacDonald (C1679) - **Member, Order of the British Empire** - No.11 Recruiting Centre - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Dungannon Ontario, 25 June 1891. Home in Toronto; banker and accountant, 1908 to 1915. Enlisted with Cobutg Heavy Battery, 24 April 1916; to England, 18 June 1916 with artillery draft; to France, 23 August 1916 with First Canadian Siege Battery. To England, 9 July 1917 for transfer to Royal Flying Corps; posted to No.2 Officers Cadet Wing, Winchester, 8 August 1917. To Hastings, 27 August 1917. To Oxford, 21 September 1917. Appointed Temporary Second Lieutenant on Probation, 8 November 1917. To No.49 Training Squadron, 7 December 1917. Injured on Home Establishment, 23 March 1918. Appointed Second Lieutenant on Probation, RAF, 1 April 1918. To Headquarters, No.19 Wing, 25 May 1918. To Non-Effective Pool, No.16 Group, 24 August 1918. To No.49 Training Depot Station, Catterick, 19 September 1918. To No.16 Group Non-Effective Pool, 24 October 1918; to No.49 Training Depot Squadron, 19 November 1918. Injured in automobile accident, 5

February 1919. To No.52 Training Depot Station, 11 March 1919. Placed on Unemployed List, 11 July 1919. His total flying training had amounted to about twelve hours. Returned to Canada., resuming career in banking; salesman for Burroughs Adding Machines, 1925-1933; County Clerk of Huron County, 1933 to 1939. Enlisted in London, Ontario, 2 February 1940 (Administration) and posted to AFHQ. To London Recruiting Centre, 1 July 1940. To Winnipeg Recruiting Centre, 4 May 1941. To AFHQ, 10 September 1941. Promoted Squadron Leader, 15 September 1941. To Recruiting Centre, London, 22 February 1942. To Recruiting Centre, North Bay, 24 May 1943. To No.11 Recruiting Centre, Toronto, 15 August 1943. Promoted Wing Commander, 1 October 1943. To No.1 Training Command, 31 July 1944. Placed on Class "E" Reserve, 30 September 1944. Award presented 17 May 1948. Died in Goderich, Ontario, 15 March 1955 as per **Legionary** of May 1955.

This officer has been employed in many responsible capacities throughout his service career. As Officer Commanding various Recruiting Centres his work has been characterized by his exceptional organizing ability. Despite the great physical strain and long hours imposed on this officer, he has willingly and cheerfully discharged his duties in an exemplary manner. His sound judgement and keen devotion to duty have been outstanding.

First recommended for an OBE, 18 September 1943 by A/V/M F.S. McGill as follows:

This officer has been employed over a lengthy period on duties as Officer Commanding of various Recruiting Centres which required "re-vitalizing". This imposed a heavy physical strain and long hours on Squadron Leader Roberts, all of which was accepted cheerfully in the Service interest, and this officer has done an outstanding job wherever assigned.

This went as far as AFHQ but did not make priority lists for two years.

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ROBERTS, P/O Kenneth Godfrey (J89779) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1085/45 dated 29 June 1945. Born 1 April 1922 in Toronto; home there (student at North Toronto Collegiate). A keen athlete, fencer, and radio actor with CBC ("They Shall Not Pass", "The Navy's Here" and "Carry on Canada.") Enlisted in Toronto, 6 May 1942 and posted to No.1 Manning Depot. To No.6 SFTS, Dunnville, 30 June 1942. To No.5 ITS, Belleville, 2 August 1943; graduated and promoted LAC, 10 October 1942; to No.13 EFTS, St. Eugene, 7 November 1942; ceased training 2 January 1943; to Trenton, 5 January 1943; to No.5 BGS, 6 March 1943; to No.1 CNS, 30 May 1943. Graduated and promoted Sergeant, 6 July 1943. To "Y" Depot, 24 July 1943. Embarked from New York, 3 August 1943; disembarked in Britain, 11 August 1943. To

No.6 (Observer) AFU, 24 August 1943. To No.20 OTU, 12 October 1943. To No.21 Base, 21 March 1944. Attached to No.1658 Conversion Unit, 21-28 March 1944. Attached to No.20 OTU again, 3 April 1944. To No.158 Squadron, 6 June 1944.. Commissioned August 1944. To No.24 OTU, 11 November 1944. To No.8 Aircrew Holding Unit, 15 June 1945. Repatriated 18 June 1945. To No.8 OTU, Greenwood, 19 June 1945. To Station Greenwood, 1 August 1945. Released 10 October 1945. Rejoined RCAF in Toronto, 17 June 1952 (206700) as Public Relations Officer with rank of Flight Lieutenant. To No.1 Officer School, London, 1 August 1952. To AFHQ, Ottawa, 5 October 1952. To No.1 Air Division, Metz, 13 April 1953. To AFHQ, 1 October 1955. Promoted Squadron Leader, 1 January 1960. To Training Command Headquarters, Winnipeg, 4 July 1962. To Northern NORAD Regional Headquarters, North Bay, 2 May 1963. To No.1 Air Division, 16 August 1963. To CFHQ, 2 January 1964 where he was Managing Editor of **Sentinel Magazine**. Retired 22 September 1971 (service number 206700). Postwar he was a Public Relations staff officer, prolific writer and ardent canoeist. Photo PL-40658 shows WO2 R.L. Irvine, Flight Sergeant Langley, F/O R.B. Houston and P/O K.G. Roberts. Photo PL-48165 shows him after investiture (1949) with Mrs. Charles Holme. Photo PL-55489 is portrait, October 1952. Died in Ottawa, 10 July 1997.

This officer has taken part in a large number of operational sorties as air bomber. He has done excellent work and in the face of the enemy he has always displayed coolness and resolution. In October 1944 he was detailed to attack Sterkrade in daylight. As the aircraft neared the target it was hit by anti-aircraft fire and a splinter pierced the windscreen, narrowing missing this officer. Other pieces damaged the oil tanks, fuselage and mainplane. Undeterred, however, Pilot Officer Roberts coolly completed his allotted tasks.

NOTE: Public Records Office Air 2/9050 has recommendation dated 15 December 1944 with sortie list and a more detailed text than that which was published.

9 June 1944 - Laval (5.31) - Bombed in cloud
12 June 1944 - Amiens (4.50) - Successful attack
14 June 1944 - Evrecy (4.54) - Bombed as ordered
16 June 1944 - Sterkrade (4.09) - Attacked in cloud
17 June 1944 - St.Martin l'Hortier (3.30) - Bombed target
22 June 1944 - Siracourt (3.45) - First daylight operation
23 June 1944 - Oisemont (3.25) - Bombed aiming point
24 June 1944 - Le Grand Rossignol (3.27) - do.
27 June 1944 - Marquise Mimoyecques (3.43) - do.
28 June 1944 - Wizernes (3.05) - do.
30 June 1944 - Villers Bocage (3.47) - Very concentrated bombing
18 July 1944 - Caen H.1 (3.58) - Completed sortie
20 July 1944 - Ardouval II (4.02) - Recalled by Master Bomber

23 July 1944 - Les Catelliers (3.41) - Successful attack
25 July 1944 - Wanne Eickel (4.33) - Bombed through cloud
29 July 1944 - Foret de Nieppe (3.52) - Successful attack
1 Aug 1944 - Chapelle Notre Dame (4.02) - Recalled by Master Bomber
3 Aug 1944 - Bois de Casson (4.37) - Successful attack
5 Aug 1944 - Foret de Nieppe (3.39) - Bombed as ordered
6 Aug 1944 - Foret de Nieppe (3.16) - Duty carried out
7 Aug 1944 - TOTALIZER 3 (4.35) - Bombed as ordered
9 Aug 1944 - Bois de la Haie (3.42) - Successful
11 Aug 1944 - Ferfay (3.50) - Bombed aiming point; flak damage
14 Aug 1944 - TRACTABLE 21A (4.04) - Duty carried out
15 Aug 1944 - Eindhoven (3.30) - Bombed airfield
16 Aug 1944 - Kiel (4.19) - Bombed through cloud
18 Aug 1944 - Sterkrade (4.26) - do.
25 Aug 1944 - Brest (Point des Espagnoles) (5.48)- Duty carried out
27 Aug 1944 - Homberg (4.22) - Bombed target
3 Sept 1944 - Soesterburg (3.08) - Successful attack
25 Sept 1944 - Calais (2.39) - Bombed in cloud
26 Sept 1944 - Calais (3.28) - Successful
30 Sept 1944 - Bottrop (4.30) - Bombed in cloud
6 Oct 1944 - Sterkrade (4.18) - Bombed as ordered
7 Oct 1944 - Kleve (4.03) - Successful
14 Oct 1944 - Duisburg (5.25) - Bombed as ordered
15 Oct 1944 - Duisburg (5.25) - Bombed in cloud
15 Oct 1944 - Wilhelmshaven (3.33) - Successful attack
23 Oct 1944 - Essen (5.17) - Bombed in cloud

On 6th October 1944, Pilot Officer Roberts was Air Bomber in a Halifax III aircraft detailed from No.158 Squadron to attack Sterkrade in daylight. As the aircraft neared the target it was buffeted by shell bursts and then, as Pilot Officer Roberts started his course directions for the bombing run, another burst peppered the aircraft with shell splinters. One piece went through the perspex in the nose and narrowly missed this officer, and others damaged oil tanks, fuselage and main planes. In spite of this, however, Pilot Officer Roberts coolly continued to direct the bombing run, and his photograph proves that he straddled the aiming point.

On 11th August 1944, on a daylight attack on Ferfay, Pilot Officer Roberts again returned an aiming point photograph when bombing from an aircraft severely damaged by flak on the run up.

Throughout an eventual tour of 39 sorties this Air Bomber has done excellent work. His keen offensive spirit has been an inspiring influence in his crew and in his section. On the ground and in the air he has been an asset to the squadron. It is recommended that Pilot Officer Roberts' excellent record of courage, bombing efficiency and unfailing devotion to duty be recognized by the award of the Distinguished Flying Cross.

RCAF Press Release dated 11 December 1944 (associated with photo UK-17563) from one MacPherson read as follows:

With Canadians flying in the RAF: - Three members of the RCAF pose on the fuselage of a Halifax bomber the day P/O K.G. Roberts, of Toronto (44 Castlefield Avenue), completed a tour of operations and was screened from the squadron to which they were all attached.

They are, from left Warrant Officer 2 R.L. Irvine, wireless operator, (213 Indian Grove); F/Sgt. F.P. Langley, bomb-aimer, (13 Gwynne Avenue); F/O R.B. Houston, pilot, (309 Warren Road), and Roberts, a bomb-aimer.

Roberts was a radio dramatic actor in Toronto, taking part in such CBC broadcasts as "They Shall Not Pass" and "Carry on Canada" before he joined the RCAF in May, 1941.

He arrived overseas in August, 1943, and during his tour of operations had been on bombing missions to targets in the Ruhr, such as Essen, Duisburg, and to Cleves and Kiel.

Roberts sustained a minor wound from a jagged piece of flak which ripped through the aircraft during the bombing run over Duisburg during a daylight attack. At Sterkrade the Halifax was shot into a sieve-like condition by flak and there were a couple of occasions when Roberts' big aircraft staggered back to base on three engines.

His has now been assigned to instructional duties.

Notes: Application for Operational Wing dated 17 November 1944 stated he had flown 39 sorties (160 hours 20 minutes), 9 June to 23 October 1944.

On Repatriation Form (undated) he stated he had flown 39 sorties.

Assessed 12 June 1945 at No.24 OTU when he had flown 599 hours (24.10 i previous six months. Recommended as a Bombing Leader. "This officer has been a keen and reliable worker whilst at this unit. He is resourceful and is able to conduct his work on his own initiative. He is dependable and needs little supervision." (S/L G.S. Hutton).

Training: Course at No.5 ITS was 17 August to 10 October 1942. Courses Mathematics, Law and Discipline, Navigation, Airmanship. Anti-Gas, Armament (written), Aircraft Recognition, Drill , Signals (written) and Meteorology. Scored 525 of a possible 1,000 points. Placed 37th in a class of 37. "Extremely mature for his age. Considerable experience of life, good athlete, appearance and speech excellent, vigorous, enthusiastic and capable."

Attended No.13 EFTS, 9 November 1942 to 2 January 1943. Fleet Finch aircraft - flew 23.10 dual, 11.15 solo and logged twelve hours in Link. Training suspended. "Poor strident. Weak in all subjects. Flying ability below average. Lacks confidence in himself and does not appear capable enough to ever become a service pilot, Above average student in Link, good progress. Very weak in all subjects in ground school. Tried hard."

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ROBERTS, F/O Lorne Russell (J40055) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born in Calgary, 13 June 1922; home there (clerk). After graduation from Central High School, he signed with Williams and Williams Chartered Accountants where he worked for two years. Enlisted in Calgary, 28 November 1942. To No.3 Manning Depot, 18 March 1943. To No.4 ITS, 15 May 1943; graduated and promoted LAC, 5 August 1943; posted on 7 August 1943 to No.2 AOS; graduated and promoted Sergeant, 23 December 1943, subsequently commissioned with effect from that date.; to "Y" Depot, 14 January 1944; reposted to No.2 Aircrew Graduate Training School, 19 January 1944; to "Y" Depot again, 11 February 1944; taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Promoted Flying Officer, 23 June 1944. Repatriated 5 August 1945. Released 19 September 1945. Rejoined Williams and Williams. After completing his CA studies and working for several years, he and his partners acquired the firm and formed Roberts Gibson and Fraser (and Gillett later). That partnership was sold and Lorne joined Westburne International as Controller in 1967. He retired in 1987 as Vice President of Finance and Corporate Secretary. Died in Saskatoon, 18 October 2010. His obituary stated that he had completed 30 sorties and had been awarded the DFC for "for navigating his night bomber by sextant to its target, and back to base safely, after its navigation equipment failed". No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610

(RG.24 Vol.20627) has recommendation dated 18 April 1945 when he had completed 26 sorties (171 hours ten minutes), 2 December 1944 to 16 April 1945.

Flying Officer Roberts, as navigator of heavy bomber aircraft, has participated in twenty-six operational sorties, of which five were mine laying expeditions. He has attained an exceedingly high standard of ability and has played a large part in the successes achieved by his crew. His keenness, cheerful co-operation with other crew members and determination are worthy of much praise.

It is considered that his ability and devotion to duty, coupled with his fine offensive spirit, fully merit the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

2 December 1944 - Hagen (7.25)
4 December 1944 - Karlsruhe (7.10)
5 December 1944 - Soest (6.25)
6 December 1944 - Osnabruck (6.40)
18 December 1944 - Duisburg (6.10)
26 December 1944 - St. Vith (6.00)
28 December 1944 - Opladen (5.55)
30 December 1944 - Cologne (6.15)
13 January 1945 - Saarbrucken (7.40)
14 January 1945 - Grevenbroich (6.40)
16 January 1945 - Magdeburg (6.45)
28 January 1945 - Stuttgart (7.15)
4 February 1945 - Osterfeld (5.45)
7 February 1945 - Goch (7.10)
23 February 1945 - Essen (6.20)
24 February 1945 - Kamen (6.05)
25 February 1945 - Gardening, Arendal (6.30)
2 March 1945 - Cologne (5.40)
5 March 1945 - Chemnitz (9.00)
7 March 1945 - Hemingstadt (5.55)
8 March 1945 - Gardening, Elbe (5.05)
9 March 1945 - Gardening, Oslo (7.05)
11 March 1945 - Essen (6.10)
9 April 1945 - Gardening, Kiel (5.45)
13 April 1945 - Gardening, Kiel (5.55)
16 April 1945 - Schweindorf (8.25)

Application for Operational Wing dated 28 April 1945 states he had flown 26 sorties (181 hours 55 minutes), 2 December 1944 to 25 April 1945.

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ROBERTS, Sergeant Peter (R64285) - **Mention in Despatches** - Station Alliford Bay - Award effective 28 May 1943 as per **London Gazette** of that date, **Canada Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. . Born in Glace Bay, Nova Scotia, 1 November 1912. Educated there. Left school at age 15 to become a commercial fisherman (1927-1931); thereafter a service station attendant (1931-1933), mechanic (1933-1935) and casual labourer. Home given as Guelph, Ontario when award made. Enlisted in Hamilton, 12 June 1940 in trade as Motor Boat Crewman and posted to No.1 Manning Depot. To Trenton, 6 July 1940. To Patricia Bay, 19 August 1940. Promoted AC1, 1 October 1940. To No.6 (BR) Squadron, Alliford Bay, 17 January 1941. Promoted LAC, 1 July 1941. Promoted Corporal, 1 February 1942. Promoted Sergeant, 1 June 1942. To Patricia Bay, 12 October 1942. To Alliford Bay, 7 January 1943. Promoted Flight Sergeant, 1 May 1943. Struck off strength of Alliford Bay, 27 May 1943. To No.1 Air Command, Marine Branch, Trenton, 28 May 1943. Reclassified as Seaman, 1 June 1943. To Eastern Air Command Marcine Squadron, Dartmouth, 2 February 1945. Detached to Goose Bay, Labrador, 19 May to 12 August 1945. To Release Centre, 13 September 1945. Released 22 September 1945. Upon discharge it was noted that he planned to return to City Battery and Electrical Service, Guelph.

Since January 1941, as a Motor Boat Crewman in the Marine Section, Sergeant Roberts has shown exceptional determination and initiative in all his duties which, on many occasions, have been of a most trying and arduous nature. He has frequently been responsible, when heavy seas were running, for saving aircraft from being wrecked on the shoreline. His determination and devotion to duty have been an inspiration to all personnel of the squadron.

Note: Course in Seamanship and Navigation (Motorboat Crewman) taken at Trenton, 8 July to 17 August 1940. Subjects and marks as follows: Seamanship and Navigation (243/300), Semaphore (55/100), First Aid (20/50), Engined (88/100). Assessed as "average" and described thus: "Knowledge of Seamanship and Marine Engines good. Room for improvement in signalling and First Aid." (S/L F.R. Miller).

His file suggests that he was Mentioned in Despatches again, 28 May 1945 but this may be confusion from his earlier award.

Assessments:

"A very good engine repair and maintenance man and is exceptionally cooperative and willing in his work." (F/O K.Y. Lockhead, Officer In Charge, Marine Section, Alliford Bay, 3 October 1941)

"This airman is highly competent in his trade and should make a very capable NCO." WO1 H.H. Kirkpatrick, Acting Officer In Charge, Marine Section, Alliford Bay, 3 January 1942, seconded by S/L B.N. Harrop).

"Cannot recommend this Non-Commissioned Officer too highly. His exceptional abilities and cheerful manner are an example to all who work with him. Recommended for BEM by W/C H.J. Winney, OBE." (F/O C.E.J. Humphreys, Alliford Bay, 28 May 1943).

"This airman is doing a satisfactory job as Non-Commissioned Officer in charge of the Marine Section stationed at Deseronto, Ontario, season 1944." (F/L J.B. Schwab, Trenton, 25 August 1944).

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ROBERTS, WO2 Richard Bush (R92291 and J52099) - **Mention in Despatches** - No.166 Squadron (Canada) - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. American in RCAF; born in Seattle, Washington, 27 June 1915. Educated at Snoqualmie, Washington (1921-1934) and Washington State College (1935-1936, Business Administration). Book keeper (two years) and part-time mill worker (eight years). Enlisted in Vancouver 19 February 1941 and posted to No.2 Manning Depot, Brandon. To No.32 SFTS, Moose Jaw (guard duty), 29 March 1941. To No.2 WS, Calgary, 24 May 1941; promoted LAC, 26 June 1941; to No.5 BGS, Dafoe, Saskatchewan, 9 November 1941; graduated and promoted Sergeant, 8 December 1941. To Western Air Command, 9 December 1941. To Patricia Bay, 13 December 1941. To No.122 (Communications) Squadron, 10 January 1942. Promoted Flight Sergeant, 8 June 1942. Missing, 21 July 1942 between Yakatoka and Anchorage. Safe, 31 July 1942. Promoted WO2, 8 December 1942. To No.166 Squadron, Sea Island, 15 September 1943. Promoted WO1, 8 June 1944. Commissioned 24 January 1945. Promoted Flying Officer, 24 July 1945. To No.122 Squadron, Port Hardy, 4 August 1945. To No.3 Communications Flight, 15 September 1945. To Release Centre, 29 January 1946. Released 31 January 1946. Died in Bellevue, Washington, 1984.

On July 17, 1942, this Warrant Officer was the wireless operator of an aircraft which crashed into mountains near Yakatoka, Alaska. Although handicapped by severe face injuries and a broken leg, he assisted in extricating the pilot from the aircraft and in fixing an approximate position on a map to enable other occupants to start for help. During the eleven days before rescue, this warrant

officer displayed extraordinary courage and spirit. Since that date he has flown over 900 hours, including searches for missing aircraft, during which time his work has continued to be an inspiration to those with whom he serves.

Notes: Excerpt from Medical Report of 10 August 1942: "At about 1730 hours 21-7-41 Grumman Goose in which patient was the radio operator crashed into the side of a mountain near the Bering Glacier, Alaska. Patient was sitting in the radio operators seat being [behind ?] the co-pilots seat. He remembers being thrown forward. He believes his head hit the wireless set and that he was unconscious for about 40 minutes. He remained on the mountain partially sheltered by the tent. His eyes were swollen shut for about two days. His right leg was painful and considering it fractured Sergeant [F.M.] Baily applied a splint. He was removed from the mountain 31-7-42 but spent that night on a lake in the plane because of poor landing conditions (fog)." He was hospitalised until 5 September 1942.

Accident had involved Goose 917, crew F/O P.H. Gault (pilot, slightly injured), Sergeant F.M. Baily (passenger, slightly injured), Sergeant R.B. Roberts (passenger, slightly injured), Corporal T.B. Donald (passenger, fatal injuries), AC1 E.W. Maylor (passenger, slightly injured) and AC1 J. McIntosh (passenger, drowned attempting to walk out of site).

On a form dated 29 June 1944 (application to transfer to American forces) he gave his flying times and types as follows: Grumman Goose (650 hours), Norseman (175), Electra (110), Lysander (80), Bolingbroke (20), Lodestar (6), Beechcraft (10), Hudson (10), Moth (11) and Battle (seven). American forces declined him because of history of somnambulism.

Training: Interviewed in Vancouver, 27 January 1941. "American citizen, appears to be keen to join Air Force. Alert and observant, possesses intelligence. Good appearance, very interested in photography. Has the makings of a good Observer or WAG."

Attended No.2 WS, 23 June to 9 November 1941, Spent 40 minutes in flying classroom as first operator, two hours 20 minutes in flying classroom on listening watch and seven hours five minutes in two-seat aircraft as sole operator. Courses in Theory (30/50), Radio Equipment (125/250), Morse, buzzer and lamp (130/200), Procedure (153/200), Signals Organization (118/150), Armament (74/100) and Drill and P.T. (35/50). Placed 84th in a class of 178.

Attended No.5 BGS. 10 November to 8 December 1941. Battle aircraft - five hours ten minutes on training, 1.45 as passenger. Fired 250 rounds on ground, 400 rounds air-to-ground, 2,100 rounds air-to-air. Scored 4.5 percent hits on Beam Test, six percent hits on Beam Relative Speed Test and 7.2 percent hits on Under Tail Test. Scored 73 percent on written test, 73 percent on practical and oral examination, rated 165/250 on Ability as Firer. Placed 17th in a class of 29. "A good average student".

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ROBERTS, F/O William McIntosh (J17046) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in MacGregor, Manitoba, 26 May 1921; home there (clerk). Enlisted in Winnipeg, 27 December 1940 and posted to No.2 Manning Depot. To No.2 WS, 21 June 1941; promoted LAC, 24 July 1941; to Trenton, 9 December 1941; to No.4 BGS, 25 February 1942; graduated and promoted Sergeant, 30 March 1942 as Air Gunner. Posted that date to "Y" Depot. To RAF overseas, 30 April 1942. Commissioned 7 March 1943. Promoted Flying Officer, 7 September 1943. Promoted Flight Lieutenant, 7 March 1945. Repatriated 23 April 1945. Released 18 July 1945. No citation in AFRO.

ROBERTS, F/L William McIntosh (J17046) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. 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.20612) has recommendation by W/C H.F. Ferguson dated 18 April 1945 when he had flown 49 sorties (352 hours ten minutes). First tour was 4 February to 24 July 1943 (30 trips); second tour was 15 December 1944 to 12 March 1945 (19 sorties). Mid-upper gunner.

This officer has completed two tours consisting of 49 sorties, both tours being over Europe, and he made many attacks against Germany's most heavily defended areas. Flight Lieutenant Roberts has always done a good job and I consider that his steadfast devotion to duty and his consistent eagerness through two tours merits the award of the Non-Immediate D.F.C.

The sortie list was as follows:

4 February 1943 - Turin (8.15)
7 February 1943 - Lorient (6.00)
11 February 1943 - Wilhelmshaven (5.20)
15 February 1943 - Lorient (6.35)
8 March 1943 - Nuremburg (8.10)
9 March 1943 - Munich (7.50)
11 March 1943 - Stuttgart (7.20)
22 March 1943 - St. Nazaire (5.35)
26 March 1943 - Duisburg (3.25, early return)

27 March 1943 - Berlin (7.25)
29 March 1943 - Berlin (7.05)
8 April 1943 - Duisburg (5.30)
10 April 1943 - Frankfurt (6.15)
13 April 1943 - Spezia (10.00)
16 April 1943 - Pilsen (9.00)
20 April 1943 - Stettin (7.50)
12 May 1943 - Duisburg (4.30)
13 May 1943 - Pilsen (7.30)
23 May 1943 - Dortmund (5.20)
25 May 1943 - Dusseldorf (4.40)
27 May 1943 - Essen (5.10)
29 May 1943 - Wuppertal (5.30)
11 June 1943 - Dusseldorf (5.10)
12 June 1943 - Bochum (5.40)
20 June 1943 - Friedrichshaven (10.10, landed in Algeria)
23 June 1943 - Spezia (6.15, landed near Algiers)
8 July 1943 - Cologne (6.20)
9 July 1943 - Gelsenkirchen (6.40)
12 July 1943 - Turin (10.50)
16 July 1943 - Reggio (10.20, landed Blida)
24 July 1943 - Leghorn (8.10)

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15 December 1944 - Ludwigshaven (6.55)
17 December 1944 - Duisburg (5.55)
21 December 1944 - Cologne (6.30)
28 December 1944 - Opladen (5.40)
29 December 1944 - Scholven (7.00)
30 December 1944 - Cologne (6.40)
2 January 1945 - Nuremberg (9.20)
14 January 1945 - Merseburg (9.00)
16 January 1945 - Zeitz (8.25)
28 January 1945 - Stuttgart (7.20)
1 February 1945 - Ludwigshaven (7.30)
2 February 1945 - Wiesbaden (7.05)
4 February 1945 - Bonn (6.10)
7 February 1945 - Goch (6.15)
13 February 1945 - Dresden (10.35)
20 February 1945 - Dortmund (6.40)
7 March 1945 - Dessau (8.40)

11 March 1945 - Essen (6.05, daylight)

12 March 1945 - Dortmund (6.20)

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ROBERTSON, Corporal Albert Peter (R263460) - **British Empire Medal** - No.1 Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 24 January 1923. Home in St.Catharines, Ontario; enlisted in Hamilton, 28 June 1943 as Draughtsman. Posted to No.1 Manning Depot on enlistment. To No.3 Training Command, 1 August 1942. Promoted AC1, 28 September 1943. Promoted LAC, 1 January 1944. To No.1 Air Command, 15 January 1945. To No.5 OTU, 20 March 1945. To No.3 Repair Depot, 23 March 1945. To No.1 Air Command, 26 June 1945. Promoted Acting Sergeant, 1 October 1945. Reverted to Corporal, 1 January 1946. To Release Centre, 24 August 1946. Released 27 August 1946.

This non-commissioned officer of the Construction Engineering Branch has performed duties over and above what is normally expected of him for the past six months, due to the reduction in strength of the personnel in this Branch. He has proven most capable and has displayed administrative and technical ability far above that normally expected of an airman of his rank. His application to duty, initiative and willingness, have marked him as outstanding among his fellows. The complete history of his service has been of a consistently high order and he remained cheerful and uncomplaining under the most discouraging circumstances.

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ROBERTSON, F/L David (J23747) - **Distinguished Flying Cross** - No.578 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born in Winnipeg, 22 April 1919; home there; educated there. Former salesman and member of the Royal Canadian Artillery. Enlisted in Winnipeg, 31 December 1941 and granted Leave Without Pay until posted to No.2 Manning Depot, 10 March 1942. To No.3 BGS, 8 May 1942 (guard duty). To No.7 ITS, 6 June 1942; graduated 31 July 1942 when promoted LAC; to No.6 AOS, 15 August 1942; to No.1 ANS, 12 September 1942; to No.7 BGS, 27 December 1942; graduated and commissioned 5 February 1943. To "Y" Depot, 3 April 1943. To RAF, 7 April 1943. Promoted Flying Officer, 5 August 1943. Promoted Flight Lieutenant, 6 July 1944. Repatriated 13 June 1945. To Station Debert, 3 August 1945. Discharged 20 September 1945. Re-engaged, 16 March 1947, remaining in RCAF until at least 1949. RCAF photo PL-33993 (ex UK-16511 dated 14 November 1944) has following caption: "It is delicate work but it is fun for

F/L Dave Robertson [DFC], left, who puts the finishing touches on his model of the American clipper ship **Sea Witch**. F/O J.R. Bower-Binns of Ayler, Quebec, looks on with interest. Both serve in the RAF. F/L Robertson is from Winnipeg." Photo PL-33994 (ex UK-16512 dated 14 November 1944) is captioned as follows: "This model of the American clipper ship **Sea Witch** was constructed by F/L Dave Robertson of Winnipeg in his spare time from acting as bombing leader with an RAF squadron. It is an accurate scale model." No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9050 has recommendation dated 22 December 1944 when he had flown 35 sorties (160 hours 15 minutes) as follows:

* daylight sortie

30 January 1944 - Berlin (6.05)
20 February 1944 - Stuttgart (7.24)
24 February 1944 - Schweinfurt (7.05)
6 March 1944 - Trappes (4.44)
7 March 1944 - Le Mans (5.05)
18 April 1944 - Tergnier (4.23)
20 April 1944 - Ottignes (3.50)
22 April 1944 - Dusseldorf (4.44)
24 April 1944 - Karlsruhe (6.21)
26 April 1944 - Essen (4.35)
27 April 1944 - Aulnoye (4.00)
9 May 1944 - Morsolines (3.39)
10 May 1944 - Lens (3.14)
27 May 1944 - Marquis Mimoyecques (3.30)*
28 June 1944 - Wizernes (2.59)*
30 June 1944 - Villers Bocage (3.59)*
12 July 1944 - Thiverny (4.18)*
15 July 1944 - Nucourt (4.31)
15 July 1944 - Nucourt (4.31)
3 August 1944 - Bois de Casson (3.53)*
6 August 1944 - Hazerbrouck (3.02)
7 August 1944 - TOTALIZER 3 (4.06)
27 August 1944 - Homburg (4.14)*
10 September 1944 - Le Havre (3.28)*
11 September 1944 - Gelsenkirchen (4.07)*
30 September 1944 - Bottrop (4.05)*
15 October 1944 - Duisburg (5.18)
18 October 1944 - Wilhelmshaven (4.08)

23 October 1944 - Essen (5.14)
25 October 1944 - Essen (5.05)
29 October 1944 - Domburg (3.30)*
2 November 1944 - Dusseldorf (5.19)
6 November 1944 - Gelsenkirchen (4.24)
16 November 1944 - Julich (4.45)
20 November 1944 - Sterkrade (5.20)
29 November 1944 - Essen (5.51)

Flight Lieutenant Robertson has carried out 35 operations totalling 160.15 hours during which he has taken part in many attacks upon important tactical and strategic targets including Berlin, Frankfurt, Duisburg and Sterkrade.

Flight Lieutenant Robertson, as Bombing Leader in this squadron for six months has proved himself both in the air and on the ground to be an outstanding leader. In the air he has set a splendid example to all squadron Bomb Aimers by his determination and his continuous disregard of the heaviest defences, as for instance on Sterkrade on 21/22 November 1944 when he insisted on making two runs over the target through heavy flak to obtain his aiming point photograph, and also by his eagerness to fly as a "spare" Bomb Aimer with new crews, thus materially assisting several Captains to gain confidence in their operational ability. In addition, Flight Lieutenant Robertson has contributed in great measure to the outstanding success of his own Captain's operational tour which consisted of 44 successful sorties. On the ground his particular loyalty and conscientiousness combined with his fine qualities of leadership have been invaluable in the training of new crews and in the administration of the Bombing Section. Throughout the eleven months of his operational tour, this officer, by his continuous devotion to duty, his strength of character, and his fine example, has raised the morale of all crews with whom he has flown and of all who have come in contact with him and served under him.

For his fine record of achievement, Flight Lieutenant Robertson is strongly recommended for the immediate award of the Distinguished Flying Cross.

To the above the Commanding Officer, RAF Station Burn, adds (23 December 1944):

This Canadian officer has displayed courage and a strong sense of duty throughout his operational tour. His ability and his enthusiasm for operations has been outstanding, and by his own personal example he has inspired crews with whom he has flown. While in charge of the squadron Bombing Section his

sound instructional work, combined with his own personality and fine offensive spirit has done much to keep the standard of bombing at a high level.

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ROBERTSON, S/L David Nicholson Sneddon (C5011) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Home in St.Jean, Quebec. Enlisted in Toronto, 10 May 1941. Commissioned 30 August 1941. Graduated from No.1 ANS, Rivers, 1 September 1941. Posted that date to No.10 AOS. Promoted Flight Lieutenant, 15 August 1942. To No.9 AOS, 13 February 1943. To "Y" Depot, 21 August 1944. Overseas as of 24 August 1944. Promoted Squadron Leader, 5 September 1944. Repatriated 10 July 1946. Released 19 August 1946. Living in Britain as of 1950. No citation.

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ROBERTSON, F/L Donald Peter (J6159) - **Air Medal (United States)** - 9th USAAF - Award effective 19 September 1947 as per AFRO 498/47 of that date. Born 3 July 1917. Enlisted in Toronto, 10 October 1940. To No.2 SFTS (guard), 9 November 1940. To No.1 ITS, 3 January 1941. Graduated and promoted LAC, 3 February 1941 when posted to No.1 AOS. To No.1 BGS, 27 April 1941. To No.1 ANS, 7 June 1941; classified as Air Observer and promoted Sergeant, 9 June 1941. Commissioned 8 July 1941. To RAF overseas, 27 July 1941. Promoted Flying Officer, 8 July 1942. Promoted Flight Lieutenant, 1 March 1943. Repatriated 19 August 1944. To PCS (H) - whatever that is - 5 September 1944. To Rockcliffe, 13 September 1944. To No.1 Training Command, 20 October 1944. To No.1 Manning Depot, 30 October 1944. To No.4 Release Centre, 31 October 1944. Retired 19 May 1945 (a very long time on strength of Release Centre). Living in Copper Cliff, Ontario, May 1950, apparently engaged as a Mining Engineer. Public Records Office Air 2/8973 has letter dated 1 May 1944 by which Colonel M.van Voorst, American Embassy, London, proposes to C.G. White, Air Ministry, proposing Air Medal for the following:

Flight Lieutenant Donald P. Robertson, Royal Canadian Air Force, Navigation Liaison Officer, IX Bomber Command. For meritorious achievement on an aerial flight against the enemy in the European theatre of operations on 4 January 1944. Flight Lieutenant Robertson serving as an observer on a B-26 type aircraft for purposes of obtaining valuable information on newly installed navigation aids. On this bombardment mission over enemy occupied territory Flight Lieutenant Robertson experienced exposure to anti-aircraft fire involving great personal danger. Under these trying conditions, the courage and skill displayed by Flight Lieutenant Robertson reflect great credit upon himself and the Allied armed forces.

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ROBERTSON, WO2 Douglas Furg (R117140) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 2 May 1944 as per **London Gazette** of that date and AFRO 1296/44 dated 16 June 1944. Born 1921 in Sault Ste.Marie; home there (millwright). Trained at No.2 ITS, No.15 EFTS and No.4 SFTS. Posted from No.426 Squadron to No.432 Squadron, 9 June 1944; reposted to No.426 Squadron, 16 June 1944; posted from No.426 Squadron to No.24 OTU, 17 August 1944. Cited with F/O N.M. Sharer (RCAF). Incident was 15 March 1944. Remained in postwar RCAF (26429) and retired with rank of Wing Commander. His postwar service included a turn with No.206 Squadron (Shackletons, 1955-1957) and his reports on that experience are in National Library and Archives RG 24, Volume 17776. Died in Ottawa 19 February 2004.

Flying Officer Sharer and Warrant Officer Robertson were mid-upper gunner and pilot respectively of an aircraft detailed to attack Stuttgart one night in March 1944. When nearing the target area the aircraft was struck by shrapnel. The fuselage was pierced in many places. Two more large holes were torn in the airframe, one in the starboard wing and the second near the mid-upper turret. The hydraulic gear was damaged and much oil seeped away and caught fire. The flames brilliantly illuminated the aircraft and at this moment a fighter attacked. Warrant Officer Robertson took skilful evading action, however, while Flying Officer Sharer, despite a most painful wound in the knee, successfully fought the fire. After extinguishing the flames, Flying Officer Sharer returned to his post and, although his turret was unserviceable, he maintained constant vigilance. In spite of heavy odds, Warrant Officer Robertson completed a successful attack and afterwards flew the badly damaged aircraft back to this country. He displayed great skill, courage and tenacity. Flying Officer Sharer also proved himself to be a valiant member of aircraft crew and his efforts contributed materially to the safe return of the aircraft.

DHH file 181.009 D.4431 (Library and Archives Canada RG.24 Volume 20649) has recommendation drafted 30 March 1944 when he had flown six and one-half sorties (48 hours 45 minutes) as follows:

Warrant Officer Robertson was the captain of an aircraft detailed to attack Stuttgart, Germany on the night of 15/16th March 1944. About ten minutes before reaching the target the aircraft was hit by heavy bursts of flak around the mid-upper turret, putting many small holes in the fuselage and a large hole just below the mid-upper turret, also a large hole in the starboard wing which caused a large area of fabric to rip off. The burst under the mid-upper turret took out

the hydraulics and escaping oil was set on fire, brilliantly illuminating the aircraft. At the same time a FW.190 attacked but by very violent evasive action it was eluded. The mid-upper gunner, although wounded in the left knee by flak came out of his turret and extinguished the fire. Despite these heavy odds, Warrant Officer Robertson by skilful airmanship under the most trying conditions completed his mission and brought his crippled aircraft back to this country although bomb doors would not close. For his outstanding fortitude and tenacity in pressing home his attack on this occasion, I strongly recommend him for the award of the Distinguished Flying Cross.

DHH files 181.009 D.1513 (Library and Archives Canada RG.24 Volume 20600) has a variation on the recommendation (also drafted 30 March 1944):

Warrant Officer Robertson and Flying Officer Sharer were captain and mid-upper gunner respectively of an aircraft detailed to attack Stuttgart, Germany on the night of the 15/16th March 1944. About ten minutes before reaching the target the aircraft was struck by heavy bursts of flak, rendering the hydraulic system unserviceable, setting escaping oil on fire, thus brilliantly illuminating the aircraft and injuring the mid-upper air gunner. Flying Officer Shearer, despite the injury he had sustained, came out of his turret and was successful in extinguishing the fire. At this time the aircraft was attacked by a FW.190 and this officer returned to his turret to direct the captain in skilful evasive action which proved to be successful in eluding the attacking enemy aircraft and this enabling the captain to carry on and complete his mission. On the return journey, it was found that the bomb doors would not close and the aircraft was subjected to predicted anti-aircraft fire, but the captain by displaying skilful airmanship under the most trying conditions, managed to bring his crippled aircraft back to this country.

Warrant Officer Robertson displayed outstanding fortitude and tenacity in pressing home his attack on this occasion. His superb captaincy and airmanship is worthy of the highest praise. I consider this Warrant Officer's determination, skill and devotion to duty fully merits the immediate award of the Distinguished Flying Cross.

Note: In November 1967 as Wing Commander he prepared a report on UFO events in Canada. See <http://www.singularfortean.com/news/2018/3/22/ufologist-finds-curious-ufo-briefing-document-from-1967-in-canadian-national-archives>. This was discovered in the Canadian Archives by Chris Rutkowski ("a Canadian ufologist") who speculated that briefing was presented as a way to move responsibility for UFO reports away from the Canadian military and

into Canada's scientific establishment. He added, "One can surmise that a similar discussion took place within the American military at one point as well."

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ROBERTSON, F/L Douglas Raymond (J13712) - **Distinguished Flying Cross** - No.190 Squadron - Award effective 14 November 1944 as per **London Gazette** dated 21 November 1944 and AFRO 1/45 dated 5 January 1945. Born 7 December 1921 in New Westminster, British Columbia; home in Vancouver. Educated at Laura Secord School (1927-1935), Vancouver Technical School (1935-1939) and claimed attendance at an Aircraftman Ground School in 1939. Employed before the war in a machine shop and as an automobile mechanic. Enlisted in Vancouver, 18 March 1940 as Master Mechanic Motor Transport (which involved driving and repair duties). Posted to No.1 Manning Depot, Toronto, 22 March 1940. To No.4 Training Command, 14 September 1940. Promoted Leading Aircraftman, 1 October 1940. To No.14 Explosives Depot, Regina, 19 April 1941. Remustered to aircrew, 7 December 1941 and reverted to Aircraftman Second Class. Trained at No.2 ITS, Regina, 8 December 1941 to 31 January 1942 (promoted LAC that day). Attended No.5 EFTS, High River, 1 March to 9 May 1942 (although flying course ended 24 April 1942). Attended at No.2 S, Uplands, 10 May 1942 to 18 September 1942 (but qualified as pilot and commissioned from 28 August 1942). Posted to No.31 GRS, Charlottetown, 19 September 1942. To "Y" Depot, Halifax, 19 October 1942. Embarked from Canada, 27 October 1942. Disembarked in Britain, 4 November 1942. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 5 November 1942. Posted to No.12 (P) AFU, 8 December 1942. Promoted Flying Officer, 28 February 1943. To No.13 OTU, 6 April 1943 (Blenheim I and IV, 13 hours 45 minutes dual, 14 hours 15 minutes solo and three hours 15 minutes on formation flying). To No.42 OTU, 8 June 1943 (Oxford, Whitley and Anson aircraft). Posted to No.1526 Flight, 9 August 1943. While there he attended No.81 Beam Approach Training Course (9-14 August 1943), was attached to Station Valley (25-27 October 1943), Parachute Training School, Ringway (14-27 November 1943) and Heavy Glider Conversion Unit, Brize Norton (27 November to 4 December 1943). To No.1665 Conversion Unit, 15 December 1943. Attached to No.620 Squadron, 15 January to 3 February 1944. Posted to No.190 Squadron, 3 February 1944. Promoted Flight Lieutenant, 28 August 1944. Missing in action, 20 September 1944 but returned to unit on 23 September 1944. Attached to OATS (whatever that is), 3-24 January 1945 before returning to No.190 Squadron. Promoted Squadron Leader, 26 February 1945. His brother, F/O J.A. Robertson (J17596) was also in the RCAF. Killed on flying operations in Norway, 10 May 1945 (Stirling LK297, L9-G).

Flight Lieutenant Robertson has proved himself an outstanding pilot and captain of aircraft. He has set a fine record of successful operations. His superb airmanship was demonstrated on one occasion in September 1944 when he was captain of an aircraft detailed to drop supplies to airborne forces in Holland.

While over the dropping zone the aircraft was severely damaged by anti-aircraft fire and immediately went into a steep dive from which Flight Lieutenant Robertson recovered it with extreme difficulty. He then flew away from the danger area to allow his crew to abandon the aircraft by parachute. As the wireless operator was unable to jump owing to wounds the whole crew remained in the aircraft which was kept in the air with increasing difficulty. Flight Lieutenant Robertson eventually successfully accomplished a most hazardous emergency landing on a Belgian airfield. Throughout the perilous operation he displayed great skill, courage and fortitude worthy of the highest praise.

The circumstances of this award bear some description. On 20 September 1944 he took off in Stirling LJ831 (L9-P) at 1508 hours for a container drop. The aircraft carried no bombs but was described as having "containers, panniers, Rebecca, paratrooping and glider equipment." Those aboard were Robertson (pilot), J22241 F/O L.E. Prouse (navigator, Bengough, Saskatchewan, later killed with Robertson, 10 May 1945), J15029 F/L N.L. Roseblade (bomb aimer, Toronto, later killed with Robertson, 10 May 1945), 934837 Flight Sergeant G.E. Thompson (WOP, later killed with Robertson, 10 May 1945), 621921 Flight Sergeant R. Alderson (flight engineer), 1046625 Sergeant G. Hopkin (air gunner), T/69658 Driver W. Dungey (No.253 Company, RASC), T/124847 Driver E. Garnett (No.253 Company, RASC), and a Mr. Baule (war correspondent). Hit by flak over the drop zone with elevator trim tabs badly damaged. With the help of F/L Roseblade (later awarded DFC) he regained control and eventually made a belly landing at B.61 airfield, Ghent. When the crew reported back to the squadron, Thompson had been left behind in a Belgian military hospital.

ROBERTSON, F/O Douglas Raymond (J13712) - **Croix de Guerre with Silver Star (France)** - No.190 Squadron - Awarded as per AFRO 1619/45 dated 19 October 1945. DHist file 181.009 D.3386 (RG.24 Vol.20638) indicates it was for "19 special operational flights over enemy territory". Although not gazetted until this date, this award was announced in a message dated 22 September 1944 from General Koenig. RCAF authorities were advised on 13 October 1944 and again on 5 March 1945 that "awards made by French provisional government do not at present appear in **London Gazette**." Public Records Office Air 2/8769 has recommendation.

This officer has carried out 19 special operations over occupied territory. That his crew have obtained a high percentage of successes is largely due to the skill and determination displayed by him, often in the face of adverse circumstances. He has at all times set a praiseworthy example to his crew and to the remainder of the squadron.

Assessments of him are interesting. On 9 July 1944 S/L G.E. Harrison wrote that he had flown 612 hours (100 in past six months) and described him as follows:

This officer is younger than his years. With more service experience and responsibility he will attain a higher assessment.

On 8 September 1944, S/L Harrison wrote another assessment. Robertson had by then flown 17 sorties (92 hours ten minutes), all in the last six months

This officer displays high all round ability. His operational record is highly satisfactory and I find no weakness or faults to be watched.

On 10 May 1945 he took off from Great Dunmow at 0355 hours, bound for Gardermoen airfield in Norway. At the time he had flown 415 daylight hours and 171 night hours on Stirlings; his total flying was reported as 899 hours by day on all types and 213 night hours on all types. He had flown 71 hours on instruments and 71 hours in Link trainers. The aircraft crashed ten miles north of Oslo and was not found until 21 June 1945. The crash killed 24 - six crew and 18 passengers including Air Vice-Marshal J.R. Scarlett-Streatfield, one Army Major and 16 soldiers. Weather conditions this day were terrible and they also had problems with receiving signals from the "Eureka transmitter" at Gardermoen. It is not really known why the plane crashed, but one theory is that they tried to find a reference point from which to navigate, went in too low amid thick clouds, fog and rain in the area, The crew and passengers were buried at Vestre Gravlund in Oslo In 1995 a large memorial marker was raised at the crash site. For illustrations of this consult the website http://home.no.net/thbord/short_stirling_mkiv_lk297.htm.

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ROBERTSON, P/O Forbes (J17881) - **Air Medal and Two Oak Leaf Clusters (United States)** - 12th United States Medium Bombardment Group - Award effective 20 June 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born in Saskatoon, 2 February 1920. Home in Saskatoon. Store clerk, delivery boy and shipper. Served as Private, Saskatoon Light Infantry (Machine Gun), 19 July 1940 to 29 December 1940. Enlisted in RCAF, Saskatoon, 30 December 1940. To No.2 Manning Depot, Brandon, 30 December 1942. To No.32 SFTS, Moose Jaw, 6 February 1941 (guard duty). To No.2 WS, Calgary, 31 March 1941. Promoted LAC, 1 May 1941. To No.5 BGS, Dafoe, 16 August 1941. Graduated 15 September 1941 and promoted Sergeant. To "Y" Depot, 17 September 1941. To RAF Trainee Pool, 6 October 1941. Taken on strength of No.3 PRC, Bournemouth, 19 October 1941. To No.1 Signal School, 11 November 1941. Promoted Flight Sergeant, 15 March 1942. To Helwan, 1 April 1942. To No.206 Group, Middle East, 25 June 1942. To No.21 PTC, 5 July 1942. To No.205 Group, 23 August 1942. To No.250 Wing, 28 September 1942. Promoted WO2, 1 November 1942.

Commissioned 3 December 1942. Taken on strength of Station Ismailia, 6 December 1942. Attached to United States Army Air Force, Middle East, 18 December 1942. Attached to 434th Bombardment Group. To Rear Air Headquarters, Western Desert, 1 April 1943. Killed in action, 29 April 1943; a B-25 returning from a sortie still had a live bomb aboard which fell off and exploded. He died of severe burns. Buried in North Africa. Public Records Office Air 2/9599 has citation from General Order No.31, HQ US Army Air Forces in the Middle East, 28 April 1944.

For meritorious achievement while participating in aerial flights against the enemy while on duty with the Ninth United States Air Force in the Middle East...he having participated in ten operational missions, each of less than 2 ½ hours duration."

Same order awards the first Oak Leaf Cluster for "...having participated in twenty operational missions, each of less than 2 ½ hours duration."

Same order awards the second Oak Leaf Cluster for "...having participated in four operational missions, each of 2 ½ hours or more duration, and 22 operational missions, each of less than 2 ½ hours duration."

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ROBERTSON, LAC Gordon Haig (R140233) - **Mention in Despatches** - No.428 Squadron (AFRO gives unit as No.64 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 13 July 1918. Home in Kimberley, British Columbia; enlisted in Calgary as Tradesman, 20 November 1941 and posted to No.1 Manning Depot. To Mountain View, 14 February 1942 on reclassification as Armourer (Bombs). To uncertain post, 24 March 1942. Promoted AC1, 18 May 1942. Promoted LAC, 1 July 1942. To "Y" Depot, 16 November 1942. To RAF overseas, 28 December 1942. Promoted Corporal, 1 April 1943. Repatriated 7 June 1945. To Yarmouth, 8 July 1945. To No.7 Release Centre, 1 September 1945. Retired 5 September 1945. RCAF photo PL-31170 (ex UK-12606 dated 21 July 1944) shows armourers of Ghost Squadron loading bombs - LACs Gordon Robertson (Kimberley, British Columbia), Albert Packham (Sutherland, Saskatchewan) and George Roach (Toronto). DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation from W/C W.A.G. McLeish, CO of No.428 Squadron, dated 13 July 1944. Had served one year in Canada, 20 months overseas.

This airman has proved on many occasions to be a very superior tradesman. He has constantly shown excellent leadership, outstanding initiative and a capability

of fulfilling any technical requirement. His efforts through long hours and under adverse conditions have proved an example for other tradesmen to follow.

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ROBERTSON, S/L Graham David (J15113) - **Distinguished Flying Cross** - No.411 Squadron - Award effective 20 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 19 September 1919 in Toronto; home there. Educated there and at Queen's University (one years). Worked in mines one summer. Enlisted in Toronto, 13 April 1940. At No.1 Manning Depot, 15-29 April 1940. To No.1 ITS, 29 April 1940; graduated and promoted LAC, 24 May 1940 when posted to No.9 EFTS (St.Catharines Flying Club; posted elsewhere, 21 July 1940; to No.2 SFTS, 4 August 1940; graduated and promoted Sergeant, 18 November 1940; to RAF overseas, 26 November 1940. With No.2 Squadron (RCAF - later No.402), 16 December 1940 to 12 June 1942; promoted to Flight Sergeant, 1 September 1941; commissioned as Pilot Officer, 20 December 1941. With No.421 Squadron, 12 June 1942 to 8 July 1943 (promoted to Flight Lieutenant, 12 June 1942). At No.17 Wing, 8 July to 7 August 1943; No.127 Wing, 8 August to 24 November 1943; No.421 Squadron, 24 November 1943 to 10 February 1944. Leave in Canada, 12 February to 25 March 1944. No.421 Squadron, 6 April to 20 May 1944. Promoted to Squadron Leader, 20 May 1944 and given command of No.411 Squadron (to 5 August 1944). Repatriated to Canada; Rockcliffe, 18 August to 2 October 1944; No.1 AOS, Malton, 9 October to 2 December 1944. Staff College, 3 December 1944 to 25 February 1945. No.4 Release Centre, Toronto, 6 March to 21 August 1945; released, 24 August 1945. RCAF photo PL-4662 (ex UK-401) shows Sergeant Pilot G.D. Robertson being congratulated on his first victory by Sergeant K.. Handley (North Bay, Ontario) who had damaged an enemy aircraft that day. PL-4665 (ex UK-404) shows Robertson pointing to swastika that represents his first victory. PL-4666 (ex UK-405) shows Robertson in cockpit. See PL-30263 (perched on Army truck with two soldiers). Victories as follows: **26 June 1941**, one Ju.88 damaged east of Lowestoft; **18 September 1941**, one Bf.109F probably destroyed over Channel; **8 June 1942**, one FW.190 damaged, St.Omer; **6 July 1942**, ½ Bf.109 damaged; **7 June 1944**, one FW.190 destroyed; **27 June 1944**, one FW.190 destroyed, Bretteville; **30 June 1944**, one FW.190 destroyed; **1 July 1944**, one Bf.109 destroyed; **4 July 1944**, ½ Do.217 destroyed with F/L Trainor, Cabourg; **17 July 1944**, one Bf.109 destroyed northeast of Lisieux.

Squadron Leader Robertson's keenness and enthusiasm to engage the enemy have been an inspiration to all those under his command. He has completed a second tour of operational duty during which he has been responsible for the destruction of a large number of enemy vehicles and other targets on the ground. He has destroyed four enemy aircraft.

Public Record Office Air 2/9160 has recommendation (undated) by W/C B.D. Russel; he had flown 355 sorties (412 hours five minutes in all, 196 hours on present tour).

Squadron Leader Robertson's keenness and enthusiasm to engage the enemy have been an inspiration to all those under his command. In a period of just over a month since D Day, his squadron has destroyed 23 enemy aircraft of which he has personally accounted for 4 ½. He has completed his second tour of operations with a total of 196 hours over a period of nearly three years. Besides a large score of enemy vehicles and ground targets destroyed, he has a total score of 4 ½ enemy aircraft destroyed, one probably destroyed and six others damaged.

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ROBERTSON, Sergeant Harry Malcolm (R63605) - **Mention in Despatches** - No.99 Squadron - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born 26 May 1919 in Derby Township, Ontario. Home in Tara, Ontario (farmer labour at home). Enlisted in London, Ontario, 9 May 1940 and posted to No.1 Manning Depot. To No.1 ITS, 25 May 1940. Promoted LAC, 21 June 1940 and posted that date to No.1 WS, Montreal. To No.1 BGS, Jarvis, 9 November 1940. Promoted Sergeant, 15 December 1940. To Station Rockcliffe, 27 December 1940. Taken on strength in Britain, 7 February 1941. To No.20 OTU, 16 February 1941. To No.99 Squadron, 18 May 1941. Missing, 3/4 July 1941. Died as a POW in Sagan, 30 April 1942, in Camp Hospital. Photo PL-1966 shows Sergeant R.M. Wark (Owen Sound, Ontario) and Sergeant H.M. Robertson (Owen Sound, Ontario).

ROBERTSON, Sergeant Harry Malcolm (R63605) - **Mention in Despatches** - No.99 Squadron (deceased) - 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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ROBERTSON, Sergeant Hector Rene (R66962, later J18356) - **Mention in Despatches** - Overseas - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born 16 March 1920; home in Verdun, Quebec; enlisted in Montreal, 29 August 1940 for General Duties. To AFHQ, 3 September 1940. Promoted AC1, 29 November 1940. Promoted LAC, 1 March 1941. Remustered to aircrew, 16 May 1941 when posted to No.1 ITS; graduated 21 June 1941 when posted to No.1 EFTS; graduated 8 August 1941 when posted to No.14 SFTS; graduated and promoted Sergeant, 24 October 1941. To "Y" Depot, 25 October 1941. To RAF overseas, 11 November 1941. Promoted Flight Sergeant, 24 April 1942. Promoted WO2, 24 October 1942. Promoted WO1, 24 April 1943; commissioned 9 July 1943

(J18356). Promoted Flying Officer, 9 January 1944. Repatriated 10 December 1944; to "Y" Depot, 15 January 1945. To United Kingdom, 18 February 1945; repatriated 13 August 1945; released 20 December 1945. No citation. Worked for T. Eaton Company in Ottawa and Montreal for 44 years. Died in Ottawa, 17 July 2015. Obituary said he had been a fighter pilot.

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ROBERTSON, F/O James Donald (J28216) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born in Chilliwack, British Columbia, 23 April 1923; home there; educated there, 1929 to 1941 followed by University of British Columbia, 1941-42 (first year Arts). Enlisted in Vancouver, 12 May 1942 and posted to No.3 Manning Depot. To No.10 Repair Depot, 6 July 1942. To No.2 ITS, 23 August 1942; graduated and promoted LAC, 24 October 1942; to No.15 EFTS, 6 November 1942. Ceased training and posted to Composite Training School, 5 January 1943; to No.2 AOS, Pearce, Alberta, 20 February 1943; to No.3 AOS, Regina, 3 April 1943; to No.2 AOS, Edmonton, 28 May 1943; graduated and commissioned, 9 July 1943. To "Y" Depot, 23 July 1943; to United Kingdom, 2 August 1943, embarking from New York, 3 August 1943 and arriving in Britain on 11 August 1943 Attached to ACOS (whatever that is), 30 August to 25 September 1943. To No.9 (Observer) Advanced Flying Unit, 12 October 1943. To No.24 OTU, 14 December 1943. Promoted Flying Officer, 9 January 1944. To No.61 OTU, 24 March 1944. Attached Halton Battle School, 24 March to 12 April 1944. Attached to No.1666 Conversion Unit, 12 April to 10 May 1944. To No.432 Squadron, 10 May 1944. To No.405 Squadron, 7 August 1944. Attached to Navigational Training Unit, 10-22 August 1944. Promoted Flight Lieutenant, 8 February 1945. To Overseas Repatriation Depot, 31 March 1945; to Western Air Command, 12 April 1945. To Release Centre, 3 June 1945; released 5 June 1945. Rejoined as an Air Cadet Officer in Chilliwack, 15 February 1955; appointed Honorary Aide-de-Camp to Lieutenant Governor of British Columbia 1 February 1956; released 15 September 1960. Relinquished appointment of Honorary Aide-de-Camp to Lieutenant Governor of British Columbia, 12 October 1960. Died in Chilliwack, British Columbia, 18 January 1976 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 courage and devotion to duty." Public Records Office Air 2/9060 has recommendation dated 20 January 1945 when he had flown 45 sorties (209 hours 43 minutes), 8 February 1944 to 16 January 1945.

8 February 1944 - NICKLING, Paris (6.35)

27 May 1944 - Bourg Leopold (4.30)

31 May 1944 - Mont Couple (3.05)

5 June 1944 - Houlgate (4.40)

6 June 1944 - Coutance (4.10)

9 June 1944 - Le Mans (5.15)

21 June 1944 - St.Martins (4.05)
23 June 1944 - Bienque (3.40)
24 June 1944 - Bamieres (3.55)
28 June 1944 - Metz (6.45)
1 July 1944 - Biennais (4.00)
4 July 1944 - Biennais (3.40)
5 July 1944 - Biennais (3.40)
7 July 1944 - St.Germaine (4.05)
12 July 1944 - Thiverny (4.10)
18 July 1944 - Caen (4.00)
20 July 1944 - Fermes du Bois (3.25)
25 July 1944 - Stuttgart (8.20)
28 July 1944 - Hamburg (5.30)
4 August 1944 - Bois de Cassant (4.55)
5 August 1944 - St.Leu d'Esserant (4.30)
6 September 1944 - Emden (4.00)
12 September 1944 - Frankfurt (6.05)
13 September 1944 - Nordstern (3.25)
20 September 1944 - Calais (2.05)
27 September 1944 - Bottrop (3.15)
27 August 1944 - Homberg (3.05)
5 October 1944 - Saarbrucken (4.50)
14 October 1944 - Duisburg (3.25)
23 October 1944 - Essen (4.20)
25 October 1944 - Homberg (3.20)
30 October 1944 - Cologne (4.25)
11 November 1944 - Dortmund (4.10)
18 November 1944 - Wanne Eickel (4.35)
20 November 1944 - Coblenz (4.10)
21 November 1944 - Aschaffenburg (5.10)
30 November 1944 - Duisburg (4.20)
22 December 1944 - Bingen (5.40)
28 December 1944 - Bonn (4.20)
29 December 1944 - Gelsenkirchen (4.50)
2 January 1945 - Nuremburg (6.45)
4 January 1945 - Royan (5.15)
5 January 1945 - Hannover (4.40)
6 January 1945 - Munich (7.00)
14 January 1945 - Merseburg (5.55)
16 January 1945 - Zeitz (6.43)

Flying Officer Robertson is a very efficient navigator who has recently completed one tour of operations. He has taken part in attacks on such heavily defended targets as Hamburg, Dortmund and Stuttgart, and has at all times shown an outstanding keenness and devotion to duty. This officer's fine work has materially contributed to the operational successes achieved by his crew.

Notes: Application for first Operational Wing dated 18 December 1944 stated he had flown with No.432 Squadron (20 sorties, 93.20) and No.405 Squadron (16 sorties, 67.20), 27 May to 30 November 1944.

Application for Bar to Operational Wing dated 3 March 1945 stated he had flown 16 sorties (90 hours 58 minutes) with No.405 Squadron, 22 December 1944 to 1 March 1945.

On 16 March 1945 he described his overseas service as two tours of 53 sorties (258 hours 45 minutes operational time) with last sortie on 1 March 1945. Had also flown 285 hours 15 minutes non-operational. Types experienced overseas were Anson (51.40), Whitley (91.35), Halifax II, III and VII (155.10) and Lancaster (245.35).

Described on 17 March 1945 by S/L J.F. Roberts as "Keen, hard working navigator. Happy disposition. Reliable and cooperative type."

Training:

At No.15 EFTS he flew 32.25 dual and 8.20 solo. Landings and take-offs weak, lacking coordination, "dangerous in turns" although he did well in all ground subjects. Recommended for navigator by F/L I. Somerville, 2 January 1943.

Course at No.2 AOS described as 22 February to 9 July 1943 (but note posting details above). Flew in Anson aircraft (40.50 day as first navigator, 42.10 day as second navigator, 15.20 night as first navigator, 16.15 night as second navigator. Courses in Navigation, air work (586/700), Photography air work (78/100), Elements of Navigation (415/500), Magnetism and Compasses (87/100), Instruments (49/50), Signals, practical (90/100), Signals, written (49/50), Maps and Charts (37/50), Meteorology (67/100), Photography (42/50), Reconnaissance (43/50), Aircraft Recognition (90/100), and Armament (42/50). Placed fourth in a class of 48. "Extremely pleasant type who has plenty of ability and personality."

At No.9 (Observer) AFU, 12 October to 22 November 1943, in Anson aircraft (23.50 day as first navigator, 5.30 day as second navigator, 9.15 night as first navigator. Ground courses in Air Navigation Exercises 164/250), Air Navigation Test (180/250), Signals (110/150); assessed in air

work as follows: Air Navigation, Day (261/350), Air Navigation, Night (102/250), Air Navigation, Map Reading (140/200). "Keen, producing very good results." (S/L H. Tee, 22 November 1943).

Course at No.24 OTU was 14 December 1943 to 24 March 1944. Flew 44 hours 50 minutes by day and 101 hours ten minutes by night. Carried out one Nickel operation. Assessed in DR, Log Keeping, Astro (theory and ground), Astro (air work). Graded highly in Initiative, Confidence, Coolness and Determination. "Above average; works hard and intelligently. With operational experience will be an excellent navigator." (S/L D. Archers, Section Navigation Officer, 7 March 1944, endorsed by W/C T.J. Gunn (Chief Instructor) and G/C A.C.P. Carver (Commanding Officer)).

Course at No.1666 Conversion Unit involved three night cross-country flights. Had 15 hours Gee experience before unit and 18 hours while there. Assessed in Astro (average), DR Navigation (average, neat), overall described as "A good average navigator who should do well on operations."

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ROBERTSON, F/O James Duncan Alexander (J29252) - **Distinguished Flying Cross** - No.160 Squadron (missing, believed killed) - Award effective 22 May 1945 as per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born 14 March 1923 in St.Andrews, Jamaica; family there; educated largely by private tutors. He was a bank clerk. Enlisted in Montreal, 30 April 1942 and posted to No.2 Manning Depot, Lachine. To No.6 ITS, Toronto, 13 September 1942; promoted LAC, 6 November 1942 but not posted to No.1 BGS, Jarvis until 28 December 1942; to No.10 AOS, Chatham, 20 March 1943; graduated and commissioned 6 August 1943. To No.1 GRS, Summerside, 7 August 1943; to Lachine, 3 October 1943; to No.111 OTU, Nassau, 20 October 1943; to No.45 Group, Dorval, 29 January 1944. Promoted Flying Officer, 6 February 1944. Posted overseas (en route to India), 31 May 1944. Taken on strength of No.160 Squadron, 17 June or 21 June 1944. Killed in action 30 April/1 May 1945 (Liberator BZ868). Name on Singapore Memorial. Cited with F/L Leslie Waterfield (RCAF pilot, same unit), plus F/L H.F. McNabb (RAFVR), W/C J.N. Stacey (RAF), WO L.T. Sutton (RAF) and FS J.McGarry (RAF).

These members of aircraft crew have taken part in many operational missions. One night in March 1945, they were detailed to participate in a minelaying mission in enemy waters. The operation called for a high degree of courage and resolution, and the success achieved reflects the credit on the efforts of the above-named personnel who, in various capacities, displayed skill and fortitude of a high order. On reaching base at the completion of the sortie they had been in the air for some twenty-one hours on a flight covering more than 3,000 miles.

Particulars of loss: Liberator was airborne 1330 FG, 30 April 1945 to mine and duty carried out without enemy interference. Returning to base about 1040 F.G. navigator passed an ETA of 1130 F.G. at Elephant Point. Engineer confirmed there was adequate fuel. However, at 1050 F.G on 1 May, having been airborne 21 hours and 20 minutes, one of the inboard engines cut, then resumed. S/L D.G.M. Joy ordered all crew to don Mae Wests. Navigator left his station and went to flight deck. S/L Joy ordered WOP/AG to signal Group that aircraft might have to ditch, giving position, speed and course.

The opposite inboard engine failed but picked up again. Joy ordered crew to ditching stations and just as they did all four engines failed and were feathered. Height was 5,500 feet . Joy assumed heading of 220 degrees to make for nearest point of land and manoeuvred to ditch along the crest of a swell, which was heavy. On final glide the WOP sent an SOS and clamped the key down.

Aircraft ditched with about 30 degrees of flap and 130 mph. Tail surfaces struck first and aircraft broke in two. The aircraft dinghies were either not operated or failed to operate as the only dinghy available was a "K" type which was floating in water beside aircraft. The remains of the fuselage and wings floated about 20 minutes.

S/L Joy received multiple head injuries on impact and died after 15 minutes in the dinghy. Navigator (Robertson) was on flight deck and did not survive dictching. One of WOPs (WO Arscott) seen floating in water and someone from dinghy swam to him, only to find him drowned.

Air Sea Rescue action began on receipt of first signal from aircraft and at 1400 hours a Catalina from No.321 Squadron, China Bay located dinghy and homed a High Speed Launch to survivors who were picked up at about 1700 hours. Four were transferred to a corvette while the fifth, only superficially injured remained on HSL. Search made for navigator without success and HSL returned to China Bay.

Crew were Joy, Robertson, Aus 414878 WO P.R. Arscott (WOP/AG, drowned) plus J24933 F/L R.L. Freeman (WOP/AG), R165145 WO C.N.M. Fisher (WOP/AG), 1023829 FS J.L.MacDonald (WOP/AG), 1587446 FS G.P. Brown (FE) - all these injured - and 151291 F/O F.L. Newby (second pilot).

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ROBERTSON, S/L John Charles Ross (C15559) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Born 21 October 1907. Home in Broderick, Saskatchewan.

Enlisted in Winnipeg, 3 January 1940 as Equipment Assistant and assigned that date to No.112 (Army Cooperation) Squadron. Promoted AC1, 3 April 1940. To "F", 8 June 1940. Promoted LAC, 1 July 1940. Promoted Corporal, 15 September 1940. To "F" (Calgary), 1 November 1940. Promoted Sergeant, 1 July 1941. To No.2 ANS, 29 January 1942. To "Y" Depot, 22 February 1942. To RAF overseas, 12 March 1942. Promoted Flight Sergeant, 1 July 1942. Commissioned 14 July 1942. Promoted Flying Officer, 14 January 1943. Promoted Flight Lieutenant, 1 November 1943. Promoted Squadron Leader, date uncertain. Reclassified as Flying Control Officer, 1 September 1944. Repatriated 10 August 1945. To "BPO" (whatever that is), 17 August 1945. To No.1 Air Command, 23 September 1945. To No.6 Release Centre, 2 November 1945. Retired 6 November 1945. Living in Outlook, Saskatchewan as of January 1950. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. No citation.

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ROBERTSON, F/O John Hodge (J88784) - **Mention in Despatches** - No.21 Squadron (AFRO says only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born in Cornwall, Ontario, 15 July 1922. Educated in Cornwall (1928-1939) and Trinity College School, Port Hope. Home in Cobourg, Ontario; enlisted in Ottawa, 22 August 1941. Posted that date to No.2 Manning Depot. To No.5 Personnel Holding Unit, 10 October 1941. To No.12 SFTS, 13 November 1941. To No.2 ITS, 4 January 1942; promoted LAC, 28 February 1942 but not posted to No.5 EFTS until 28 March 1942; to No.7 SFTS, 1 June 1942; graduated and promoted Sergeant, 25 September 1942. To "Y" Depot, 9 October 1942; to RAF overseas, 27 October 1942, disembarking in Britain 5 November 1942. To No.14 (Pilots) AFU, Ossington, 8 December 1942. To No.22 OTU, Wellesbourne, 23 February 1943 (course on Wellingtons not completed). Promoted Flight Sergeant, 25 March 1943. To Brighton, 18 April 1943. To No.20 (Pilots) AFU, 11 May 1943 for advanced instruction. Attached to No.1515 Beam Approach Training Flight, 155-22 June 1943. To No.13 OTU, 21 September 1943 (Blenheim I and IV, operational training for fighter-bombers). Promoted WO2, 25 September 1943. To No.60 OTU, High Ercall, 20 February 1944. Promoted WO1, 25 March 1944. To No.2 General Support Unit, 31 May 1944. To No.21 Squadron, Thorney Island, 2 July 1944 (night intruder and low level operations on Mosquitos). Commissioned 27 July 1944. Promoted Flying Officer, 21 January 1945. To No.417 Repair and Salvage Unit, 24 January 1945 (test pilot and ferrying).. Repatriated 5 August 1945. Released 11 September 1945. Attended Dental College but became disillusioned with his choice of profession. Rejoined as pilot in Trenton, 21 October 1948 (service number 17693) with "K" Flight. To CFS Trenton, 30 January 1950. To FTS Centralia, 29 May 1950. Promoted Flight Lieutenant, 1 January 1952. To No.1 (Fighter) OTU, Chatham, 6 January 1952. To Station Trenton, 2 May 1953, Although interested in a Permanent Commission (and selected for one)

he chose to go into business with his father. Retired 28 March 1954. Died in Calgary, 6 March 1985 as per **Legion Magazine**, June 1985.

Notes: Application for Operational Wing dated 4 January 1945 states he had flown 49 sorties ((155 operational hours) with No.21 Squadron, 25 June to 24 December 1944, although this does not square with the date of his posting to that unit.

Form dated 16 July 1945 on repatriations claims 180 operational hours and 550 non-operational, 50 sorties, the last on 15 December 1944. Types listed were Anson (50 hours), Oxford (200), Blenheim I and IV (80) and Mosquito (400 hours).

Listing of his flying dated 25 May 1950 includes the following: Anson (180.10 solo, 67.35 dual), Oxford (78.25 solo, 71.30 dual), Blenheim (49.55 solo, 12.35 dual), Mosquito (366.15 solo, 12.25 dual), Norseman (23.35 solo, 11.00 dual), Harvard (55.05 solo, 40.40 dual), Dakota (163 solo, 1.50 dual), Expeditor (293.15 solo, 52.50 dual), Tiger Moth (40.00 solo), Mustang (2.25 solo), Vampire (2.25 solo) and other types (18.20).

Listing of his flying dated 30 June 1953 includes the following: Tiger Moth (80.40); Anson (247.45), Oxford (149.55), Blenheim (62.30), Mosquito (378.40), Norseman (34.35), Harvard (451.10), Dakota (164.50), Expeditor (388.05), Mustang (2.25), Vampire (63.15), T-33 (306.25) F-86 (31.00) and other types (15.00).

Training: Course at No.2 ITS was 4 January to 25 February 1942. Courses in Mathematics (94/150), Armament (47/50), Signals (105/150), Anti-Gas (39/50), Aircraft Recognition (92/100), Drill (79/100), Law and Discipline (75/100), Navigation (136/200) and General Studies (86/100). Placed 28th in a class of 112. "Clever, alert and energetic, this young airman had early trouble with Signals, but now appears to have mastered them. He is well liked, having a fine personality and is also an excellent soldier. It is felt he is of good pilot material and with a little maturity should prove good officer material."

Course at No.5 EFTS was 30 March to 5 June 1942. Tiger Moth aircraft - 36.40 day dual, 40.00 day solo and 4.00 night (11.15 on instruments) and logged 13.20 in Link. "Weak on instruments" (F/O J.E. Palmer). Ground school marks were in Airmanship (178/200), Airframes (90/100), Aero Engines (67/100), Signals, practical (90/100 on supplemental), Theory of Flight (50/100), Air Navigation (175/200 on supplemental), Aircraft Recognition (62/75) and Armament (109/125). Placed 56th in a class of 62. "Low average student who could do better but will have to be driven; lacks ability to concentrate. Conduct fair."

Course at No.7 SFTS was 8 June to 25 September 1942. Anson aircraft (58.30 day dual, 81.09 day solo, 9.05 night dual, 7.55 night solo). Flew 26 hours on instruments, logged 20 hours in

Link. "This student was somewhat slow at the beginning of his training here, but developed with more time into an average pilot. He is very frank and will ask questions when in doubt. Conduct only fair."

Ground courses in Airmanship and Maintenance (102/200), Armament, written (71/100), Armament, practical (78/100), Navigation (108/150 on supplemental), Meteorology (34/50), Signals, written (25/50), Signals, practical (95/100). "Low average student, inclined to be talkative and troublesome." Placed 40th in a class of 46. "Below average in ground school, just average as a pilot. Rather a slow thinker but could have done better had he worked."

Selected Assessments: "This officer has initiative but tends to be over-confident in flying. His other duties as an officer have been carried out well but without outstanding qualities. He is a good pilot and with more experience will become well above average." (12 July 1945, F/L E. Atkins, Officer Commanding Flying, No.417 Repair and Salvage Unit, noting that he had flown 856 hours of which 100 were in previous six months).

"This officer is an excellent flying instructor who is very interested in his work and in his students. He tries at all times to do an above average job in all tasks assigned to him. He is active in mess functions and is becoming popular with his fellow officers. He is doing a good job as an Air Cadet Liaison Officer and appears to be very interested in this work. He is interested in music and is an excellent pianist." (F/L C.F. Gtigg, Station Centralia, 8 December 1950).

"This officer has been employed as a Flying Instructor in Conversion Flight for the past year, having spent three months of that time as Deputy Flight Commander. F/L Robertson is an excellent flying instructor and at all times is meticulous on his dress and deportment." (S/L E.G. Smith, Station Chatham, 4 May 1953).

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ROBERTSON, FS John Ross (Can 4072) - **British Empire Medal** - 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. Born 20 April 1908. Home in Murrayville, British Columbia. Enlisted in Vancouver, 9 May 1939 as Master Motor Mechanic. To No.6 (BR) Squadron, 15 July 1939. Promoted AC1, 9 November 1939. Promoted LAC, 29 February 1940. To "B", 16 June 1940. Promoted Corporal, 15 October 1940. Promoted Sergeant, 1 February 1941. To No.2 BGS, 21 February 1942. Promoted Flight Sergeant, 1 March 1942. To No.6 Release Centre, 15 December 1944 but release not effected. To No.7 OTU, 21 July 1945. To Greenwood, 31 July 1945. To Eastern Air Command, 24 February 1946. To Northwest Air Command, 25 April 1946. To Winter Experimental Establishment, 1 July 1946. Reverted to Sergeant, 1 October 1946.

Promoted Flight Sergeant, 1 October 1948. Promoted WO2, 1 February 1952. Promoted WO1, 1 April 1954. Postwar movements and release date not available.

This non-commissioned officer has been in charge of the motor transport section of this station for the past twenty months. Through his untiring efforts and own initiative he has maintained a very high record of serviceability. Regardless of severe winter weather conditions, which at times blocked the roads to the station for days, this non-commissioned officer personally was responsible for the mail and rations going through.

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ROBERTSON, F/L Morley Ross (J9756) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 1 March 1918 in Port Elgin, Ontario; home in Brantford, Ontario; enlisted in Toronto, 24 April 1941. To No.4A Manning Depot, 4 May 1941. To No.1 ITS, 15 July 1941; graduated and promoted LAC, 20 August 1941; posted that date to No.10 EFTS; completed course on 7 October 1941 and posted on 10 October 1941 to No.16 SFTS; graduated and commissioned 9 January 1942. To "Y" Depot, 10 January 1942; to United Kingdom, 25 March 1942. Promoted Flying Officer, 1 October 1942; promoted Flight Lieutenant, 9 January 1944. Repatriated 18 June 1945 and posted to Debert for "Tiger Force" training. Released 12 October 1945. Died in Wallaceburg, Ontario, 8 April 2009. 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 11 August 1944 when he had flown 30 sorties (141 hours), 21 May to 5 August 1944.

* denotes daylight sortie

21 May 1944 - Duisburg
24 May 1944 - Le Clipon
27 May 1944 - Merville
28 May 1944 - Eu
31 May 1944 - Tergnier
2 June 1944 - Berneval
5 June 1944 - Caisbecq
6 June 1944 - Vire
7 June 1944 - Cerisy
10 June 1944 - Acheres
12 June 1944 - Gelsenkirchen
14 June 1944 - Le Havre*

16 June 1944 - Domleger; attacked and damaged by u/i enemy aircraft.
22 June 1944 - Rheims
24 June 1944 - Hayons*
25 June 1944 - Ligescourt*
27 June 1944 - Vaires
2 July 1944 - Oisemont*
5 July 1944 - Dijon
6 July 1944 - Foret de Croc*
7 July 1944 - Caen
18 July 1944 - Scholven
20 July 1944 - Courtrai
23 July 1944 - Kiel
25 July 1944 - Stuttgart
25 July 1944 - Coquereaux
28 July 1944 - Stuttgart
31 July 1944 - Foret de Nieppe
4 August 1944 - Pauillac*
5 August 1944 - Pauillac*

Flight Lieutenant Robertson has now completed his first tour totalling 30 operational sorties. He has throughout his tour displayed a most admirable combination of cheerful confidence and devotion to duty which has inspired a high standard of morale and fine team work in his crew. When attacked by enemy fighters or damaged by flak his coolness, presence of mind and skilful pilotage have extricated his aircraft from perilous situations and ensured the success of his missions. He has always pressed home his attacks regardless of hostile defences and has obtained first class results. This officer's tenacity, endurance and fine offensive spirit have proved him an outstanding leader of a gallant crew and he fully deserves the award of the Distinguished Flying Cross.

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ROBERTSON, F/L Oliver Brock (J10302) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 1 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born at Innerkip, Ontario, 21 September 1920; home in Woodstock (dairyman). Enlisted in London, Ontario, 23 May 1941 and posted to No.4A Manning Depot. To No.3 Training Command, 13 July 1940. To No.21 EFTS (guard), same date. To No.3 ITS, 7 August 1940; graduated and promoted LAC, 12 September 1941 when posted to No.20 EFTS; graduated 7 November 1941 when posted to No.16 SFTS; graduated and commissioned 27 February 1942. To "Y" Depot, 28 February 1942. To RAF overseas, 9 March 1942. Disembarked

in Britain, 29 March 1942. To No.14 (Pilots) AFU, 16 May 1942. To No.50 OTU, 11 August 1942. Promoted Flying Officer, 1 October 1942. To No.19 OTU, 15 October 1942. To No.1661 Conversion Unit, 29 December 1942. To No.97 Squadron, 3 March 1943. Promoted Flight Lieutenant, 8 July 1943. Killed in action 27/28 August 1943 (Lancaster JA958). RCAF photo PL-34561 taken at Government House, Ottawa on presentation of DFC to Miss Beatrice Robertson (sister) and Mr. and Mrs. W.R. Robertson (parents).

One night in July 1943 this officer piloted an aircraft detailed to attack Hamburg. When about to commence his bombing run, one engine caught fire while one of the wings was set alight. Almost immediately the bomber was illuminated by the searchlights. In spite of this, Flight Lieutenant Robertson pressed home his attack and afterwards flew the damaged bomber to this country. This officer displayed great courage and resolution in the face of harassing circumstances.

NOTE: Public Record Office Air 2/4995 has recommendation drafted 26 July 1943 when he had flown 19 sorties (109 hours 40 minutes). Sortie list and submission as follows:

8 March 1943 - Nuremburg (7.45)
13 March 1943 - GARDENING (6.30)
22 March 1943 - St. Nazaire (5.30)
27 March 1943 - Berlin (6.45)
10 April 1943 - Frankfurt (5.40)
13 April 1943 - Spezia (9.45)
26 April 1943 - Duisburg (4.40)
4 May 1943 - Dortmund (5.55)
25 May 1943 - Dusseldorf (4.20)
29 May 1943 - Wuppertal (5.20)
11 June 1943 - Dusseldorf (4.05)
12 June 1943 - Bochum (5.00)
16 June 1943 - Cologne (4.15)
21 June 1943 - Krefeld (3.55)
22 June 1943 - Mulheim (4.00)
24 June 1943 - Elberfeld (4.20)
9 July 1943- Gelsenkirchen (5.25)
12 July 1943- Turin (10.20)
24 July 1943- Hamburg (6.10)

This officer was captain of an aircraft briefed to attack Hamburg on the night of 24/25th July 1943. While on the approach to the target area and about to commence his bombing run the aircraft was hit by falling incendiaries, which set fire to one wing and one engine. Soon after the fires broke out the aircraft was

held in a cone of searchlights and, in spite of all this, he continued with the attack and, being unable to identify visually he instructed the Bomb Aimer not to drop his marker bombs but to carry out a normal attack. After bombing, the fire in the engine was put out, the searchlights and flak successfully evaded and a safe return to base completed on three engines.

This officer has been detailed for 19 sorties, all of which have been successful and at all times has shown great skill and courage in pressing home the attack. The skill and devotion to duty of this officer are reflected in his crew who have at all times been exceedingly efficient.

The website "Lost Bombers" has the following on his last sortie. Lancaster JA958, No.97 Squadron (OF-K), target Nuremberg, 27/28 August 1943. JA958 was delivered to No.97 Squadron on 26 July 1943. It took part in the raid against Peenemunde, 17/18 August 1943. When lost this aircraft had a total of 24 hours. JA958 was one of two No.97 Squadron Lancasters lost on this operation (the other was JA707). Airborne at 2143 hours, 27 August 1943 from Bourn. Crashed at Erlangen,. Crew were F/L O.B.Robertson, DFC RCAF (killed); Sergeant W.G.Peel (injured); F/L E.G.Crockett, RCAF (killed); Warrant Officer P.Scott (POW); F/O J.C.Frizell, RCAF (killed); Flight Sergeant W.I.L.Wilkes (killed); Flight Sergeant W.St.C Webb, RCAF (killed).

Assessment: On 13 June 1943, it was noted he had flown 564 hours (159 in previous six months). "Quiet officer who is rapidly gaining confidence with experience." (W/C I.K., full name not given on form; endorsed by G/C A.H. Willetts).

Note: Incident on 24/25 July 1943, Lancaster ED871, crew as above, operational sortie. "The accident occurred during the bombing run over the target just prior to the release of the bombs. The first indication of the accident was excessive vibration of the port outer coupled with a drop in revs. Almost instantaneously, motor caught fire due to a four pound incendiary burning in the cowling. The petrol was shut off, motor feathered and fire extinguisher operated. This extinguished fire coupled with diving. Bombs were released at same time, height 16,000 feet." At the time he had flown 471 hours 35 minutes (all types), 238 hours ten minutes on Lancaster. Night flying totalled 212 hours (148.35 on Lancasters).

On landing, one unexploded incendiary was found in port inner fuel tank. Others penetrated port plane and port outer engine cowling. This latter burnt out near the air intake.

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ROBERTSON, P/O Peter Albert (J90559) - Distinguished Flying Cross - No.156 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born in Pincher Creek, Alberta, 10 March 1924; home there. Clerk. Enlisted in Calgary, 14 July 1942. Trained at No.7 ITS (graduated 30 December 1942) and No.3 AOS (graduated 14 May 1943). Commissioned October 1944. Released 20 March 1946. Rejoined RCAF, 1 October 1948; retired 31 July 1971 (service number 13304). No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9051 has recommendation dated 17 December 1944 when he had flown 44 sorties (191 hours 55 minutes), 10 May to 6 December 1944.

10 May 1944 - Dieppe
24 May 1944 - Aachen
27 May 1944 - Aachen
2 June 1944 - Calais
3 June 1944 - Wimereux
5 June 1944 - St.Martin du Varville
6 June 1944 - Acheres
7 June 1944 - Versailles
10 June 1944 - Acheres
12 June 1944 - Gelsenkirchen
14 June 1944 - Le Havre
16 June 1944 - Sterkrade
17 June 1944 - Aulnoye
15 July 1944 - Nucourt
18 July 1944 - Cagny
19 July 1944 - Rollez
20 July 1944 - Foret de Croc
23 July 1944 - Foret de Croc
24 July 1944 - Acquet
5 August 1944 - Coulonvilliers
6 August 1944 - Hazebrouck
7 August 1944 - Battle area
9 August 1944 - Foret d'Englos
14 August 1944 - Battle area
16 August 1944 - Stettin
18 August 1944 - Connantre
25 August 1944 - Russelsheim
26 August 1944 - Kiel
12 September 1944 - Frankfurt

5 October 1944 - Saarbrucken
12 October 1944 - Wanne Eickel
14 October 1944 - Duisburg
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
25 October 1944 - Essen
30 October 1944 - Cologne
18 November 1944 - Munster
20 November 1944 - Koblenz
21 November 1944 - Aschaffenburg
27 November 1944 - Freiburg
28 November 1944 - Essen
4 December 1944 - Karlsruhe
6 December 1944 - Osnabruck

Pilot Officer Robertson has completed 44 operational sorties, 31 of which have been with the Pathfinder Force, including 24 Marker sorties.

This officer is a determined and skilful navigator of a good Blind Marking crew. His keenness for his work is only excelled by his operational zest. He is cool and unruffled, and his navigational skill has been maintained at a consistently high standard in spite of many perilous flights. He is a courageous and very useful member of his crew.

He has shown determination and devotion to duty of a high order, and I recommend him for the award of the Distinguished Flying Cross.

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ROBERTSON, WO2 Robert Alvin Ian (R90527) - **Commended for Valuable Services in the Air** - No.1 Bombing and Gunnery School - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Toronto, 14 June 1917 (RCAF press release announcing award). Attended Normal School in North Bay; taught school at South River, Ontario. Home in Port Dover, Ontario. Enlisted in North Bay, Ontario, 22 February 1941. Posted to No.3 ITS, 15 May 1941; promoted LAC and posted to No.11 EFTS, 3 July 1941; ceased training and posted to Trenton, 10 July 1941; to No.1 AOS, 31 August 1941; graduated 6 December 1942 and posted to No.1 BGS; graduated 17 January 1942 when promoted Sergeant and posted to No.2 ANS; graduated 16 February 1942. To "Y" Depot, 17 February 1942; to No 31 Radio School, 12 March 1942; promoted Flight Sergeant, 17 July 1942; to Rockcliffe, 22

September 1942; to No.1 BGS, 21 November 1942; promoted WO2, 17 January 1943; to Mountain View, 20 February 1943; to No.1 BGS, 8 March 1943; to No.16 SFTS, 17 February 1945; released 28 June 1945.

This warrant officer has proven himself to be an outstanding instructor and organizer in every way. His keenness, ability and untiring devotion to duty have set a splendid example to his associates and have done much in maintaining a high standard of efficiency in training.

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ROBERTSON, P/O Ronald Douglas (J17128) - **United States Air Medal and Three Oak Leaf Clusters**- 82nd Squadron, 12 Bomber Group (AFRO gives unit only as "Overseas") - Award effective 20 June 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born in Roblin, Manitoba, 22 August 1920. Home there (farmer, labourer). Enlisted in Winnipeg, 20 November 1940 (AC2). Sent to No.2 Manning Depot (Brandon), then to No.34 SFTS, Medicine Hat (2 January 1941). To No.2 WS, 28 April 1941; promoted LAC, 28 May 1941; graduated 12 September 1941) when posted to No.3 BGS; graduated and promoted Sergeant, 13 October 1941, having qualified for Air Gunner's Badge, 11 October 1941. To Embarkation Depot, 19 October 1941; to RAF overseas, 2 November 1941. To Middle East, 8 January 1942. To Helwan, 1 April 1942. To No.21 Personnel Transit Centre, 1 July 1942. To No.205 Group, 23 August 1942. To No.250 Wing, 29 September 1942. Promoted Flight Sergeant, 1 November 1942; commissioned as Pilot Officer, 3 December 1942; promoted Flying Officer, 3 June 1943; served with 83rd Squadron, 12 Bomber Group, USAAF, Tunisia, August 1942 to July 1943 (40 missions). Repatriated to Canada, 20 July 1943. To No.1 ITS, 2 October 1943; to No.15 EFTS, 31 December 1943; to No.7 SFTS, 21 April 1944. Qualified for pilot's badge, 3 November 1944. Promoted Flight Lieutenant, 3 December 1944. To No.3 BGS, 17 December 1944. To No.7 BGS, 2 February 1945. To No.1 "Y" Depot, 27 April 1945. Embarked from Canada, 8 May 1945; disembarked in Britain, 17 May 1945. Repatriated 9 July 1945; released in Winnipeg, 20 August 1945. Died 27 March 1998. Qualified for Africa Star with Clasp, Italy Star. Following citation in DHist biographical file as "Commendation for USA Air Medal".

On 31st March 1943, this officer was radio operator/air gunner in a B-25 aircraft while participating in a bombing attack over the Sfax area. The port engine was put out of action by anti-aircraft fire, and it was largely due to this officer's skill and devotion to duty, in maintaining contact with his base, that the bomber was flown back safely.

Public Records Office Air 2/9599 has letter dated 23 May 1943 with more details.

On the 31st March 1943, Pilot Officer Robertson was performing the duties of Radio Operator-Gunner in a B-25 aircraft while participating on a bombardment mission over the Sfax area. The ship in which he was flying was struck repeatedly from fragments of close A.A. bursts. With the port engine so damaged that the aircraft had to operate on one engine and proceed alone to its base with the potential threat of enemy fighters, Pilot Officer Robertson elected to stay with the ship and calmly continued to perform his radio work and contact the home landing ground. Pilot Officer Robertson's commendable performance has won him the praise of his fellow combatants.

Public Records Office Air 2/9599 has citation from General Order No.31, HQ US Army Air Forces in the Middle East, 28 April 1944.

For meritorious achievement while participating in aerial flights against the enemy while on duty with the Ninth United States Air Force in the Middle East...he having participated in three operational missions, each of 2 ½ hours or more duration, and four operational missions, each of less than 2 ½ hours duration."

Same order awards the first Oak Leaf Cluster for "...having participated in three operational missions, each of 2 ½ hours or more duration, and four operational missions, each of less than 2 ½ hours duration."

Same order awards the second Oak Leaf Cluster for "...having participated in two operational missions, each of 2 ½ hours or more duration, and six operational missions, each of less than 2 ½ hours duration."

Same order awards third Oak Leaf Cluster for "...having participated in four operational missions, each of 2 ½ hours or more duration, and two operational missions, each of less than 2 ½ hours duration."

Application for Operational Wing: This was dated 14 February 1944 and listed the following sorties, all on B-25 Mitchells with 83rd Squadron:

- 22 October 1942 - El Daba, day (2.50)
- 23 October 1942 - M.T., tanks, day (2.30)
- 24 October 1942 - Panzer Division, day (2.20)
- 25 October 1942 - M.T., tanks, day (2.40)
- 26 October 1942 - M.T., tanks, day (2.15)
- 31 October 1942 - M.T., tanks, day (1.50)

2 November 1942 - M.T., tanks, day (2.20)
3 November 1942 - M.T., tanks, day (2.40)
15 December 1942 - Marble Arch (2.40)
16 December 1942 - M.T., tanks, day (3.00)
2 January 1943 - Search for B-25 lost off Crete, day (2.15)
9 February 1943 - took off for Crete, forced back (1.00, night)
23 February 1943 - Mareth Line, night (3.00)
25 February 1943 - Mareth Line, night (2.15)
1 March 1943 - Mareth Line, night (3.15)
14 March 1943 - Zirat, day (2.10)
16 March 1943 - Mareth, day (2.00)
20 March 1943 - Mareth, day (2.15)
21 March 1943 - Mareth-Gabes Road, day (2.00)
22 March 1943 - Zirat-Gabes Road, day (2.05)
23 March 1943 - Zirat, day (2.15)
25 March 1943 - M.T., tanks, guns, night (2.50)
26 March 1943 - M.T., tanks, day (2.30)
31 March 1943 - Sfax El Maou, day (2.00)
6 April 1943 - M.T., tanks, day (2.15)
8 April 1943 - M.T., tanks, day (2.55)
10 April 1943 - day, returned with bombs (1.00)
10 April 1943 - target not stated, night (3.00)
13 April 1943 - St, Marie Duzit, night (3.30)
29 April 1943 - M.T., tanks, day (3.00)
6 May 1943 - M.T., tanks, guns, day (3.30)
8 May 1943 - Pantellaria, day (3.20)
10 May 1943 - Pantellaria, day (2.35)
11 May 1943 - Bou Fichta, day (2.30)
8 June 1943 - Pantellaria, day (2.30)
10 June 1943 - Pantellaria, day (3.00)
11 June 1943 - Pantellaria, day (2.30)
1 July 1943 - Biscari, Sicily, day (3.20)
2 July 1943 - Cosima, Sicily, day (3.30)
4 July 1943 - Cosima, Sicily, night (3.10)

A letter dated 9 July 1943 has a bearing on his career. It is by Major George A, Young, 83rd Bombardment Squadron, addressed to "Whom it may Concern."

Pilot Officer R.D. Robertson, J17127, has been overseas eighteen months and eleven of which have been with us as a member of this command and as a Radio-

Gunner. He has been on thirty-two combat missions as my own gunner, in the lead position of large formations. In order to ride as lead Radio-Gunner, a man must be exceptionally well qualified, for radio contact with the ground stations is often up to him alone. Pilot Officer Robertson has been highly efficient and one of the most conscientious workers in this Squadron.

Pilot Officer Robertson, and the other Canadians in this command have been of the highest benefit to us and Canada can well be proud of such men. They have won the respect and the admiration of the entire organization and reflect credit on their country.

I highly recommend that Pilot Officer Robertson be considered for Pilot Training or any other position which he desires and is eligible.

Training: Interviewed 22 June 1940 in Winnipeg - "Quiet, unassuming, retiring, athletic, rangy. Should improve considerably with training." Recommended for Gunner,

Attended No.2 Wireless School, 28 April to 14 September 1941. Spent 25 minutes as first operator in flying classroom, two hours 35 minutes on listening watch in flying classroom, and six hours as sole operator in two-seat aircraft. Ground training in Theory (38/50), Radio Equipment (161/250), Morse, buzzer and lamp (186/200), Procedure (168/200), Signals Organization (123/150), Armament (80/100) and Drill and PT (32/50). Placed 65th in a class of 199.

Attended No.3 BGS, 15 September to 13 October 1941. Battle aircraft - seven hours 25 minutes on gunnery training plus 2.35 as passenger. Scored nine percent hits in Beam Test, 4.5 percent hits in Beam Relative Speed Test and 7.5 percent hits in Under Tail Test. Fired 605 rounds on ground, 600 air-to-ground and 1,978 air-to-air. Attained 92 percent in written exam, 82 percent in practical and oral exam, graded 168/250 in Ability as Firer. Placed first in a class of 33. "Good officer material. Practical type. Very aggressive."

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ROBERTSON, FS Thomas (R100749) - **Mention in Despatches** - No.635 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 10 September 1924. Home at Mount Dennis, Ontario; enlisted in Toronto, 8 April 1941. To No.1 Manning Depot, 27 April 1941. To University of Toronto, 23 May 1941; promoted LAC, 30 August 1941; to No.31 Radio School, 14 September 1941, training as Radar Mechanic. To "Y" Depot, 19 October 1941; to RAF overseas, 11 November 1941; promoted Corporal, 1 July 1942; promoted Sergeant, 1 April 1943; promoted Flight Sergeant, 27 July 1944;

repatriated 21 August 1945; released 10 October 1945. Died in Bells Corners (Ottawa), 17 January 2013.

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ROBERTSON, F/O Thomas McLellan (J87248) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 133/46 dated 8 February 1946. Born 3 May 1919 in Melita, Manitoba, home in Winnipeg, Manitoba (labourer); enlisted there 4 July 1941 and posted to No.3 Manning Depot. Granted Leave without pay at uncertain date until posted to No.15 SFTS for guard duty, 25 October 1941; to No.3 Manning Depot again, 1 October 1941; to No.7 ITS, 5 December 1941; graduated 3 and promoted LAC, 24 February 1942; to No.4 BGS, 28 February 1942; graduated and promoted Sergeant, 27 April 1942. To "Y" Depot, 28 April 1942; to RAF overseas, 31 May 1942. Promoted Flight Sergeant, 27 October 1942. Promoted WO2, 27 April 1943. Promoted WO1, 27 October 1943. Commissioned 12 June 1944. Promoted Flying Officer, 12 December 1944. Repatriated with No.431 Squadron, 23 June 1945; To "K", 5 September 1945; to Release Centre, 13 March 1946; released 26 March 1946. Died in Winnipeg, 11 June 2014. 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.1941 (RG.24 Vol.20612) has recommendation by W/C W.F. McKinnon dated 22 May 1945 when he had flown 47 sorties (292 hours 35 minutes). First tour was 29 sorties (162 hours 15 minutes) as rear gunner, 4 December 1942 to 3 July 1943; second tour was 18 trips (129 hours 20 minutes) as mid-upper gunner, 4 February to 26 April 1945.

Flying Officer Robertson (Air Gunner) has completed eighteen trips on his second tour of operations. With the invaluable experience he has gained, this officer has been a ready source of guidance and assistance to his Squadron mates. With courage, devotion to duty, and unceasing vigilance, he has safeguarded his crew and helped to successfully press home the attack on such heavily defended targets as Hamburg, Merseburg, Dresden, and Leipzig. This officer's cheerful coolness and complete disregard of personal danger has made him not only a highly valued crew member but a veritable inspiration to the others.

In view of Flying Officer Robertson's courage, devotion to duty and keen desire to carry home a successful attack in the face of heavy enemy opposition, I strongly recommend him for the Non-Immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

First tour (29 sorties, 162 hours 15 minutes)

4 December 1942 - Lorient (6.55)
7 February 1943 - Lorient (6.15)
14 February 1943 - Cologne (5.15)
28 February 1943 - St. Nazaire (6.40)
1 March 1943 - Speikeroog (4.20)
3 March 1943 - Hamburg (5.50)
5 March 1943 - Essen (5.20)
9 March 1943 - Gardening (4.55)
12 March 1943 - Essen (5.00)
13 March 1943 - Gardening (5.20)
26 March 1943 - Duisburg (5.00)
28 March 1943 - St. Nazaire (7.05)
29 March 1943 - Bochum (5.25)
4 April 1943 - Kiel (5.25)
10 April 1943 - Frankfurt (7.15)
16 April 1943 - Mannheim (7.00)
4 May 1943 - Dortmund (30 minutes, duty not carried out)
16 May 1943 - Lorient (5.35)
23 May 1943 - Dortmund (5.30)
25 May 1943 - Dusseldorf (5.00)
27 May 1943 - Essen (4.55)
29 May 1943 - Wuppertal (5.10)
1 June 1943 - Lorient (5.40)
21 June 1943 - Krefeld (4.30)
22 June 1943 - Mulheim (4.45)
24 June 1943 - Wuppertal (5.25)
25 June 1943 - Gelsenkirchen (4.00)
28 June 1943 - Cologne (5.00)
2 July 1943 - St. Nazaire (7.00)
3 July 1943 - Cologne (5.15)

Second tour (18 sorties, 129 hours 20 minutes)

4 February 1945 - Bonn (7.15)
7 February 1945 - Goch (6.40)
13 February 1945 - Dresden (10.30)
14 February 1945 - Chemnitz (9.00)
20 February 1945 - Dortmund (7.45)
21 February 1945 - Duisburg (7.00)

27 February 1945 - Mainz (6.55)
2 March 1945 - Cologne (6.05)
14 March 1945 - Zweibrucken (7.40)
15 March 1945 - Hagen (7.40)
20 March 1945 - Hemmingstadt (5.20)
25 March 1945 - Hanover (6.35)
31 March 1945 - Hamburg (6.15)
4 April 1945 - Merseburg (9.30)
8 April 1945 - Hamburg (6.35)
10 April 1945 - Leipzig (8.10)
13 April 1945 - Kiel (6.00)
26 April 1945 - Wangerooge (4.25)

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ROBERTSON, W/C Thorington Blair (C8448) - **Member, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 22 March 1913. Home in Vancouver; enlisted there 8 April 1940 as Clerk Accounts. To St. Thomas, 20 April 1940; to Rockcliffe, 10 June 1940; promoted AC1, 8 July 1940; promoted LAC, 8 October 1940; promoted Corporal, 1 January 1941; commissioned 10 November 1941 in Administration Branch; AFHQ, 9 January 1942, remaining there until at least 28 September 1944. Promoted Flight Lieutenant, 1 September 1942; promoted Squadron Leader, 1 September 1943; promoted Wing Commander, 1 April 1945. To Release Centre, 7 November 1945; released 9 November 1945.

Because of this officer's extraordinary ability for some time he has been in charge of a variety of duties of a very trying character requiring an unusual degree of application of long and arduous hours. He was largely instrumental in the development of existing establishment policies, a theory of scales and machine method of establishments, preparation and production. He was a member of the Phase II Plans Committee and his untiring work has contributed much to the organization and establishments of the commitment. This officer has constantly displayed initiative of a very high order and has frequently on his own responsibility reported on important matters which have been of great assistance to the higher authorities concerned. He has on different occasions performed special services of a meritorious character in addition to always carrying out his ordinary duties in a manner beyond that ordinarily expected. He is accurate, reliable and of superior deportment and a staff officer of outstanding qualifications whose devotion to duty and general service attitude is a continual example to all those with whom he comes in contact.

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ROBERTSON, FS (now P/O) Torrance MacDonald (R196102/J92912) - **Distinguished Flying Medal** - No.415 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 2 May 1917. Home in Winnipeg or Fort William; enlisted in Winnipeg 14 October 1942 and posted to No.2 Manning Depot. Initially a radio mechanic and posted to No.3 WS, 15 January 1943. To No.2 Manning Depot, 4 February 1943; to No.3 Wireless School, 26 February 1943. Remustered to aircrew and posted on 16 May 1943 to No.4 Pre-Aircrew Education Detachment; to No.2 Air Gunner Ground Training School, 11 June 1943; to No.1 Manning Depot, 21 July 1943; to Mountain View, 27 August 1943; to No.6 SFTS, 18 October 1943; to No.9 BGS, 29 November 1943; graduated and promoted Sergeant, 7 April 1944. To No.3 Aircrew Graduate Training School, 21 April 1944. To "Y" Depot, 3 May 1944; taken on strength of No.3 PRC, Bournemouth, 2 June 1944. Commissioned 20 December 1944. Repatriated December 1944; released 2 February 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1750 (PAC RG.24 Vol.20608) has recommendation dated 22 November 1944 when he had completed 33 trips (160 hours):

As air gunner, this airman has participated in very many sorties and has displayed a high standard of skill, courage and resolution, qualities which have contributed materially to the great success of several operations in which he has recently taken part. His example of keenness and devotion to duty has been most commendable.

The sortie list was as follows:

7 August 1944 - Caen (4.20)
8 August 1944 - Foret de Chantilly (4.20)
9 August 1944 - Foret de Nieppe (3.50)
10 August 1944 - La Pallice (7.05)
12 August 1944 - Montrichard (6.00)
14 August 1944 - Bons Tassily (4.30)
15 August 1944 - Brussels (3.35)
16 August 1944 - Kiel (5.50)
25 August 1944 - Brest (4.45)
27 August 1944 - Mimoyecques (3.10)
28 August 1944 - Brest (4.20)
31 August 1944 - Cezembre (4.55)

3 September 1944 - Volkel (3.30)
9 September 1944 - Le Havre (3.45)
10 September 1944 - Le Havre (4.10)
11 September 1944 - Castrop Rauxel (5.00)
12 September 1944 - Wanne Eickel (4.35)
13 September 1944 - Osnabruck (4.25)
15 September 1944 - Kiel (5.40)
17 September 1944 - Boulogne (3.50)
27 September 1944 - Bottrop (4.40)
28 September 1944 - Cap Gris Nez (3.55)
30 September 1944 - Sterkrade (4.35)
14 October 1944 - Duisburg (4.50)
14 October 1944 - Duisburg (5.50)
15 October 1944 - Wilhelmshaven (4.45)
23 October 1944 - Essen (5.35)
25 October 1944 - Homburg (5.00)
28 October 1944 - Cologne (5.00)
30 October 1944 - Cologne (5.50)
1 November 1944 - Oberhausen (6.25)
2 November 1944 - Dusseldorf (5.10)
4 November 1944 - Bochum (5.40)

Note: In crew of Halifax NA582, 10/11 September 1944, target Le Havre. Aircraft hit by flak but returned to base safely, no injuries. Crew were as follows: Pilot - P/O F. M. Forbes RCAF (J86509); Flight Engineer - Sgt R A Afford RAF (1867640); Navigator - P/O James Kay Fernie RCAF (J35761), of Toronto, Ontario, Canada; Bomb Aimer - Sgt Stanley Earle Morris RCAF (R184868), of Toronto, Ontario, Canada; Wireless Operator/Air Gunner - F/Sgt D A Vitarelli RCAF (R136141), of Peterborough, Ontario, Canada; Mid Upper Gunner - Sgt C Lovie RCAF (R186485); Rear Gunner - Sgt John Caldwell Johnstone Scarf, RCAF (R200775, later J90970), Fort Erie, Ontario, Canada; Dorsal Gunner - Sgt Richard Cecil Morrison RCAF (R121748), of Beverly, Alberta, Canada).

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ROBERTSON, FS Wilber Alvin (R109341) - **Mention in Despatches** - No.3 Repair Depot - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 30 April 1909. Enlisted in Calgary, 15 July 1941. Disciplinarian and Physical Training Instructor; to Trenton, 6 September 1941; promoted Corporal and assigned to No.2 Manning Depot, 1 November 1941; promoted Sergeant, 1 April 1942; to No.133 Squadron, 19 June 1942; to No.3 Repair Depot, 29 January 1943; promoted Flight Sergeant, 1 May 1943; to No.7 Reserve Equipment and Maintenance Unit, 1 November 1945; to No.8 Release Unit, 4

March 1946; released 19 March 1946. Died 29 May 2001 in Calgary as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2001.

This non-commissioned officer has served as a member of the Command Visiting Squadron for almost a year. During this period he has worked long and tedious hours under difficult conditions, visiting all stations and units in Western Air Command. His ability and cheerfulness under the most trying circumstances have been a tower of strength to his superiors and an example and inspiration to others.

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ROBERTSON, F/O William Dale (J20812) - **Distinguished Flying Cross** - No.550 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 625/45 dated 13 April 1945. Born in Ottawa, 21 September 1915. Educated there (High School of Commerce). Wartime home given as Indian Head, Saskatchewan, but he may have come from Mayo, Northwest Territories. Enlisted in Ottawa, 4 November 1941 and posted to No.1 Manning Depot. To No.1 ITS, 14 March 1942; graduated 10 May 1942 and posted to No.9 EFTS; ceased training on 9 July 1942; to No.7 BGS, 1 August 1942; graduated 25 September and posted next day to No.7 AOS; graduated and commissioned 6 November 1942. To Mountain View, 14 November 1942; to No.8 BGS, 30 November 1942; promoted Flying Officer, 6 May 1943; to "Y" Depot, 19 July 1943; to United Kingdom, 25 August 1943. Promoted Flight Lieutenant, 6 November 1944. Repatriated 5 August 1945. Released 12 September 1945. Died at Grand Forks, British Columbia, 29 September 2000 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2001. No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9038 has recommendation dated 3 October 1944 when he had flown 30 sorties (142 hours 44 minutes), 16 June to 11 September 1944.

* daylight sortie

11 June 1944 - Sterkrade (4.19)
22 June 1944 - Mimoyecques (3.09)*
23 June 1944 - Saintes (7.10)
24 June 1944 - Flers (3.28)
27 June 1944 - Chateau Bernapre (3.43)
29 June 1944 - Domleger (3.24)
30 June 1944 - Oisemont/Neuville (3.53)
2 July 1944 - Domleger (3.31)

4 July 1944 - Orleans (6.04)
5 July 1944 - Dijon (8.27)
6 July 1944 - Foret de Crois (3.46)
12 July 1944 - Revigny (9.21)
14 July 1944 - Revigny (8.42)
31 July 1944 - Le Havre (3.36)
2 August 1944 - Le Havre (3.24)
3 August 1944 - Trossy St.Martin (4.22)
4 August 1944 - Pauillac (8.09)
8 August 1944 - Fontenay (3.39)
10 August 1944 - Dugney (5.16)
11 August 1944 - Douai (4.47)
12 August 1944 - Bordeaux (7.15)
14 August 1944 - Fontaine le Pin (4.04)
15 August 1944 - Le Cullot (3.33)
18 August 1944 - Ghent/Terneuzen (3.25)
28 August 1944 - Kiel (4.09)
29 August 1944 - Wemars-Cappel (3.05)
5 September 1944 - Le Havre (3.46)
6 September 1944 - Le Havre (3.48)
8 September 1944 - Le Havre (3.59)
11 September 1944 - Le Havre (3.30)

This Canadian officer has completed a tour of operations in Bomber Command as Air Bomber. This tour comprised sorties against Germany and occupied territory. He operated during the most intensive period just after D Day.

By this officer's dogged determination, skill and efficiency, small precision targets of high priority were bombed with the highest degree of accuracy. On one occasion the crew, of which he is a member, were selected to obtain accurate photographic proof of the result of a daylight operation. The results proved that not only the bombs aimed by Flying Officer Robertson but also of the whole attack had obliterated the target. This was the final sortie of a most consistent tour.

Such consistent, cool, calm deliberation against all odds to deliver the hardest possible blow against the enemy well merits the award of the Distinguished Flying Cross.

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ROBERTSON, F/L William Strvan (J8211) - **Distinguished Flying Cross** - No.436 Squadron - Award effective 27 March 1946 as per **London Gazette** dated 5 April 1946 and AFRO 497/46 dated 17 May 1946. Born 6 May 1921. Home in Scarborough, Ontario; enlisted in Toronto, 7 January 1941 and posted to No.1 Manning Depot; to No.14 SFTS (guard duty), 6 March 1941; to No.1 ITS, 4 May 1941; graduated and promoted LAC on 6 June 1941; posted that date to No.14 EFTS; to No.12 SFTS, 7 August 1941; graduated and commissioned 24 October 1941. To Trenton, 25 October 1941. To No.5 SFTS as instructor, date uncertain. Promoted Flying Officer, 1 October 1942. To No.3 Training Command Headquarters, 17 May 1943. To No.5 SFTS again, 5 July 1943. Promoted Flight Lieutenant, 1 November 1943. To "Y" Depot, 31 May 1944; taken on strength of No.3 PRC, Bournemouth, 16 June 1944. Repatriated 17 October 1946. Released 25 November 1945.

Flight Lieutenant Robertson has served as deputy flight commander in the squadron since its formation. He has displayed great keenness for operational flying and marked executive ability. From the time of the capture of Ye-U to the fall on Rangoon he flew on a large number of sorties, carrying vital supplies to the 14th Army. These missions were undertaken by day and night in the face of enemy interception and ground fire. Later, monsoon weather added to the difficulties and dangers. On many occasions he has dropped supplies at low altitudes within range of the Japanese lines. During the bitterly contested struggle for Meiktila when supplies were imperative for success, Flight Lieutenant Robertson landed his important cargo and supervised the unloading while the airstrip was being subjected to enemy artillery and machine gun fire. This officer has cheerfully and successfully accomplished his duties both on the ground and in the air. His skill and courage have materially contributed to the operational success of his squadron.

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ROBICHAUD, Sergeant Joseph George Emilien (R64638) - **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 24 August 1921. Home in Shippegan, New Brunswick; enlisted in Moncton, 5 June 1940 and posted to Rockcliffe as Armourer Assistant. To Trenton, 26 July 1940. Promoted AC1, 21 October 1940 on classification as Armourer. To No.2 BGS, 22 October 1940. To No.1 Manning Depot, 15 February 1941. To Embarkation Depot, 26 February 1941. Promoted LAC, 1 April 1941. To RAF overseas, 5 April 1941 and joined No.402 Squadron. Promoted Sergeant, 1 July 1942. Repatriated 15 February 1945. To Moncton, 26 February 1945. Released 5 April 1945. Rejoined with rank of Corporal, 1 August

1951 (28189). Promoted Sergeant, 1 April 1954. No citation in AFRO; DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 8 July 1944 from F/L R.F.L. Hanna.

In the early hours of 28th June 1944, at RCAF Station Tholthorpe, Sergeant Robichaud assisted in loading on to a bomb trolley a highly dangerous bomb, fuzed long delay, and damaged by fire and explosion. With complete disregard for his own personal safety he hauled this bomb to a disposal area for demolition. By his coolness and courage in the face of danger he materially assisted in clearing the aerodrome for further salvage operations and in preventing possible loss of life.

For his courageous action and praiseworthy disregard for danger I [Hanna] consider him worthy of the award of Mention in Despatches.

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ROBILLARD, Sergeant Joseph Guillaume Laurent (R54188) - **Distinguished Flying Medal** - No.145 Squadron - Award effective 30 October 1941 as per **London Gazette** dated 11 November 1941 and AFRO 1378/41 dated 21 November 1941. Born in Ottawa, 28 November 1920; home there. Attended La Salle Academy, 1937 and Ottawa Technical High School, 1938-39. Interested in model aircraft and obtained a private pilot license (eight hour solo, 8 hours dual) before enlisting. When he first applied to enlist he was 14 pounds underweight so he went on a special diet to gain weight. Enlisted in Ottawa, 17 July 1940. To Trenton, 16 August 1940. To No.2 ITS, Regina, 31 August 1940; graduated and promoted LAC, 12 October 1940 when posted to No.12 EFTS, Goderich; graduated 10 December 1940 when posted to No.2 SFTS, Uplands; graduated and promoted Sergeant, 21 February 1941. Posted to Debert, 4 March 1941; arrived in UK 17 April 1941. Posted to No.58 OTU, 22 April 1941. Posted to No.145 Squadron, 3 June 1941. Shot down over France, 2 July 1941, evaded capture, reported safe in Gibraltar, 12 August 1941. Promoted Flight Sergeant, 1 September 1941. Returned to UK in October 1941; posted to No.72 Squadron, 1 November 1941, serving with that unit until 22 April 1942. Promoted WO2, 1 March 1942. Commissioned 14 April 1942 (backdated to 30 March 1942). Posted to Canada, 8 May 1942; on strength of No.3 Training Command, 13 May to 30 June 1942, during which time he was on a speaking tour with P/O P.E. Morin, DFM; estimated to have been heard by 20,000 people. On strength of No.1 OTU, Bagotville, 1 July to 19 October 1942. Promoted Flying Officer, 1 October 1942. To Halifax, 20 October 1942, embarking again on 27 October; arrived back in UK 4 November 1942. To Air Ministry, 12 March 1943; to Uxbridge, 15 March 1943; to No.402 Squadron, 16 June 1943; to Station Digby, 23 October 1943; to No.411 Squadron, 13 January 1944; to No.144 Airfield (Wing), 1 March 1944; to No.443 Squadron, 11 March 1944; promoted Flight Lieutenant, 30 March 1944; to No.443 Squadron, 15 July 1944; attempted to secure a third tour (he had flown 220 operational sorties) but failed; embarks for

Canada, 22 October 1944; on strength of No.2 Training Command, 4-19 December 1944; with No.2 SFTS, 20 December to 20 March 1945; released 3 April 1945. Joined RCN as a pilot in 1946; attained rank of Lieutenant-Commander on 30 March 1952. Retired 22 November 1955. Subsequently worked at Canadair. Died in Montreal, 8 March 2006. Following are good photographs of him: PL-2522 and PL-2525 (wings parade, Uplands, LACs L.B. Devine, T.L. Mansfield, J.G.L. Robillard, G.B. Smith; PL-2528 (receiving wings from S/L J.L. Pattison; PL-PL-7254 (head and shoulders), PL-28810 (climbing into Spitfire), PL-29846 (with W/C G.C. Maxwell, RAF and F/L Dover). Wartime victories as follows: **22 June 1941**: one Bf.109 destroyed, Hazebrouck; **2 July 1941**: two Bf.109s destroyed (see citation); **4 April 1942**: one FW.190 destroyed and one FW.190 damaged, Gravelines/Dunkirk; **28 June 1944**: one Bf.109 destroyed, Villers/Bocage; **20 July 1944**: one FW.190 destroyed, Bernay; **23 August 1944**: one Bf.109 destroyed, northeast of Paris.

One day in July 1941, this airman was the pilot of an aircraft which participated in an operational sweep over the Lille area. During the operations he observed one of our pilots descending by parachute. Believing it was his commanding officer who had been shot down, Sergeant Robillard escorted him down, but was himself attacked by nine enemy fighters. Nevertheless, he succeeded in destroying at least two of them. Sergeant Robillard has always displayed great keenness and initiative. He has destroyed at least three enemy aircraft.

The original recommendation for his DFM, found in Public Record Office Air 2/5684, is somewhat more detailed and adventurous:

On July 25th, 1941, while on a sweep in the Lille area, Sergeant Robillard saw a Spitfire shot down and the pilot bale out. Thinking it was his Commanding Officer he started to escort the parachute down. He was then attacked by nine Messerschmitt 109s, and before he himself was shot down, succeeded in destroying two and possibly a third of the enemy. On reaching the ground he was hidden by some French and then, rather than escape, he fraternized with the local German army and obtained some very valuable information for the Government. He then successfully returned to his squadron a month later. His initiative and desire to engage the enemy have been an inspiration to his squadron. He has destroyed at least three enemy aircraft and damaged another.

Public Record Office WO 208/3305 has his MI.9 report on evasion; see also CAN/RAF data base for H.P. Duval. His interview was on 28 August 1941.

I was lectured on escape by Flying Officer Challen on 18 May 1941 at 58 OTU, Grangemouth.

I left Tangmere at 1145 hours on 2 July 1941 in a Spitfire on a sweep. We encountered Messerschmitts and I was boxed in by seven of them at 6,000 feet. I destroyed three, two I saw fall and French people subsequently told me that the third had fallen. I was actually trying to collide with it when a shell shot off my port wing. The aeroplane exploded and threw me out and I landed by parachute at 1215 hours at St. Pierre des Auxchelles, south of Lillers. I hid in a railway tunnel, and later was taken to a farmhouse where I got civilian clothes. A Frenchman then took me to Lillers where I remained in hiding till 26 July when the search for me had died down. I heard that there was a 100,000 franc reward offered for me.

I met Sergeant Crabtree in Lillers and the rest of my story is the same as his and Pilot Officer Duval's.

We reached Gibraltar on 13 August and left by a Sunderland on 26 August, arriving at Calshot the same day.

The report of Sergeant V.R. Crabtree, RAF (No.616 Squadron, shot down 3 July 1941) described adventures which began to overlap those of Robillard and Duval only on 19 July 1941.

On 19 July I went to Lillers where I met Sergeant Robillard, remaining there until 26 July, when we both took trains to Paris via Bethune and Abbeville, joining up with Pilot Officer Duval and the rest. My subsequent story to Gibraltar is the same as Pilot Officer Duval's. I was flown from Gibraltar to Calshot on 26 August.

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ROBIN, F/O Clarence Ernest (J12571) - **Distinguished Flying Cross** - No.265 Squadron - Award effective 29 September 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943. Born in McBride, British Columbia, 12 August 1917; home in Hazelton, British Columbia where he was a Relief Station Agent and Telegraph Operator. Enlisted in Edmonton, 2 June 1941. To No.2 Manning Depot, 4 August 1941. To No.12 SFTS (guard), 13 September 1941. To No.2 ITS, 10 October 1941; graduated and promoted LAC, 5 December 1941 but not posted to No.18 EFTS until 2 January 1942; to No.2 Manning Depot, 19 February 1942; to No.12 SFTS, 4 March 1942. Graduated and commissioned, 3 July 1942. To No.31 GRS, 17 July 1942. To "Y" Depot, 3 October 1942; to RAF overseas, 22 October 1942. To No.131 OTU, 5 December 1942 (Catalina aircraft, 106 hours 25 minutes). Promoted Flying Officer, 3 January 1943. To No.302 Ferry Training Unit, 30 March 1943 (Catalina aircraft, 23 hours 30 minutes). Taken on strength of No.265 Squadron, 19 April 1943 but was still in

Britain at the time; proceeded by air to Kisumee. Reported to No.265 Squadron, 10 May 1943. Promoted Flight Lieutenant, 1 January 1944. Numerous attachments as follows - to No.209 Squadron - 3-5 September 1943; Kisumee, 7-28 October 1943; No.209 Squadron, 28-30 October 1943; No.209 Squadron, 17-19 November 1943; Aden, 19-21 November 1943; No.209 Squadron, 14-15 January 1944; Kisumee, 15-27 January 1944; No.209 Squadron, 4-5 March 1944; Eastleigh, 12-25 March 1944; Corngello, 10-14 March 1944; Pamarava, 16-24 March 1944; Dar-es-Saleem. 14-17 April 1944; No.209 Squadron, 28 April-21 May 1944; No.209 Squadron, 20-21 May 1944; Dar-es-Saleem, 21-27 May 1944; No.209 Squadron, 19-26 June 1944; St.Lucia, 8-9 July 1944; Congello, 11-13 July 1944; East Africa, 13-14 July 1944. Embarked for United Kingdom, 8 October 1944. Repatriated 27 November 1944; to No.3 OTU, Patricia Bay, 25 January 1945; to Release Centre, 11 March 1945; retired 16 March 1945. Immediately started a grocery business and then went into lumber. Mayor of Fort St. James for eight years. Cited with F/L L.O Barnett and Sergeant K.V.S. Caligari. Action involved destruction of U-197 on 20 August 1943 by aircraft of Nos.259 and 265 Squadrons. See Halliday/Milberry, **RCAF at War, 1939-1945**, p.349. Died in Victoria, British Columbia, 23 July 1995 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** for November/December 1995.

Flight Lieutenant Barnett and Sergeant Caligari were captain and first wireless operator, respectively, of a Catalina aircraft engaged in a search for enemy submarine in the Indian Ocean. Sighting a surfaced U-Boat, Flight Lieutenant Barnett carried out a most determined attack in the face of opposing fire from the submarine guns. The vessel listed to port and dived. Forty minutes later the U-Boat resurfaced but as Flight Lieutenant Barrett had expended his explosives, Sergeant Caligari signalled for a relief aircraft to attack and he displayed commendable skill in directing the second aircraft to the scene where it arrived after four hours. Throughout this period Flight Lieutenant Barnett maintained constant contact with the submarine. The second Catalina was captained by Flying Officer Robin who made a determined and accurate attack and finally sank the submarine. Successful photographs of the attack were taken. This success, which was so worthily earned, was due to the courage and complete co-operation between these members of aircraft crew.

Notes: On repatriation form dated 20 November 1944 he stated he had flown 1,251 hours 55 minutes with No.265 Squadron - 810 on operations; last sortie was 24 August 1944.

Assessed on 25 October 1944 by W/C J.N. Low, No.265 Squadron - "This officer is an exceptional pilot and Captain of aircraft who has shown keenness, determination and devotion to duty. Possesses personality and character."

Training: Interviewed in Edmonton, 28 May 1941. " He has been employed as telegraph operator and acting station agent for some years. Possesses a striking personality and I believe would become a successful pilot. Recommended for pilot only."

Course at No.1 ITS was 10 October to 2 December 1941. Courses in Mathematics (145/150), General Studies (95/100) Law/Discipline (100/100), General Studies, Armament (60/100), Aircraft Recognition (92/100), Drill (81/100) and Signals (150/150). Graded 76/100 in Link/ "Fine personality. A telegrapher in civil life. He quit school at Grade 9 and took Grade 10 and 11 while working. Very dependable and a hard worker. He is married. Keen to go overseas, and should be a fine pilot. Above average in examinations. Officer material." Placed sixth in a class of 183.

Course at No.18 EFTS was 4 December 1941 to 13 January 1942. Tiger Moth aircraft - 35.55 day dual, 32.10 day solo, one hour night dual; flew ten hours on instruments and logged ten hours in Link. Rated average in the air. Ground courses in Navigation, Airmanship (138/200), Airframes (74/100), Aero Engines (72/100) Armament, oral (119/125), Aircraft Recognition (74/75) Signals, practical (100/100), Theory of Flight (72/100), Air Navigation (173/200). Placed 19th in a class of 35. "Good personality, applies himself well. Made a good showing in Ground Instruction School. His conduct and attitude towards the Service has been good."

Course at No.12 FTS was 16 March to 3 July 1942. Crane aircraft - 56.20 day dual; 60.35 day solo, 7.35 night dual, 8.25 night solo. Spent 23.15 on instruments; logged 20.30 in Link. Courses in Airmanship and Maintenance (172/200), Armament, written (88/100), Armament, practical (90/100), Navigation and Meteorology (171/200), Signals, written (45/50) and Signals, practical (85/100). Placed fifth in a class of 35. Rated above average in formation flying, navigation ability, and ability to maintain speed, course and height."Distinguished. Steady and conscientious worker. Keen and determined. Recommended for commission."

Course at No.31 GRS was 20 July to 19 September 1942. Anson aircraft (54 hours 15 minutes on Navigation. Graded 240/300 in navigation, 70/100 in reconnaissance. "Above average. Cool and confident in his air work. This pupil has been consistent and quite accurate throughout." Graded in following ground courses - DR Navigation (75/100 and 267/300), Astro Navigation (70/100), Compasses and Instruments (162/200), Meteorology (164/200), Signals (82/100), Reconnaissance (176/200), Coding (92/100), Ship Recognition (142/200), Photography (97/100), and Visual Signals ("pass"). "Should be an asset in a G.R. Squadron. An excellent senior pupil who has shown an aptitude for G.R. work." (W/C F.R. Miller).

Course at No.131 OTU was 12 January to 16 March 1943. Catalina aircraft - 7.30 day dual to first day solo, 16.50 total day dual, 38.30 day solo, 28.10 as captain; 6.35 night dual to first night solo, 7.20 total night dual, 12.35 night solo. Logged 2.55 on instruments. Graded in the following flying tests - General Flying (290/400), Applied Flying (160/200), Instrument Flying

(183/250), Night Flying (80/100), Link (37/50). Ground courses in Seamanship (240/300), Armament (259/300), Meteorology (87/100), Navigation (160/200), and Signals (70/100).
"Average pilot. Keen and should make a good captain."

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ROBINSON, S/L Albert Wade (C4187) - **Member, Order of the British Empire** - MCHQ - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 28 November 1906 in Russell, Ontario. Home in Alexandria, Ontario; stenographer and boo keeper. Enlisted in Ottawa, 30 August 1927 as a clerk. Employed in AFHQ to January 1935 in organization, Civil Government Air Operations, and personnel sections. Promoted AC1, 1 September 1928. Promoted LAC, 1 April 1929. Promoted Corporal, 1 September 1930. Served in Rimouski during RCAF Imperial mail flights of 1932. Promoted Sergeant, 1 January 1935. Transferred 5 January 1935 from AFHQ to No.11 Detachment, Vancouver, assisting No.11 Army Cooperation Squadron. Awarded King's Coronation Medal, 1937. Promoted Flight Sergeant, 1 April 1939 when appointed Warrant Officer in charge, Station Orderly Room, Vancouver. Attained rank of WO2, 1 September 1939. Posted from Station Vancouver to Western Air Command Headquarters, 20 April 1940 as Warrant Officer in charge of Orderly Room. Promoted WO1, 15 July 1940; commissioned 14 February 1941; to AFHQ, Ottawa, 16 March 1941 and was employed in organization and set up of No.11 SFTS (Yorkton), No.12 SFTS (Brandon), No.15 SFTS (Claresholm), No.14 SFTS (Aylmer), No.16 SFTS (Hagersville) and No.13 SFTS (St.Hubert); to No.13 SFTS, St. Hubert, 2 September 1941 as Senior Administrative Officer; promoted Flight Lieutenant, 7 April 1942; to No.1 WS, Montreal, 5 June 1942; to No.11 Movements Unit, 5 July 1943. To No.1 Port Transit Unit, Halifax, 1 January 1944. Promoted Squadron Leader, 1 February 1944. Struck off strength of No.1 PTU, 30 November 1944 and posted to No.1 War Staff College, Toronto but had to leave course when he developed appendicitis. To No.1 PTU again, 28 January 1945. To War Staff College again, 3 March 1945 for course. To No.1 PTU again, 12 May 1945. To Uplands, 1 October 1945 and taken on strength of MCHQ. Awarded Long Service and Good Conduct Medal, 23 October 1945. Retained in RCAF as of 1 October 1946, retaining rank of Squadron Leader. To AFHQ, 10 July 1950. Promoted Wing Commander, 15 July 1953. Released 24 December 1956. Died in Ottawa, 6 March 1990 as per **Airforce Magazine** of July-August-September 1990.

By virtue of hard work under most trying condition, this officer was responsible in a large way for efficient organization and administration of ship conducting personnel during the two year period when the waters of the North Atlantic were most dangerous. His loyalty, keenness, devotion to duty and his long service record has set a fine example to all. Since the formation of RCAF Maintenance Command, this officer has continued to carry out his duties in a most efficient manner.

Notes: He was recommended for the MBE by G/C W.A. Dicks, 14 March 1946. This was concurred in by A/C F.R. Miller and A/C M. Costello.

On 19 September 1939, the Commanding Officer at Vancouver wrote of him, "This NCO is recommended highly for a commission. Carries out his duties in a very efficient manner. Conscientious and reliable. Due to his knowledge of Administration, would make an efficient Adjutant."

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ROBINSON, S/L Arnold Paul (C16013) - **Mention in Despatches** - No.410 Repair and Salvage Unit, No.83 Group - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born at Parry Sound, Ontario, 6 July 1909 (RCAF press release announcing MBE). Educated there and worked for CNR. Home in Winnipeg; enlisted there 18 November 1939 with No.112 (Army Cooperation) Squadron in trade of Airframe Mechanic; overseas in December 1940; unit redesignated No.2 (F) Squadron, 11 December 1940 and then No.402 Squadron. Promoted AC1 on 29 February 1940; promoted LAC, 29 May 1940; promoted Corporal, 1 October 1940; promoted Flight Sergeant, 1 January 1942. Commissioned 24 December 1942; promoted Flying Officer, 24 June 1943; promoted Flight Lieutenant, 10 July 1943; promoted Squadron Leader, 20 February 1944. Repatriated 8 July 1945. Released 21 August 1945. Re-engaged in Technical Branch (Auxiliary), 23 October 1952, serving with No.18 Wing, Edmonton. Released 31 May 1958. No citation.

ROBINSON, S/L Arnold Paul (C16013) - **Member, Order of the British Empire** - No.410 Repair and Salvage Unit - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. No citation in Canadian sources. Public Records Office Air 2/9056 has recommended citation.

Squadron Leader Robinson has commanded No.410 Repair and Salvage Unit since it formed in the United Kingdom early in 1944. Since being based on the Continent the unit has repaired and passed back to service some 205 aircraft whilst another 347 aircraft have been salvaged. The training and organization which has enable this fine record to be achieved is in large measure due to the efforts of Squadron Leader Robinson.

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ROBINSON, FS Cecil (R65749, later J18396) - **Distinguished Flying Medal** - No.97 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1294/43 dated 9 July 1943. Born in Toronto, 21 September 1912; home in Montreal (salesman).

Enlisted in Toronto, 6 June 1940. To No.1 ITS, 24 June 1940; promoted LAC and posted to No.1 WS, 19 July 1940; promoted Corporal, 23 October 1940; reverted to AC2, 6 November 1940 and posted to No.1 Manning Depot on 4 December 1940. To No.4 BGS, 17 February 1941; graduated and promoted Sergeant, 16 March 1941. To Embarkation Depot that date; to RAF overseas, 23 August 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 November 1942. Promoted WO1, 1 May 1943. Commissioned 10 May 1943 (J18396). Promoted Flying Officer, 10 November 1943. Repatriated 15 December 1943. To No.34 OTU, 1 March 1944; to Boundary Bay, 20 March 1944; to No.5 OTU, 31 March 1945; to Release centre, 23 September 1945; released 27 September 1945. RCAF photo PL-22355 (ex UK-6190 dated 18 November 1943) shows him after investiture at Buckingham Palace; caption says he was the only Canadian in his crew.

This airman, as air gunner, has participated in a large number of attacks against the most heavily defended German and Italian targets. He also took part in the daylight raid on Le Creusot and Milan. Flight Sergeant Robinson has set a splendid example to all other air gunners by his skill, courage and devotion to duty.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 15 April 1943 when he had flown 32 sorties (198 hours ten minutes). Sortie list and submission as follows:

20 March 1942 - GARDENING (3.55)
27 April 1942 - Trondheim (9.10)
28 April 1942 - Trondheim (9.35)
2 May 1942 - GARDENING (9.10)
8 May 1942 - Warnemunde (7.15)
29 May 1942 - Gennevilliers (4.40)
30 May 1942 - Cologne (5.35)
2 June 1942 - Hanborn (3.05)
17 June 1942 - Cologne (3.00)
25 June 1942 - Bremen (5.20)
27 June 1942 - Bremen (4.35)
29 June 1942 - Bremen (4.40)
2 July 1942 - Bremen (5.10)
8 July 1942 - Wilhelmshaven (3.50)
6 August 1942 - Duisburg (4.15)
27 August 1942 - Kassel (5.15)
1 September 1942 - Saarbrucken (4.50)
2 September 1942 - Karlsruhe (6.25)
4 September 1942 - Bremen (5.15)

6 September 1942 - Duisburg (3.25)
19 September 1942 - Munich (7.15)
23 September 1942 - Wismar (7.10)
1 October 1942 - Wismar (7.35)
5 October 1942 - Aachen (4.50)
12 October 1942 - Wismar (6.15)
15 October 1942 - Cologne (4.20)
17 October 1942 - Le Creusot (10.00, daylight raid)
22 October 1942 - Genoa (9.20)
24 October 1942 - Milan (10.05, daylight raid)
9 November 1942 - Hamburg (4.55)
13 November 1942 - Genoa (10.30)
20 November 1942 - Turin (8.30)

This Non-Commissioned Officer has completed an operational tour as air gunner. He has taken part in many attacks against the Ruhr and other heavily defended towns in western Germany, against Italy and other objectives and also against Le Creusot and Milan in daylight. By his skill and courage Flight Sergeant Robinson has been an example to other air gunners of this unit.

Public Record Office Air 50/200 has two Combat Reports bearing on his career, viz:

2/3 May 1942: Lancaster X/207, 7571, crew listed as follows: F/L Coton (captain), Sergeant Frederick C. Kruger (second pilot, RCAF, later awarded DFM and DFC), F/O Boddington (observer), Sergeant Newall (first WOP), Sergeant Middleton (second WOP), FS Robinson (air gunner) and Sergeant McMahon (air gunner).

On the night 2/3rd May 1942, Lancaster aircraft 7571 "X" of No.97 Squadron was detailed for mining operations in Danzig Bay. After carrying out their task and on course 270 for home, at approximately 0315 hours slightly west of Fano flying at 10,000 feet, the attention of the rear gunner was attracted by an aircraft flashing its navigation lights on and off. The aircraft was identified as a Ju.88 and was following dead astern 100 feet below and 1,000 yards behind. The rear gunner informed pilot who immediately altered course 20 away from moon. The enemy aircraft continued on a straight course and disappeared in about four minutes; no attack was made. The weather at the time of sighting was very clear, good visibility with patchy cloud below. Full moon silhouetted enemy against cloud.

29/30 June 1942: Lancaster P/97, serial R5552; crew listed as follows: FS Adams (captain), Sergeant Nuttall (second pilot), Sergeant Creeth (observer), FS John Robertson (bomb aimer,

RAF, awarded DFM, 11 June 1943), Sergeant Arthur Oswald Stafford (WOP, awarded DFM, 15 June 1943), FS Cecil Robinson (mid-upper gunner) and FS Goldie (rear gunner).

Disposition of enemy when first sighted was slightly to port, approximately 400 yards range and 200 yards below. The rear gunner recognised enemy aircraft as Me.109E. The crew had only one minute [before] bombed the target area - Bremen - when the enemy aircraft developed the attack. He appeared to emerge from the heavy anti-aircraft barrage over the target.

The initial sighting was apparently mutual as the enemy aircraft commenced to close in very slowly edging towards the astern position - still 200 yards below. The Lancaster taking the appropriate evasive action turned to port at the same time climbing. The rear gunner at this instant opened fire on the enemy aircraft/ The evasive action disturbing the 109E's head, it continued to try and develop the attack from astern. Flight Sergeant Adams noticing a large cloud bank on the starboard bow below decided to make for this cover. However, the enemy aircraft did not attack again, and before reaching the cloud bank the two gunners observed the enemy aircraft streaking off on the starboard beam.

Flight Sergeant Goldie (Rear Gunner) fired approximately 500 rounds during the combat.

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ROBINSON, FS Clifford Manly (R220282) - **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 9 June 1925 in Cockburn Isle, Ontario; home in Poplar, Ontario (teacher). Enlisted in North Bay, Ontario, 7 April 1943 and posted to No.5 Manning Depot. To No.12 Equipment Depot, date uncertain. To "A", 13 June 1943; to No.12 Equipment Depot again, 17 May 1943; to No.1 Manning Depot, 17 July 1943; to No.1 Air Gunner Ground Training School, 20 August 1943. Promoted LAC, 16 October 1943; posted that date to No.9 BGS. Graduated and promoted Sergeant, 26 November 1943. To "Y" Depot, 10 December 1943. Taken on strength of No.3 PRC, 20 January 1944. Repatriated 1 June 1945. To No.1 Air Command, 12 June 1945. Date of release uncertain. Rejoined RCAF, 9 May 1952; commissioned 20 March 1953 (Recreation Branch and then Fighter Control). Released 19 March 1959. Farmed in Northern Ontario, teaching as well, later moving to the Norwich area where he taught at Maple Dell Mennonite school. Later to the Oxford Regional Centre where he became an RNA. He then became a stationary engineer at ORC and retired in 1987. Died in Woodstock, Ontario, 12 September 2015. Obituary said he had flown 53 sorties. 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 41 sorties (189 hours five minutes), 1 August 1944 to 13 February 1945.

1 August 1944 - Ferme de Forestal (3.45)
3 August 1944 - Foret de Nieppe (4.00)
4 August 1944 - Bois de Cassant (4.05)
5 August 1944 - St.Leu d'Esserant (4.15)
8 August 1944 - Foret de Chantilly (4.10)
16 August 1944 - Kiel (4.15)
18 August 1944 - Bremen (5.25)
25 August 1944 - Brest (5.30)
27 August 1944 - Mimoyceques (3.35)
28 August 1944 - Oeuf en Ternus (3.30)
26 September 1944 - Cap Gris Nez (2.30)
27 September 1944 - Bottrop (3.15)
5 October 1944 - Saarbrucken (4.40)
6 October 1944 - Sterkrade (3.10)
15 October 1944 - Wilhelmshaven (4.15)
19 October 1944 - Stuttgart (5.15)
23 October 1944 - Essen (4.20)
25 October 1944 - Homberg (3.15)
28 October 1944 - Cologne (4.35)
29 October 1944 - Walcheren Island (2.20)
6 November 1944 - Gelsenkirchen (3.30)
16 November 1944 - Julich (3.20)
17 November 1944 - Wanne Eickel (4.30)
2 December 1944 - Hagen (5.20)
6 December 1944 - Leuna (6.20)
12 December 1944 - Essen (5.25)
17 December 1944 - Ulm (6.25)
22 December 1944 - Bingen (4.30)
27 December 1944 - Gladbach (3.45)
28 December 1944 - Bonn (4.30)
29 December 1944 - Gelsenkirchen (4.40)
30 December 1944 - Cologne (4.10)
2 January 1945 - Nuremburg (6.15)
5 January 1945 - Royan (3.00)
14 January 1945 - Saarbrucken (4.40)
16 January 1945 - Magdeburg (5.40)

22 January 1945 - Duisburg (7.45)
28 January 1945 - Stuttgart (5.40)
1 February 1945 - Mannheim (5.10)
8 February 1945 - Cleve (4.05)
13 February 1945 - Dresden (7.35)

Flight Sergeant Robinson is a capable and efficient Air Gunner, with many operational sorties to his credit. All this NCO's missions have been successful, partially due to his complete and sincere devotion to duty. Some of the targets which he has successfully completed missions against are Frankfurt, Dresden, Russelsheim and Dusseldorf. His skill and aptitude has contributed, in no small way, to the operational efficiency of his crew.

Strongly recommended for the non-immediate award of the Distinguished Flying Medal.

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ROBINSON, Corporal Edith Jane. (W305376) - **Mention in Despatches** - awarded as per AFRO 80/49 dated 25 February 1949 with effect from 1 January 1946. Teleprinter Operator. Maiden name was Fairhurst. Enlisted 23 June 1942 and posted to No.6 Manning Depot. To AFHQ, 25 July 1942. To No.4 Training Command, 15 August 1942. Promoted AW1, 23 September 1942. Promoted LAW, 1 January 1943. To "Y" Depot, 10 May 1943. To RAF overseas, 22 June 1943. Repatriated 4 September 1945. To No.5 Release Centre, 11 September 1945. Retired 11 October 1945. Certificate sent to Winnipeg.

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ROBINSON, F/O Edward La Page (J9200) - **Distinguished Flying Cross** - No.145 Squadron (Canada) - Award effective 26 November 1943 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. See **Field of Honour**, (Bank of Montreal, c.1950). Born in Vancouver, 17 April 1910. Educated at Lord Roberts and King George High Schools. Began banking career with Bank of Montreal, June 1928. Served with 13 Field Ambulance (Militia), June to November 1940. Enlisted in RCAF, Vancouver, 29 April 1941 and posted to No.2 Manning Depot. To No.38 SFTS, North Battleford, 16 May 1941. To No.4 ITS, Edmonton, 21 June 1941. Promoted LAC, 26 July 1941 and posted next day to No.8 EFTS, Vancouver. To No.3 SFTS, Calgary, 12 September 1941. Graduated and commissioned, 5 December 1941. To Station Charlottetown, 26 December 1941. To Eastern Air Command, Halifax, 2 March 1942. To No.11 (BR) Squadron, 3 March 1942. To No.145 Squadron, Torbay, 18 May 1942. Promoted Flight Lieutenant, 1 June 1943. DHist file 181.009 D.3690 (RG.24 Vol.20640) has

recommendation for an AFC dated 31 August 1943 when he had flown 1,011 hours 40 minutes (268 hours 10 minutes in previous six months), of which 466 hours 50 minutes were operational (111 sorties). The AFC appears not to have been granted. Recommendation for DFC on same file, dated 6 November 1942, may have been sent forwarded about the same time (the DFC being a resubmission) and the DFC granted. Sank **U-658** on 30 October 1942 (50 degrees 32 minutes north, 46 degrees 32 minutes west). Killed in crash of Ventura 2160, No.145 Squadron, 2 October 1943. Pilot was S/L R.L. Lee with F/L Robinson and F/O A.F. Daunt aboard. All were experience pilots; Robinson's time was given as 229.50 hours on Venturas, 579.00 on Hudsons, 152.00 on other types. Flight was an instrument check. Ventura became airborne, but while gaining speed and raising wheels, nose depressed, starboard propellor struck ground and aircraft crashed and burned.

This officer has carried out numerous operational sorties during the past year and shown himself to be a most capable and skilful pilot. While on an operational sweep recently he sighted an enemy submarine which was surfacing. Flying Officer Robinson manoeuvred into position and was able to carry out a perfect attack which, it is believed, destroyed the submarine. His excellent work has inspired confidence in his crew.

Report of action of 30 October gives crew as himself, Sergeant K.U. Lunny (navigator, Mentioned in Despatches), Sergeant P.A. Corbett (WAG, Mentioned in Despatches) and Sergeant E.F. Williams (WAG). Location was 50° 32' N 46° 32' W and time was 1205 GMT.

DESCRIPTION OF ATTACK

Hudson Y of 145 (BR) Squadron, in company with Hudson Z, while on an anti-submarine patrol, cruising at 2,000 feet just under cloud cover, on a course of 45 T, sighted the conning tower of an enemy U-Boat just surfacing, two miles directly ahead, at 1205 GMT. The submarine, at a speed of about 10 knots, was on a course of 315 T. A special equipment echo was obtained at the same time as the visual sighting.

The submarine had one large gun forward of the conning tower; wire cutters were noticed at the bow. The colour was dark greenish-grey. Jumping wires were observed from bow to conning tower.

The weather was hazy with a visibility of five miles. The sea was rough, with a 30-knot wind on a bearing of 290 T. Solid strato-cumulus clouds were above 2,000 feet.

An attack was started as soon as the sighting was made, the aircraft circling right and then left, as it lost altitude. The submarine was still surfacing when four 250-pound depth charges, fuzed for 25 feet, were dropped as a 50-foot-spaced-stick from 25 feet, at an angle of 30 degrees from the submarine's port quarter.

The depth charges straddled the submarine and the explosions were observed by the rear gunner. Just prior to dropping the depth charges, the hull of the U-boat was machine-gunned. The first depth charge landed 15 feet off the port stern; the second 15 feet off the port beam just back of the conning tower; the third appeared to hit the submarine and roll off and explode; and the fourth exploded six feet off the starboard bow.

The aircraft climbed sharply to the left and the depth charge swirl could be seen on either side of the conning tower. The submarine was again machine-gunned for a total of 300 rounds. The depth charges lifted the submarine higher out of the water, and it then settled with little more than the conning tower showing. One-third of the submarine then lifted out of the water (the stern; the screws were clearly seen), at an angle estimated to be 40 degrees from the horizontal. It then settled straight down out of sight.

ASSESSMENT OF ATTACK

An oil slick developed at once and this was very great at 1257 GMT (52 minutes after the attack) when the plane left the scene of the attack with the accompanying Hudson Z. Both aircraft had reached their endurance limit for operations.

In the light of the evidence, the assessment for this attack is "seriously damaged". It is unfortunate that more evidence of damage was not forthcoming at a later time. The depth of water at this location is over 2,000 fathoms, and if a broad oil slick was still in evidence a few hours after the attack, the possibility of a "kill" would be confirmed.

Further notes on award: Notwithstanding above comments about a DFC recommendation dated 6 November 1942, it appears that another "push" was needed. On 11 May 1943, S/L RL. Lee of No.145 Squadron submitted another recommendation for a DFC, as follows:

Flying Officer Robinson has completed 711 hours of flying (from July 28th, 1941 to April 30th, 1943) of which 559 hours (from March 5th, 1942 to April 30th, 1943) were spent on operations while carrying out 91 operational sorties. He has shown himself to be a most capable and skilful pilot and has rendered excellent service over a period of 14 months.

On October 30th, 1942, while on an operational sweep 350 miles from his base on the North Atlantic he sighted an enemy submarine which was just surfacing about three miles in front. Flying Officer Robinson manoeuvred into position and was able to carry out a perfect attack which it is believed destroyed the submarine.

At an unspecified date, G/C R.S. Grandy (Station Torbay) wrote:

Concur. As a result of this attack the morale of the Station was immeasurably improved. Flying Officer Robinson inspires confidence in his crew.

On 21 May 1943, Air Commodore F.V. Heakes (No.1 Group) concurred but suggested an Air Force Cross. However, on 24 September 1943, Air Marshal L.S. Breadner wrote:

Recommend this officer for the Distinguished Flying Cross.

Subsequently, about 8 January 1946, he was recommended for a Mention in Despatches as follows:

Flying Officer Robinson as captain of a Hudson aircraft from Torbay, Newfoundland, engaged on convoy escort, sighted an enemy submarine. An attack was made with determination and skill. From records now available from German sources it is confirmed that the submarine was destroyed.

On 28 January 1946, Air Commodore M. Costello shut down the process with the following minute on the submission:

Did not reach priority. Previously awarded DFC for services over a long period, including this incident.

Training: Interviewed in Vancouver Recruiting Centre, 20 April 1941 and described as "A fine looking man, well dressed, very polite and well mannered. Intelligent and very keen to be a fighting pilot/"

Course at No.4 ITS was 21 June to 26 July 1941. Subjects and marks as follows: Mathematics (100/100), Armament, practical and oral (83/100), Signals (98/100), Hygiene and Sanitation (28/40), Drill (81/100), Law and Discipline (51/60). Scored 75 percent on a Visual Link test. Placed 14th in a class of 183. "Former bank employee. Appears neat and methodical in work. One year University. Active in sports. Appears to be good all-around material."

Course at No.8 EFTS was 27 July to 13 September 1941. All flying in Tiger Moth aircraft (32 hours 15 minutes dual, 29 hours five minutes solo, with ten hours five minutes of these figures on instruments. Also logged ten hours in Link. "Side slipping can be improved on." Ground courses and marks as follows: Airmanship (151/200), Airframes (58/100), Aero Engines (81/100), Signals, practical (86/100), Theory of Flight (66/100), Air Navigation (168/200), Armament, oral (136/200). Placed 16th in a class of 33. "Conduct excellent. Average ability in class work and flying. Quiet, hard working type."

Course at No.3 SFTS was 13 September to 5 December 1941. All flying on Anson aircraft (36 hours five minutes day dual, 35 hours 35 minutes day solo, four hours 35 minutes night dual

and six hours 25 minutes night solo. Also flew 16 hours 35 minutes as passenger. Instrument time was 21 hours 15 minutes. Also logged 20 hours in Link. "An average pilot with no outstanding faults." Specific comments on Formation Flying ("above average"), Navigation Ability ("above average"), Night Flying ("average"), Determination and Initiative ("above average"), Instrument Flying ("above average"), Ability to Maintain Speed, Course, Height ("average"). Ground courses were Airmanship and Maintenance (160/200), Armament, written (80/100), Armament, practical (83/100), Navigation and Meteorology (154/200), Signals, written (42/100), Signals, practical (50/50). Generally described as "Above average", and final assessment read, "Above average at Ground Instruction School. Steady improvement in flying from the start. Intelligent, hard working. Should be above average pilot with experience."

Course at No.31 General Reconnaissance School was 29 December 1941 to 28 February 1942. Flew navigation exercises on Ansons by day 34 hours five minutes). "A hard working pupil who has produced consistently good results. Very reliable and keen on his job." Ground training was in following: D.R. Navigation (84/100 and 225/300), Astro Navigation (91/100), Compasses and Instruments (64/100), Meteorology (127/200), Signals (81/100), Reconnaissance (188/200), Coding (88/100), Ship Recognition (163/200), Photography (79/100), Visual Signals (pass). "Above average. A good, reliable pupil. He has worked very hard throughout the course. He is intelligent and thorough." Placed eighth in a class of 23.

Assessments: "This officer is employed as, and is filling the position of second pilot on our establishment. He is as yet relatively inexperienced but is keen, ambitious and should make a good Captain in due course." (S/L R.H. Batty, 26 June 1942).

"This officer has served in his present rank for over seven months, and has carried out his duties as deputy Flight Commander efficiently and well. It is strongly recommended that he be promoted to the rank of Acting Flight Lieutenant." (S/L R.L. Lee, 1 May 1943).

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ROBINSON, F/O George Douglas (J20412) - **Distinguished Flying Cross** - No.410 Squadron - Award effective 20 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born in Winnipeg, 6 May 1918; educated in Manitoba; home in Transcona (surveyor for four months; storesman for four years). Enlisted in Winnipeg, 11 December 1941. To No.5 Manning Depot, Lachine, 8 January 1942. To No.3 ITS, Victoriaville, 10 May 1942. Promoted LAC, 4 July 1942. To No.8 AOS, Ancienne Lorette, 5 July 1942. Graduated and commissioned 23 October 1942. To "Y" Depot, 11 November 1942. To RAF Pool overseas, 22 November 1942. Disembarked in Britain, 30 November 1942. To No.50 Group Pool, 2 April 1943. Promoted Flying Officer, 23 April 1943. To No.62 OTU, 15 June 1943. To No.54 OTU, 1 September 1943. To No.410 Squadron, 21 December 1943. To No.409 Squadron, 9 October 1944. Promoted Flight Lieutenant, 23 October 1944. Killed in a motor accident, 25/26 December 1944 when truck skidded at Lille aerodrome (no indication of liquor). Cited with S/L James D. Somerville (RCAF pilot, awarded DFC). Hitchins notes that the reference to a victory on their "first sortie" is incorrect; they had flown some previous patrols in January 1944. RCAF

photo PL-28994 (ex UK-9294 dated 1 April 1944) shows F/O G.D. Robinson (left) of Transcona and S/L J.D. Somerville (Victoria). RCAF photo PL-33378 (ex UK-16218, 31 October 1944) shows F/O Hal Whipp (Toronto), Lieutenant Erica Gifford (Calgary, Army Nursing Sister), Lieutenant Gwen Hopkins (Cody, New Brunswick, Army Nursing Sister), Lieutenant Ethel McLeod (Chapleau, Ontario, Army Nursing Sister), Lieutenant Kay MacLean (Ottawa, Nursing Sister) and F/O G.D. Robinson, DFC (Transcona) at Vimy Ridge Memorial; RCAF photos PL-33379 (ex UK-16219, 31 October 1944) and PL-33380 (ex UK-16220, 31 October 1944) show F/O Hal Whipp (Toronto) and F/O G.F. Robinson (Transcona) as a Mosquito flies past Vimy Ridge Memorial. RCAF photo PL-33381 (ex UK-16221, 31 October 1944) shows him in a Vimy Ridge trench with Lieutenant Kay MacLean (Nursing Sister, Ottawa) eating a bully beef sandwich.

As pilot and observer respectively, these officers have completed very many sorties. They have displayed the highest standard of skill and determination, qualities which were well illustrated in their first sortie when they destroyed a Junkers 88. Since then they have shot down another three enemy aircraft at night.

NOTE: Public Record Office Air 2/9160 has recommendation drafted 15 August 1944 when he had flown 55 sorties (150 hours).

This officer flies as Navigator/Radio to Squadron Leader Somerville, Flight Commander of a night fighter squadron. On their first operational sortie on February 13, 1944 this crew destroyed one Junkers 88 and damaged one Junkers 188 over the North Sea. They have since destroyed one Junkers 188 over Beachhead on August 1, 1944, one Dornier 217 over Beachhead on August 2, 1944 and one Junkers 88 over Beachhead on August 6, 1944. This excellent result is undoubtedly due in large measure to the skill and determination of this navigator.

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ROBINSON, S/L George Foshergill (C2895) - **Mention in Despatches** - Western Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 24 June 1903. Home in Toronto; enlisted there 13 October 1939 as Airframe Mechanic. Posted to Technical Training School, 11 December 1939. Promoted AC1, 29 February 1940. Reclassified as Disciplinarian, 1 June 1940. Promoted Corporal, 15 July 1940. Promoted Sergeant, 15 September 1940. Commissioned as Flight Lieutenant, 15 July 1941. Reclassified as Marine Officer, 30 April 1942 on posting to Eastern Air Command. Attained rank of Squadron Leader, 15 August 1942. To Western Air Command, 9 October 1943. To No.3 Repair Depot on strength of Marine Squadron, 15 October 1943. To Release Centre, 3 March 1946. Released 19 March 1946, retiring to London, Ontario.

This officer has successfully organized the Marine Squadron of this Command into a very efficient unit. His pleasant and keen personality and the morale of his

staff which is most difficult to maintain under the conditions of this coast, is of the highest order. During periods of storms or emergencies, he has worked as a deck-hand, engine room operator or filled any gap in the crews of vessels, urgently required over and beyond his call of duty. There is no difficult task that he has instructed his staff to undertake which he has not first undertaken himself. The experiments and improvements he has made on marine craft has been the means of saving many thousands of dollars of the public's money. He is an officer that does not understand defeat, and his example of devotion and self-sacrifice to duty is an inspiration rarely beheld. He is an officer of the highest calibre, a gentleman and a classical example of efficiency and leadership.

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ROBINSON, FS (now P/O) Hugh Wilson (R212986/J89242) - **Distinguished Flying Medal** - No.420 Squadron - Award effective 20 October as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 20 March 1924 in Fenelon Falls, Ontario; home there. Enlisted in Toronto, 17 December 1942 and granted Leave Without Pay. To No.1 Manning Depot, 5 May 1943. To No.6 ITS, 27 June 1943; to No.1 Air Gunner Ground Training School, 7 August 1943; graduated and promoted LAC, 18 September 1943; posted that date to No.9 BGS; graduated and promoted Sergeant, 29 October 1943. To "Y" Depot, 12 November 1943; taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Commissioned 3 September 1944. Promoted Flying Officer, 3 March 1945. Repatriated 18 June 1945 and posted to Debert for "Tiger Force" training. Released 16 September 1945. RCAF photo PL-32852 (ex UK-14985 dated 18 September 1944) is captioned as follows: "With his guns and turret as background, Flight Sergeant Hugh Robinson, DFM of Fenelon Falls, Ontario wears as proud smile and why not? The Snowy Oil gunner has two German fighters to his credit, shooting down an Me.109 over Bourg Leopold and a Junkers 88 during an attack on Stuttgart. An expert with the shotgun back home where he used to get his share of partridge, pheasant, fox and duck, the Canadian lad is now sniping bigger game from the rear turret of his Halifax." Photo PL-32853 (ex UK-14986) also shows him (similar caption).

As rear gunner, this airman has participated in very many sorties. He is a most efficient and devoted member of aircraft crew and has set a fine example of determination and devotion to duty. He has destroyed two enemy aircraft.

DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Volume 20607) has the recommendation for this award, drafted by W/C G.A. McKenna, 23 August 1944 when he had flown 27 sorties (129 hours 50 minutes); no sortie list but text as follows:

Flight Sergeant Robinson as Rear Gunner of Flying Officer Aldred's crew has through his fearless courage in combat and coolness and presence of mind, two enemy aircraft credited as destroyed.

On the night of 27/28th May 1944, target Bourg Leopold, his bomber was attacked by an Me.109. Giving the proper combat manoeuver, Flight Sergeant Robinson opened fire and shot down the enemy aircraft. Again on the night of 25/26th July 1944, target Stuttgart, his bomber was attacked by a Ju.88. Once again, by giving his pilot the proper combat manoeuver and handing his guns with cool determination, [he] destroyed the enemy aircraft.

By his courageous action and exceptional fearlessness in the face of danger, Flight Sergeant Robinson protected his fellow crew members and his aircraft from the enemy, and it is strongly recommended that he be awarded the Distinguished Flying Medal.

RCAF Press Release No. 6288 dated 20 August 1944 from F/O Fred Jackson, transcribed by Huguette Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- Flight Sergeant Hugh Robinson of Fenelon Falls, Ontario, Snowy Owl squadron rear-gunner, liked nothing better than testing his shooting skill on partridge, pheasants, ducks and the occasional fox back home. May'be that boyhood experience accounts for the fact that he's bagged two German fighters in his 27 trips over enemy territory. Hugh figures it didn't do him any harm. The way he reasons, a fellow has to keep his wits about him whether he's after a Jerry or flushing partridge out of the woods around Fenelon Falls.

The first fighter to be knocked off was on the way back from Bourge Leopold in Belgium where F/S Robinson and his crew had helped blast railway yards in the before D-Day offensive. It was an Me109 and it came in firing from the starboard quarter, slightly up. The first burst from Hugh's guns set the Jerry on fire, the tracer going right into the nose of the plane. "I knew I had him then," recalled Robinson, "but I gave him another just to make sure." The entire crew watched the Me109 explode on the ground.

The second score was on the way to Stuttgart. This time, it was a Ju88 coming in from dead astern. The German fired and started to follow the Canadian bomber through a corkscrew and three of Robinson's guns stopped after fifteen rounds. He got the fighter with the one serviceable gun, firing 45 rounds into the motors. The Ju88 dived earthward and when it was about 1000 feet off the deck was seen to burst into flames and explode.

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ROBINSON, P/O Leslie (C88231) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1

June 1945. Born 7 May 1917 in Lanchester, England; home in Norton, New Brunswick. Enlisted in saint John, New Brunswick, 4 September 1939 as Wireless Electrical Mechanic. To No.1 WS, 25 March 1940. Reclassified as Wireless Operator Ground, 1 June 1940. Promoted LAC, 16 August 1940. To RAF overseas, 22 August 1940. Promoted Sergeant, 1 July 1942. Reclassified as Air Gunner, 21 September 1942. Commissioned 18 May 1944. Promoted Flying Officer, 18 November 1944. Repatriated 15 January 1945; released 15 February 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.3260 (RG.24 Vol.20637) has recommendation dated 22 November 1944 when he had flown 20 sorties on his second tour (20 July to 28 October 1944). First tour had been 23 sorties on Catalinas in the Indian Ocean, 3 June to 5 October 1943, with sorties lasting up to 17 hours 35 minutes.

Flying Officer Robinson has completed two tours of operations, the first with Coastal Command and the second with Bomber Command.

This officer has shown great keenness to operate and has at all times proved himself to be a most capable and trustworthy Wireless Operator. His fine offensive spirit, coupled with his reliability, has been an inspiration to all who came in contact with him.

I consider the outstanding devotion to duty shown by this officer fully merits the award of the non-immediate Distinguished Flying Cross.

The sortie list was as follows:

First Tour (Catalinas)

3 June 1943 - escorting **Neuw Amsterdam** (16.00)
9 June 1943 - Detector Patrol (7.40)
12 June 1943 - Air-Sea Rescue Search (14.30)
15 June 1943 - Air-Sea Rescue Search (11.50)
29 June 1943 - Convoy Escort (14.45)
14 July 1943 - Koggalo to Adda Atoll (7.10)
15 July 1943 - Adda Atoll to Seychelles (10.40)
17 July 1943 - Seychelles to Mombasa (8.45)
21 July 1943 - Mombasa to Pamaney [?] (12.45)
24 July 1943 - Pamaney to Dars-es-Salaan (4.20)
24 July 1943 - Dars-es-Salaan to Mombasa (1.40)
3 August 1943 - Anti-submarine search, Mombasa to Pamanzi [?] (14.45)
5 August 1943 - Anti-submarine search, Pamanzi to Madagascar (17.35)
8 August 1943 - Anti-submarine search, Pamanzi to Madagascar (17.30)
11 August 1943 - Pamamey to Mombasa (5.45)
31 August 1943 - Mombasa to Diego Suarez (10.00)

1 September 1943 - Anti-submarine search, Diego Suarez to Tulcar (11.10)
7 September 1943 - Convoy Escort (10.00)
10 September 1943 - Convoy Escort (17.45)
16 September 1943 - Convoy Escort (19.20)
18 September 1943 - Tulcar to Diego Suarez (8.15)
19 September 1943 - Diego Suarez to Seychelles (6.00)
5 October 1943 - Seychelles to Koggala (15.35)

Second Tour - Lancasters

20 July 1944 - Le Hey (3.45)
28 July 1944 - Stuttgart (9.30)
14 August 1944 - Falaise (4.50, day)
15 August 1944 - Soesterburg (3.40, day)
18 August 1944 - Bremen (6.30)
25 August 1944 - Russelheim (9.30)
10 September 1944 - Le Havre (4.35, day)
19 September 1944 - target name illegible; daylight; recalled (2.40)
20 September 1944 - Calais (3.35, day)
25 September 1944 - Calais (4.35, day)
26 September 1944 - Calais (4.15, day)
27 September 1944 - Bottrop (5.35)
28 September 1944 - Cap Gris Nez (5.05, day)
4 October 1944 - Bergen (7.10, day)
6 October 1944 - Dortmund (6.25)
14 October 1944 - Duisburg (5.55, day)
14 October 1944 - Duisburg (6.05)
19 October 1944 - Stuttgart (7.40)
23 October 1944 - Essen (6.50)
25 October 1944 - Essen (5.55, day)
28 October 1944 - Cologne (6.45, day)

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ROBINSON, F/O Ross Alexander (J36601) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 12 September 1919 in Kindersley, Saskatchewan; home in Calgary (butcher, truck driver). Enlisted there, 21 July 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 8 August 1941. Promoted AC1, 27 December 1941. To No.10 Repair Depot, 1 January 1942. Promoted LAC, 1 April 1942. Remustered for aircrew and posted to No.1 ITS, 6 March 1943; to No.1 BGS, 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, Bournemouth, 31 October 1943. Promoted Flying Officer, 1 April 1944. Repatriated 8 August 1945. Released 19 October 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.1730 (PAC RG.24 Vol.20607) has recommendation dated 16 December 1944; credited with 31 sorties (174 hours 55 minutes operational flying):

This officer has completed many trips against heavily fortified targets, and throughout his tour has always been an inspiration to his crew. His determination and skill were well in evidence on a raid on Kiel on the night of August 16th, 1944, when Flying Officer Robinson directed his skipper in an orbit over the target for seventeen minutes, until he was sure he would drop his bombs on the aiming point. Flying Officer Robinson is a very competent bomb aimer whose navigational ability has contributed largely to the success of his crew.

The sortie list was as follows:

12 August 1944 - Foret de Montrichard (5.55)
14 August 1944 - Bons Tassilly (4.45)
15 August 1944 - Brussels/Melsbroeck (4.00)
16 August 1944 - Kiel (5.45)
18 August 1944 - Connantre (6.05)
25 August 1944 - Brest (5.25)
27 August 1944 - Marquis Mimeques (4.10)
28 August 1944 - Ile de Cezembre (4.35)
10 September 1944 - Le Havre (4.45)
11 September 1944 - Castrop Rauxel (5.15)
12 September 1944 - Wanne Eickel (4.40)
13 September 1944 - Osnabruck (5.25)
15 September 1944 - Kiel (2.25, returned early)
16 September 1944 - Boulogne (4.10)
25 September 1944 - Calais (3.40)
26 September 1944 - Calais (4.15)
27 September 1944 - Bottrop (5.00)
28 September 1944 - Cap Gris Nez (3.50)
30 September 1944 - Sterkrade (4.55)
6 October 1944 - Dortmund (6.35)
9 October 1944 - Bochum (6.30)
12 October 1944 - Wanne Eickel (5.10, duty not carried out; bombed wrong target)
14 October 1944 - Duisburg (5.10)
14 October 1944 - Duisburg (5.40)
21 October 1944 - Hanover (5.50)
25 October 1944 - Hamburg (5.20)
28 October 1944 - Cologne (6.50)
18 November 1944 - Munster (5.45)

21 November 1944 - Castrop Rauxel (7.05)
30 November 1944 - Duisburg (7.15)
2 December 1944 - Hagen (7.00)
3 December 1944 - Soest (6.35)

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ROBLIN, S/L Charles Dufferin (C2218) - **Mention in Despatches** - No.83 Group Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 17 June 1917. Home in Winnipeg; enlisted in Ottawa 30 May 1940 as Equipment Officer. On strength of AFHQ as of October 1941. To "Y" Depot, 10 April 1942. To RAF overseas, 24 April 1942. Attained rank of Squadron Leader, 15 September 1942. Promoted Wing Commander, 8 January 1945. Repatriated 8 December 1945. To No.8 Repair Depot, 17 December 1945. To No.5 Release Centre, 15 February 1946. Released 27 February 1946. Elected to the Manitoba legislature in the 1945 provincial election. At the time, Manitoba was governed by an alliance of Liberal-Progressives and Progressive Conservatives. Robertson ran as an independent candidate supporting the coalition government, and defeated CCF candidate Leslie Thompson by 155 votes in the Roblin constituency. He was re-elected by a greater margin in the 1949 election, and joined the Liberal-Progressive Party in the parliament that followed. Appointed on November 7, 1952 as Minister of Agriculture in Douglas Campbell's government. He was easily returned in the 1953 election, and was appointed Minister of Public Works on July 6, 1956. The Liberal-Progressives were defeated in the 1958 election, and Robertson lost his own legislative seat in the redistributed constituency of Swan River, finishing third against Progressive Conservative candidate Albert H.C. Corbett. Later a Senator. Remained on Supplemental Reserve and received Queens Coronation Medal, 13 October 1953. Died in Winnipeg, 30 May 2010.

NOTE: Awarded Companion, Order of Canada (CC) on 26 June 1970 with the following citation:

Former Premier of Manitoba. For service in government and business.

Awarded Member Order of Manitoba (OM) as per Manitoba Press Release 12 May 2000 with the following citation:

Duff Roblin, PC, CC, premier of Manitoba from 1958 to 1967. He was a businessman before and after his service in the Canadian Armed Forces during the Second World War and was first elected to the Manitoba legislature in 1949. He served as a senator from Manitoba from 1978 to 1992.

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ROBLIN, Sergeant Gordon Rodman (R106978) - **British Empire Medal** - Station Sea Island - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 10 March 1896 in Carman, Manitoba. Member, Lord Strathcona Horse, 8 October

1915 to 4 March 1919. Home in Vancouver (store manager and merchant); enlisted there 16 June 1941 as Equipment Assistant. Posted that date to No.1 Manning Depot. To St. Thomas, 19 July 1941 for specialist course. To No.15 SFTS, Claresholm, 30 August 1941. Promoted AC1, 16 September 1941. Promoted LAC, 1 January 1942. To Sea Island, 4 April 1942. Promoted Corporal, 1 June 1943. Promoted Sergeant, 2 May 1944. To Release Centre, 9 May 1946; released 11 May 1946. Died in Vancouver, 18 June 1956 as per British Columbia Vital Statistics.

This non-commissioned officer, in his trade as an Equipment Assistant, has proved to be a definite asset to the service. Throughout his Air Force career, by virtue of his outstanding ability and wide experience, he has proved to be a model for others about him to follow. He has, at all times, displayed a sense of loyalty and co-operation of the highest order, and has proved himself most deserving of recognition.

Original submission raised by W/C A.G. Kenyon, 28 February 1946 in the above terms.

Assessment: On 28 April 1944 a F/L Court at Sea Island wrote of him, "This airman is an exceptional, conscientious worker and in the estimation of the Senior Equipment Officer will make an excellent barrack warden (the position which he will be filling when his promotion is effective).

Subsequently assessed on 9 December 1944 by S/L T.L. Miller, "Performs his duties as Barrack Warden in an intelligent, efficient manner."

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ROBSON, FS Cecil Arnold (R65063) - **Distinguished Flying Medal** - No.419 Squadron - Award effective 29 July 1942 as per **London Gazette** dated 4 August 1942 and AFRO 1412/42 dated 4 September 1942. Born Colchester, Truro County, Nova Scotia, 26 March 1919; home there (hosier mill knitter). Enlisted in Halifax, 4 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940; posted that date to No.1 WS; to No.1 BGS, 23 November 1940. Graduated and promoted Sergeant, 21 December 1940. To Rockcliffe, 22 December 1940. To Eastern Air Command, 5 February 1941. To RAF overseas, 2 March 1941. Commissioned 2 February 1942 (J15316). Repatriated 31 May 1942 via Rockcliffe. Promoted Flying Officer, 2 October 1942. To No.7 AOS, 10 October 1942. To No.4 SFTS, 19 July 1943; to No.2 SFTS, 25 May 1944; promoted Flight Lieutenant, 4 August 1944; to No.4 SFTS, 6 November 1944. To No.18 SFTS, 31 March 1945. Qualified as pilot, 17 August 1945; to Release Centre, 5 October 1945; to ANS, 15 November 1945; to Greenwood, 18 January 1946; to Release Centre, 15 March 1946; released 2 April 1946. Died in Nutana, Saskatchewan, 4 January 2010 as per **Legion Magazine** "Last Post" column, September/October 2010. RCAF photo PL-1981 shows Sergeants K.H. Druhan (Halifax), C.A. Robson (Truro) and W.H. Burns (Halifax).

As wireless operator, Flight Sergeant Robson has participated in many important attacks on docks and industrial targets in enemy and enemy occupied territory. His competence, courage and devotion to duty set a high standard for others.

NOTE: Public Record Office Air 2/9591 has undated recommendation by W/C John Fulton drafted when he had flown 29 sorties (180 hours). Sortie list and submission as follows:

28 August 1941 - Ostend, attack on docks
31 August 1941 - Cologne, attack on industrial target
3 September 1941 - Brest, attack on docks
7 September 1941 - Kiel, attack on docks
11 September 1941 - Kiel, attack on docks
13 September 1941 - Brest, attack on docks
16 September 1941 - Karlsruhe, attack on industrial target
19 September 1941 - Stettin, attack on industrial target
28 September 1941 - Genoa, attack on industrial target
30 September 1941 - Stettin, attack on industrial target
12 October 1941 - Nuremberg, attack on industrial target
13 October 1941 - Dusseldorf, attack on industrial target
15 October 1941 - Cologne, attack on industrial target
22 October 1941 - Mannheim, attack on industrial target
24 October 1941 - Frankfurt, attack on industrial target
9 November 1941 - Hamburg, attack on docks
11 December 1941 - Le Havre, attack on docks
15 December 1941 - Ostend, attack on docks
17 December 1941 - Brest, attack on docks
23 December 1941 - Brest, attack on docks
27 December 1941 - Brest, attack on docks
28 January 1942 - Boulogne, attack on docks
31 January 1942 - St. Nazaire, attack on docks
6 February 1942 - Brest, attack on docks
10 February 1942 - Brest, attack on docks
12 February 1942 - attack on German battleships, North Sea
14 February 1942 - Mannheim, attack on industrial target
3 March 1942 - Paris, attack on industrial target
9 March 1942 - Essen, attack on industrial target

Flight Sergeant Robson has now completed his first tour of operations as Wireless Operator. He has taken part in a number of hazardous operations, including an attack on Genoa.

He is a very competent wireless operator, and during his period of service with this squadron he has set a high standard for other aircrew Non-Commissioned Officers to follow. The courage and devotion to duty which he has displayed are worthy of the highest praise.

The coolness, determination and initiative which he has shown qualify him for official recognition.

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ROBSON, F/O William Wishart (J14214) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 14 July 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 1 June 1916 in East Kildonan, Manitoba; home in Minnesota. Enlisted in Winnipeg, 26 August 1941; to No.2 Manning Depot, 28 September 1941; to No. 9 BGS (guard duty), 2 January 1942; to No.6 ITS, 28 February 1942; graduated and promoted LAC, 24 April 1942; posted to No.9 AOS on 9 May 1943; graduated and commissioned, 11 September 1942. To "Y" Depot, 26 September 1942; to RAF overseas, 22 October 1942. Promoted Flying Officer, 11 March 1943. Promoted Flight Lieutenant, 11 September 1944. Repatriated 13 June 1945. Released 29 October 1945. Rejoined 21 October 1946 (19773) retaining rank of Flight Lieutenant. To No.2 Air Command, 31 October 1946. To No.9402 Detachment, 15 January 1947. To Station Winnipeg, 1 March 1947. To Station Toronto, 20 March 1947. To Joint Air School, Rivers, 20 May 1947. To Station Winnipeg, 11 October 1947. To No.1 Radio Communication School, Rivers, 25 April 1948. To No.111 Composite Flight, 30 March 1949. Killed on flying operations, 21 August 1949 with six others including F/L F.J. Rush, DFC and F/O G.W. Lineker, DFC (Canso 11057). RCAF photo PL-31165 (ex UK-12601 dated 21 July 1944) shows F/O H.M. Barnhart, DFC (Ottawa, navigator), W/C W.A.G. McLeish, DFC (Hamilton) and F/O W.W. Robson, DFC (Transcona, Manitoba, navigator). Photo PL-31166 (ex UK-12602 dated 21 July 1944) shows F/O H.W. Barnhart (navigator, Ottawa) and F/O W.W. Robson (Transcona, navigator). RCAF photos PL-31168 (ex UK-12604) and PL-31169 (ex UK-12605) dated 21 July 1944 show him alone.

This officer has completed many attacks against the enemy as navigator with outstanding success. On one occasion during a mission to Kassel all navigational aids and the interior lighting system of the aircraft failed, but by the use of astro navigation the target was reached and a successful attack was completed. On one occasion Flying Officer Robson was detailed for an important operation, the success of which largely depended on accurate timing. When still at some distance from the objective, the aircraft lost speed owing to the failure of one engine. Flying Officer Robson quickly picked out an alternative route and, by skilful navigation, guided the aircraft to the target where an effective attack was made at the correct time. This officer's efficiency and courage have made him a valuable asset to his unit.

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ROCHELEAU, F/O Joseph Rodolphe Ulysee George (J17973) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 6 June 1944 and AFRO 1660/44 dated 4 August 1944. Born Stoney Point, Ontario, 26 February 1918; home there. Enlisted in Ottawa, 17 July 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 30

September 1940; to No.5 EFTS, 7 October 1940. Ceased training and posted to No.2 Manning Depot, 16 November 1940; to No.3 AOS, 3 February 1941; to No.3 BGS, 28 April 1941; graduated and promoted Sergeant, 8 June 1941; posted that date to No.1 ANS. To Embarkation Depot, 8 July 1941; to RAF overseas, 14 August 1941. Commissioned 10 May 1943. Remained in postwar RCAF, attaining rank of Flight Lieutenant, 1 June 1948 and Squadron Leader, 1 January 1951. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8780 has recommendation dated 11 March 1944 when he had flown 46 sorties (260 hours); first tour (17 May to 27 August 1942) was with No.57 Squadron; sortie list gives targets but no other details; listing for second tour has comments but no times:

First Tour

15 May 1942 - Boulogne
21 May 1942 - GARDENING
30 May 1942 - Cologne
1 June 1942 - Essen
2 June 1942 - Essen
5 June 1942 - Essen
6 June 1942 - Essen
8 June 1942 - Essen
17 June 1942 - Emden and Osnabruck
20 June 1942 - Emden
22 June 1942 - Emden
23 June 1942 - GARDENING
25 June 1942 - Bremen
29 June 1942 - Bremen
2 July 1942 - Bremen
7 July 1942 - GARDENING
8 July 1942 - Wilhelmshaven
13 July 1942 - Duisburg
14 July 1942 - GARDENING
23 July 1942 - Duisburg
26 July 1942 - Hamburg
28 July 1942 - Hamburg
31 July 1942 - Dusseldorf
9 August 1942 - Osnabruck
11 August 1942 - Mainz
15 August 1942 - Dusseldorf
24 August 1942 - Frankfurt
27 August 1942 - Kassel

Second Tour

27 August 1943 - Nuremburg - Rather scattered attack
30 August 1943 - Munchen Gladbach - Good bombing of target
23 September 1943 - Mannheim - Quiet trip; satisfactory results
27 September 1943 - Hannover - Many explosions in built-up area
1 October 1943 - Hagen - Bombed in 10/10 cloud.
4 October 1943 - Frankfurt - Concentrated attack, Pathfinders very good.
26 November 1943 - Berlin - Excellent fires; very successful.
1 January 1944 - Berlin - Glow of fires seen through cloud; one large explosion observed.
5 January 1944 - Stettin - River and docks seen; attack well concentrated with many fires.
14 January 1944 - Brunswick - Successfully carried out in cloud.
20 January 1944 - Berlin - Large column of smoke seen after bombing.
21 January 1944 - Magdeburg - Good bombing concentration and large fires.
27 January 1944 - Berlin - Good attack; large explosion in target area.
30 January 1944 - Berlin - Bombed in 10/10 cloud; no results seen.
20 February 1944 - Stuttgart - Large area of fires concentrated around target indicator markers.
24 February 1944 - Schweinfurt - Pathfinder Force marking good; large fires with smoke up to 10,000 feet.
1 March 1944 - Stuttgart - Bombed in 10/10 cloud.
15 March 1944 - Stuttgart - Successfully carried out.

Flying Officer Rocheleau is a Canadian who is on his second tour of operations and has successfully carried out 18 sorties with this squadron and proved himself to be a navigator of outstanding skill and courage.

By his enthusiasm and exceptional cheerfulness at all times, this officer has inspired confidence and greatly contributed to the high morale of the crew. The excellent results achieved on many occasions have been largely due to his navigational ability and determination to concentrate on the task in hand and undismayed by the strongest opposition.

The high standard of proficiency and devotion to duty displayed by Flying Officer Rocheleau throughout the time he has been with the squadron fully merits his recommendation for an award of the Distinguished Flying Cross.

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ROCHELEAU, Sergeant Marcel Joseph Oliver (R108503) - **Mention in Despatches** - No.63 Base - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12

October 1945. Born 24 December 1917. Enlisted in Trenton, 4 June 1941 for General Duties; later remustered to Disciplinarian. Promoted LAC, 4 December 1941. Promoted Corporal, date uncertain. Posted overseas 8 March 1943; promoted Sergeant, 4 August 1943; repatriated 23 December 1945. Served in postwar RCAF (11205), reverting to LAC but regaining rank of Sergeant, dates unclear. Died in Ottawa, 21 August 2011. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ when he had served 22 months in Canada, ten months overseas. Described as Base Major Servicing Wing Disciplinarian.

Sergeant Rocheleau is the Section Disciplinarian and has been with the unit since its early days. His cheerful disposition and his eagerness to help the men with their troubles has greatly augmented the morale of the Section. He has worked energetically towards better living conditions in the barrack blocks and has always had the welfare of the men at heart. He is recommended for Mention in Despatches for his devotion to duty and ability he has displayed in the smooth solution of all personnel problems that have arisen. He is respected by all and his advice is freely sought.

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RODD, F/L David Beckwith (J9070) - **Distinguished Flying Cross** - No.150 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. American in the RCAF. Born 6 January 1918 in Pittsburgh, Pennsylvania; home in Concord, Massachusetts. Educated at Yale University, 1936-1940 and Harvard Law School, 1940-1941. Enlisted in Montreal, 19 February 1941 and posted to No.1 Manning Depot. To No.20 EFTS (guard duty), 23 March 1941. To No.3 ITS, 27 May 1941; graduated and promoted LAC, 2 July 1941; posted that date to No.21 EFTS; to No.9 SFTS, 18 September 1941. Graduated and commissioned, 21 November 1941. To "Y" Depot, 25 November 1941. To RAF overseas, 13 December 1941; disembarked in England, 26 December 1941. To Middle East, 11 January 1942. Taken on strength of No.117 Squadron, 30 July 1942 (Hudsons, Dakotas, 818 hours). Promoted Flying Officer, 1 October 1942. To No.267 Squadron, 28 October 1943, serving to 23 November 1943 (Dakotas, 32 hours). Promoted Flight Lieutenant, 21 November 1943. To Aqir, 11 December 1943. To No.22 Personnel Transit Centre, 5 March 1944. To No.236 Wing, 10 April 1944. To No.40 Squadron, 13 April 1944 (Wellingtons, 110 hours). To No.150 Squadron, 11 August 1944 (Wellingtons, 65 hours). Promoted Squadron Leader, 15 November 1944. To United Kingdom, 15 November 1944, arriving 2 December 1944. Repatriated 15 January 1945. To Release Centre, Lachine, 26 January 1945. To No.1 Air Command, Trenton, 26 March 1945. To No.16 SFTS, 5 April 1945. To Rockcliffe, 18 April 1945. To AFHQ, 4 August 1945. To No.2 Release Centre, 2 September 1945. Retired 6 September 1945. Died in Boscowan, Merrimack County, New Hampshire, 31 March 1995.

This officer has operated against many of the major targets in the Balkans including two mining missions in the Danube which involved flying in bright moonlight at low level, his aircraft presenting an ideal target to the ground defences. His aircraft has been attacked on several occasions by enemy fighters. On one sortie the tire of his aircraft burst on taking off. Despite this he completed his sortie and bombed the oil refinery at Trieste. By his exceptional keenness for operational flying Flight Lieutenant Rodd has set an outstanding example to his flight.

NOTE: Public Records Office Air 2/9033 has recommendation dated 12 October 1944. His squadron was part of No.205 Group, Mediterranean Allied Air Forces. He was reported to have flown 860 hours in his first tour with Air Transport Command and had now flown 32 sorties (165 operational hours). He was described as a Flight Lieutenant (Acting Squadron Leader) and a Flight Commander in the unit.

Squadron Leader Rodd joined the squadron as Flight Commander on the 11th August 1944, having already completed 22 sorties of his second tour with 40 Squadron where he held the position of Deputy Flight Commander. During his tour he has operated against a large number of targets within the enemy night fighter zones, many of them also having heavy ground defences. These include Budapest, Bucharest (three times), Pardubice in Czechoslovakia, Ploesti, Kamarom (Szolny oil refinery), Miskolc, Kalamaki and Szekesfehervar and two mining sorties in the Danube which involved flying at low level in bright moonlight and thus presenting an almost ideal target to the ground defences. Throughout his tour Squadron Leader Rodd has never failed to reach the target.

On the 11/12th May 1944 at Portu Ferrato after his bombing run Squadron Leader Rodd was attacked three times by an enemy night fighter but due to his successful evasive action it was only able to fire one burst which went wide.

On the 26/27th June, 1944, his tyre burst on take-off. The safest procedure would probably have been to throttle back and remain on the ground by Squadron Leader Rodd with his usual determination carried on and bombed the target which was the oil refinery at Trieste. On return he made a successful landing with negligible damage to his aircraft.

On the 26/27th August 1944, while attacking troops concentrations at Pesaro, after dropping his bombs he went down and attacked at low level with his guns.

On the 10/11th September, 1944, at Milan where there was low cloud over the target he was one of only seven aircraft out of the whole Group plotted in the target area.

Squadron Leader Rodd has shown no desire to limit himself to the normal number of sorties but rather to continue to operate as frequently as his other duties would allow so long as he remained Flight Commander on this squadron. By his exceptional keenness to operate he has set an outstanding example. He has also shown leadership and efficiency of a high order and I strongly recommend that he be awarded the Distinguished Flying Cross.

Notes: On repatriation form dated 5 January 1945 he stated he had flown 1,100 hours overseas; operational time was 175 hours on bombers, 850 hours on transports. Last sortie was 19 September 1944.

Application for Operational Wing dated 31 January 1945 claimed 150 sorties (815 hours) on first transport tour (30 July 1942 to 1 November 1943), 32 sorties (175 hours) on second tour. (15 April to 30 October 1944).

Training: Interviewed in Montreal, 3 January 1941 by F/O L. Gelin. "Above average type, good education - neat appearance - anxious to serve - recommended."

Attended No.3 ITS, 28 May to 3 July 1941. Courses in Mathematics (98/100), Armament, practical and oral (68/100), Signals (98/100), Hygiene and Sanitation (36/40), Drill (85/100) and Law and Discipline (56/60). Placed tenth in a class of 238. "Keen, alert. Excellent background. Serious type. Quiet talking. Good personality. An outstanding type. Frank. Good natured person. Commission material."

Attended No.21 EFTS, 3 July to 1 September 1941. Finch II aircraft - 30 hours dual. 30 hours 30 minutes solo. Was 6.55 on instruments. Logged 8.30 in Link. "Good progress, steady type, very conscientious." (A. Snowdon, Chief Flying Instructor). Ground school marks - Airmanship (170/200), Airframes (75.5/100), Aero Engines (888.5/100), Signals, practical (93/100), Theory of Flight (93/100), Air Navigation (156/200) and Armament. oral (160/200). Rated 120/200 in qualities as officer. Placed first in a class of 34. "Shows keen interest in work. Ability is above average. Conduct - excellent. Work - Highly Satisfactory."

Attended No.9 SFTS, 1 September to 21 November 1941. Harvard aircraft - 34.35 day dual, 51.30 day solo, 2.50 night dual, 9.20 night solo. Was 20.10 on instruments. Logged 20 hours in Link. "Progressed satisfactorily." (S/L J.W. Gledhill). Courses in Airmanship and Maintenance (182/200), Armament, written (79/100), Armament, practical (81/100), Navigation (116/150),

Meteorology (46/50), Signals, written (48/50) and Signals, practical (98/100). "Above average student, quiet and industrious. Conduct and deportment good." Placed third in a class of 52.

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RODDICK, F/O Frederick James (J16289) - **Distinguished Flying Cross** - No.262 Squadron - Award effective 25 March 1944 as per **London Gazette** dated 7 April 1944 and AFRO 1020/44 dated 12 May 1944. Born 10 July 1917 in Viking, Alberta; home there. Enlisted in Edmonton, 14 March 1941 and posted to No.2 Manning Depot; to No.5 BGS (guard duty), 2 May 1941; to No.2 ITS, 3 July 1941. Graduated and promoted LAC, 2 August 1941; posted that date to No.15 EFTS; to No.11 SFTS, 10 October 1941. Graduated and promoted Sergeant, 2 January 1942. To "Y" Depot, 3 January 1942. To RAF overseas, 23 January 1942. Commissioned 6 December 1942. Promoted Flying Officer, 6 June 1943. Promoted Flight Lieutenant, 21 November 1943. Repatriated 28 February 1945. To No.3 OTU, 17 April 1945. To No.6 OTU, 3 August 1945. To Release Centre, 16 September 1945; retired 20 September 1945.

This officer has taken part in a large number of anti-submarine patrols, often flying in very adverse weather. He has constantly displayed great courage, determination and devotion to duty. This was particularly evident when on one occasion he sighted an enemy submarine at about ten miles range. In the face of intense and accurate fire from the U-Boat, Flight Lieutenant Roddick persisted in his attack, straddling the vessel with depth charges and causing such severe damage that the submarine was unable to submerge or proceed at any speed away from the area. During the engagement Flight Lieutenant Roddick's aircraft was hit by fire from the U-Boat and damaged. Nevertheless this officer made a masterly landing.

NOTE: Public Record Office Air 2/9624 has a telegram dated 17 March 1944 from "Decrief" (Director-General, South African Air Force) to Air Ministry:

Following recommendation submitted for an immediate award of the Distinguished Flying Cross to Can/J16289 Acting Flight Lieutenant Frederick James Roddick of 262 Squadron. During extensive operations against enemy U-Boats 500 miles south of (Caphwguw ?) Roddick sighted U-Boat ten miles range and immediately went into attack. When aircraft about four miles range from U-Boat it opened fire and hits were scored in the wings. In spite of this and in face considerable flak he carried on with determination and depth charges dropped which straddled U-Boat. One depth charge hung up and although aircraft had been damaged Roddick immediately carried out another attack during which remaining depth charge fell within five yards of U-Boat. After the attack U-Boat

was damaged to extent that it was unable to submerge or proceed at any speed away from the area and this enables another aircraft to carry out further attack. Commander-in-Chief South Atlantic has stated that these attacks probably resulted in destruction of U-Boat. On conclusion of this flight in spite of structural damage which prevented the lowering of one wing tip float Roddick carried out very successful landing and prevented loss of aircraft. Flight Lieutenant Roddick actively engaged anti-submarine duties since March 1943 and during period completed 600 hours operational flying consisting 40 sorties under extremely adverse weather. Officer also carried out attack on U-Boat on 12 July 1943. Immediate award recommended for courage, determination and devotion to duty.

This was refined into a citation which, however, was still too lengthy for publication:

Since March 1943, this officer has taken part in a large number of anti-submarine patrols, often flying in very adverse weather. Throughout this period, he has constantly displayed great courage, determination and devotion to duty. This was particularly evident when on one occasion he sighted an enemy submarine at about ten miles range. In the face of intense and accurate fire from the U-Boat, Flight Lieutenant Roddick persisted in his attack, straddling the vessel with depth charges and causing such severe damage that the submarine was unable to submerge or proceed at any speed away from the area. During the engagement Flight Lieutenant Roddick's aircraft was hit by fire from the U-Boat and the subsequent damage prevented the lowering of one wing tip float. Nevertheless this officer made a masterly landing.

The Operational Record Book for No.262 Squadron provides the following details:

7 July 1943, aircraft F/262, P/O F.J. Roddick carried out search for survivors of a ship. At 1326 hours saw three lifeboats and two rafts with them.

On 11 July 1943 aircraft FP257 (F/262) was airborne, 1540 hours; landed at 1150 hours on 12 July 1943. Crew was P/O F.J. Roddick, P/O A.W. Aitken, Sergeant F.G. Lovatt, Sergeant J. Bather, Flight Sergeant H.B. Klein, Sergeant S. Sweet, Sergeant W. Thomason, Sergeant W.A.R. Hill. Saw a surfaced U-boat, 0600 hours; dived to attack with six depth charges; continued attack with gunfire until it submerged.

On 1 August 1943, F/O F.J. Roddick, Sergeant I.T. Allen, F/O D.W. Munro (J8126), Sergeants D.F. Barlow, W.A.R. Hill, E.V. Williams, F.V. Snape, W.D. Wesley, A.G. Durrant, LAC J.H. Bryden. Observed a convoy from which a motor vessel had been torpedoed; searched for survivors.

On 11 March 1944, aircraft FP279, D/262, F/L F.J.Roddick, Flight Sergeant I.T. Allen, Sergeant A.H. Davis, Warrant Officer W. Thomason, Flight Sergeants W.D. Wesley, E.V. Williams, F.V. Snape, D.F. Barlow, W.A.R. Hill, airborne 0350 to 1625 hours. Saw U-boat at 1022 hours, position 41 degrees 38 minutes south, 17 degree 40 minutes east - attacked with six depth charges and gunfire. Damaged by flak. U-boat submerged. Aircraft circled until 1105 hours when P/262 (FP174) arrived. This aircraft was crewed by F/L E.S.S. Nash, F/O P.B. Wills, Flight Sergeants D.M. Hocking, F. Walker, and T. Tromans, Sergeants R. Bower, C.M. Wright and W.G. Davey plus F/O S.B.Hanson, This aircraft had been airborne at 0420; received D/262's attack warning at 1035, and at 1048 was circling wash and oil patch. At 1130 hours U-boat resurfaced and was attacked with six depth charges and gunfire. U-boat submerged with explosion - oil gushes and wreckage seen. Both aircraft operating from Langeebaan.

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RODEN, F/O Thomas Ryland (J36324) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 7 October 1914 in Toronto; home there (audit clerk); enlisted there 21 July 1942. Granted Leave Without Pay until 26 August 1942 when posted to No.1 Manning Depot. To Trenton, 21 January 1943. To No.1 ITS, 6 February 1943. Graduated and promoted LAC, 15 April 1943 when posted to No.4 AOS. 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 15 January 1945. Retired 7 March 1945. Living in Windsor, Ontario as of 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.20667) has recommendation dated 28 October 1944 when he had flown 28 sorties (132 hours 35 minutes), 1 August to 14 October 1944.

This officer has shown exceptional navigational ability throughout his tour, consisting of twenty-eight operational sorties over a wide variety of targets in France and Germany. His quiet confidence which has inspired a high standard of morale in his crew and his co-operation, courage and devotion to duty warrant a strong recommendation for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

- 1 August 1944 - Foret de Forrestel (3.40, day)
- 3 August 1944 - Foret de Nieppe (3.55, day)
- 4 August 1944 - Bois de Cassont (4.35, day)

5 August 1944 - St. Leu d'Esserent (4.50, day)
7 August 1944 - La Hogue (4.25, day)
9 August 1944 - Foret de Nieppe (3.25)
10 August 1944 - La Fallice [?] (6.45)
14 August 1944 - Bons Tassilly (4.30, day)
15 August 1944 - Brussels (4.00, day)
16 August 1944 - Kiel (5.20)
18 August 1944 - Bremen (5.40)
25 August 1944 - Brest (5.05)
28 August 1944 - Brest (3.25, day)
10 September 1944 - Le Havre (4.20, day)
11 September 1944 - Castrop Rauxel (5.00, day)
12 September 1944 - Bochum (5.05, day)
13 September 1944 - Osnabruck (4.10, day)
15 September 1944 - Kiel (6.50)
17 September 1944 - Boulogne (3.55, day)
25 September 1944 - Calais (4.05, day)
26 September 1944 - Calais (3.30, day)
27 September 1944 - Bottrop (5.20, day)
28 September 1944 - Cap Gris Nez (3.45, day)
30 September 1944 - Sterkrade (4.55, day)
6 October 1944 - Dortmund (6.05)
12 October 1944 - Wanne Eickel (4.50, day)
14 October 1944 - Duisburg (5.20, day)
14 October 1944 - Duisburg (6.10)

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RODGER, F/L David (J10160) - **Distinguished Flying Cross** - No.617 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 23 February 1918 at Sault Ste.Marie, Ontario; home there (Algoma Steel and ex-Militia). Enlisted in North Bay, Ontario, 20 October 1941 and posted to No.1 Manning Depot. To Mountain View, 22 November 1941. To No.1 BGS, 17 January 1942; graduation and promoted Sergeant, 5 February 1942. Commissioned 16 February 1942. To "Y" Depot, 17 February 1942. To RAF overseas, 12 March 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 24 August 1943. Repatriated November 1944. Released 4 February 1945. Returned to Algoma Steel and became a superintendent. Died 1 September 2004 at Sault Ste. Marie as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2005.

Flight Lieutenant Rodger has taken part in many operational sorties as rear gunner. His targets have included such heavily defended objectives as Berlin, Hamburg and centres in the Ruhr. He has also participated in low level attacks on transformer stations, viaducts and other vital targets in France. His calm resolution in the face of the heaviest opposition has always been an inspiration to his crew.

His obituary in **The Telegraph** linked him to Joe McCarthy; excerpts as follows:

Flight Lieutenant David Rodger, who has died in Canada aged 86, was the rear gunner in "Big Joe" McCarthy's Lancaster, which attacked the Sorpe Dam during Operation Chastise, the Dam Buster raid of May 16 1943.

Rodger and McCarthy had already completed more than 20 bombing raids together when they were selected to join No 617 Squadron, forming at RAF Scampton in March 1943 under the command of Wing Commander Guy Gibson.

On the night of the raid, McCarthy and his men were one of five crews allocated to attack the Sorpe dam, which was the second-largest and provided water for the heavily industrialised Ruhr. They were due to take off first, but one of the engines of their Lancaster was found to be unserviceable, and they had to rush to the only reserve bomber loaded with the "Upkeep" bouncing bomb.

The aircraft had arrived on the station only hours earlier, and was not fitted with the spotlights to show the crew when they were flying at the crucial optimum height of 60ft. It then developed a minor fault when the crew arrived at the dispersal; this had to be rectified, with the result that they took off 35 minutes late.

McCarthy, the tall lifeguard from Long Island, New York, who had joined the RCAF, strained to make up lost time. The enemy defences had been alerted, and two aircraft had turned back after sustaining damage, while two others had been shot down.

As McCarthy took the bomber across the coast at 100ft, Rodger, in the rear turret, was soon in action trying to douse the searchlights before "having a lively exchange with a light flak gun".

By the time they arrived at the Sorpe, McCarthy's men were the only survivors of the team charged with attacking the dam, which was shrouded in mist as they

arrived. With a tall church spire on the approach and a hill to be avoided after the attack, McCarthy had great difficulty getting into position to drop the mine.

The lack of the height-finding spotlights made the job almost impossible. The crew made nine dummy attacks before releasing their weapon accurately at last. But the force of the explosion was insufficient to breach the earth dam, and McCarthy and his men set course for base.

Shortly afterwards, an aircraft of the reserve force, piloted by the Canadian Flight Sergeant Ken Brown, was sent to the dam. He found the same difficulties before dropping his mine; but, apart from minor damage, the dam held firm.

On their return route, Rodger and his comrades flew over the successfully breached Mohne dam, which was now in the middle of "an inland sea".

Flying at 100ft, the Lancaster crew fought their way home, with Rodger and his fellow gunner exchanging fire with the German flak batteries. Just short of the IJsselmer, Rodger experienced "the biggest scare of the whole trip" when one flak gunner managed to get their range even at such a low height; he felt they were about to "buy it". When the aircraft landed back at Scampton at 3.23 am, its starboard wing sank low, due to a flat tyre caused by damage from the German flak.

Any elation at their safe return was quickly dampened when the surviving crews realised that eight of the 19 aircraft had failed to return. Rodger and his fellow Canadians were very aware that 13 of their countrymen had been lost; but the sense of loss was balanced by the realisation that the operation had been "a good show". After the raid, McCarthy was one of four pilots to receive the DSO. .

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Rodger . . . joined No 97 Squadron at Woodhall Spa near Lincoln, where he teamed up with McCarthy. During the Battle of the Ruhr they attacked the main industrial cities and also the heavily defended targets of Hamburg and Berlin. By the time they joined No 617, they were recognised as an experienced crew.

After the dams raid, Wing Commander Leonard Cheshire assumed command of the squadron. He built the revitalised squadron around the four surviving pilots of the dams raid - the Australians Micky Martin and David Shannon, the quiet New Zealander Les Munro, and McCarthy, the ebullient "Yank".

The squadron specialised in the attack of pinpoint targets, and Cheshire and his four senior crews developed daring and accurate low-level target-marking techniques. Rodger was appointed the gunnery leader of the squadron in September.

On the night of September 16 he attacked the Dortmund-Ems canal when the swirling mist caused the crews immense difficulties as they endeavoured to breach the embankments from low level; they suffered heavy losses.

Rodger then attacked targets in Italy, and made pinpoint raids against viaducts and the huge concrete constructions associated with the V-1 rocket programme in the Pas de Calais. In addition to their marker role, the Lancasters of No 617 carried the massive 12,000-ton "Tallboy" bomb, which was used to devastating effect against V-sites and railway tunnels.

During the night of June 5 1944, 16 Lancasters of No 617 carried out a unique operation, dropping a dense screen of "window" (foil strips) which advanced slowly across the Channel to simulate a large convoy of ships approaching the French coast between Boulogne and Le Havre, north of the real invasion area.

After 14 months on No 617, McCarthy and his crew were finally rested in July 1944. Rodger, who had flown 50 bombing operations, including 24 with No 617, was awarded the DFC for "his calm resolution in the face of the heaviest opposition, which has been an inspiration to his crew".

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RODGERS, Sergeant (now F/O) Andrew Love (R85924/J96414) - **Air Medal with Two Bronze Oak Leaf Clusters (United States)** - 9th USAAF - Award effective 10 March 1945 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Born 2 April 1921 in Burbank, Scotland; enlisted in Toronto, 27 December 1940 and posted to No.1 Manning Depot. To No.1 Equipment Depot, 15 January 1941. To No.1 WS, 30 March 1941; promoted LAC, 1 May 1941; to No.6 BGS, 16 August 1941. Graduated, awarded Air Gunner badge and promoted Sergeant, 15 September 1941; to Embarkation Depot, 16 September 1941; to RAF overseas, 6 October 1941; to RAF Helwan, 31 March 1942; to No.205 Group, 23 August 1942; to Middle East (Ismaili), 6 December 1942; Serving in 81st Bombardment Squadron, USAAF Middle East, when he was shot down and taken prisoner, 5 April 1943. He claimed to have flown 25 sorties. Commissioned 1 May 1944. Promoted Flying Officer, 1 November 1944. Safe in United Kingdom, 8 May 1945. Repatriated 1 June 1945. To No.1 Composite Training School, 12 June 1945. To No.4 Release Centre, 29 August 1945. Retired 1 September 1945. Announced in

General Order No.2 dated 5 January 1945, Headquarters, USAAF, Middle East, Cairo, "he having participated in 5 operational missions, each of more than 2 1/2 hours duration"

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RODIER, W/C Gilles Paul (C1112) - **Member, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Montreal, 23 July 1897; educated St. Mary's College and McGill. Employed by Howard Smith Paper. Enlisted in Montreal, 30 September 1939 in Administration Branch. May have been an adjutant to an east coast squadron. At AFHQ as of 28 May 1940, assisting Air Marshal Bishop, Director of Air Force Recruiting. Promoted Squadron Leader, 1 May 1941. Promoted Wing Commander, 1 July 1942. To No.2 Aircrew Graduate Training School, to command, 31 January 1944. To No.3 Aircrew Graduate Training School, 23 October 1944. To No.3 Training Command, 16 December 1944. To Lachine, 17 December 1944. To No.2 Release Centre, 24 April 1945. Retired 26 April 1945 to live in Westmount. Shown as Squadron Leader in photos PL-2873, PL-2874, PL-2875 and PL-2876.

This officer has shown great devotion to duty at all times under what have often been very trying circumstances, and has been of inestimable service to the war effort in morale, recruiting, public relations and Air Cadet matters. During all his flying trips to the United Kingdom, the United States, and all over Canada he has shown great initiative, keenness and self-sacrifices and is an important contributing factor to their success. His performance of these duties has been highly meritorious. As a French-Canadian officer he has shown true qualities of leadership among members of the Royal Canadian Air Force of French descent and has been an example which has inspired many others to enter the Royal Canadian Air Force.

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RODNEY, F/L William (J27015) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 14 July 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born as William Hysol, 5 January 1923 in Drumheller, Alberta; home in Calgary; enlisted there 4 June 1941 and posted to No.2A Manning Depot. It is not clear when he changed his name, but it was before he was commissioned. Microfilm record unclear but appears to have been posted to No.4 ITS in August 1941; graduated and promoted LAC, 9 November 1941 when posted to No.16 EFTS; to No.4 SFTS, date unclear. Further movements unclear until 11 November 1942 when posted to No.3 AOS; to No.1 GRS, 24 November 1942. Commissioned 10 December 1942. To No.32 OTU, 5 March 1943. Promoted Flying Officer, 10 June 1943. To "Y" Depot, 12 June 1943. To RAF overseas, 22 June 1943. Repatriated 13 August 1945. To No.7 Release Centre, 21

August 1945. Retired 4 October 1945. Postwar service with No.418 Squadron, RCAF Auxiliary (120023). Subsequently attended the University of Alberta, graduating with First Class Honours in History. During the summers, he worked as a Ranger in Waterton Lakes National Park, where he came to know the story of "Kootenai" Brown, whose definitive biography he was later to write and for which he received the American Association for State and Local History Award of Merit and Distinction. In 1950, when he took up a Beaver Club Trust Fellowship at St John's College, Cambridge, where he completed a BA and MA in history and played ice-hockey for Cambridge University. After several years working in Ottawa for the federal government, he returned to Great Britain with his family and completed a PhD in History at the London School of Economics, under the supervision of Leonard Shapiro. He published **Soldiers of the International, a History of the Communist Party of Canada 1919-1929**, based on his doctoral research. In 1962 he moved to Victoria to take up a teaching position at Royal Roads Military College, where he stayed for the remainder of his career, ultimately becoming Dean of Arts. During his years at Royal Roads, he took an active part in College and academic life, regularly publishing scholarly articles. Among many research grants and awards, he received a NATO fellowship to travel to French West Africa and report on conditions there. He was a Fellow, Royal Historical Society; Fellow, Royal Geographical Society; Life Member, Cdn Hist. Assn.; Mem., Cdn. Institute of Intl. Affairs; Johnian Society and Dir., Cambridge Canadian Trust. A firm belief in the need to return to primary sources drove him to travel frequently for research. In preparing **Joe Boyle, King of the Klondike**, for which he was awarded the University of British Columbia Medal for Popular Biography, he spent considerable periods in Roumania and in Turkey, in order to consult original documents, including the personal diaries of Queen Marie of Roumania. After the early death of his wife and his own retirement, he travelled widely – to Japan, China, Burma, Australia, Turkey, Abu Dhabi, many European countries and Great Britain – and was active in the community at home in Victoria. He was instrumental in the establishment of the Gonzales Hill Preservation Society and Gonzales Hill Regional Park. He was also an active member of the Canadian Institute of International Affairs, Victoria Chapter (now CIC) and of the Vancouver Island Aircrew Association. His obituary described him as "a fine pilot, a rigorous scholar, a good friend, father and grandfather, an erudite, honest and honorable man." Died in Victoria, 26 March 2012. Cited with F/O H.F. Grimble (RCAF, air bomber, DFC - which see for citation). Photo PL-40660 shows him following an incident when a bird crashed through the astro hatch.

NOTE: Public Record Office Air 2/9157 has recommendation drafted 12 June 1944 when he had flown nine sorties (36 hours 45 minutes). Sortie list and submission as follows:

1 May 1944	Malines (3.40)
8 May 1944	Berneval (3.50)
9 May 1944	Berneval (3.55)
11 May 1944	Lens (3.52)

31 May 1944	Trappes (5.23)
2 June 1944	Trappes (4.42)
5 June 1944	Coursevilles (4.56)
6 June 1944	St. Lo (5.44)
7 June 1944	Juvisy (4.02)

On the night of 8th June, Flying Officer Rodney was the captain of a Halifax aircraft detailed to attack the marshalling yards at Juvisy. As the aircraft was making the bombing run, the aircraft was attacked by an enemy fighter, the navigator being killed and the bomb aimer wounded. The run was continued and the bombs jettisoned in the target area.

The hydraulic system was rendered unserviceable, and undercarriage, flaps and bomb doors fell down. The aircraft was then heavily engaged by light flak and searchlights, which the pilot finally evaded by descending to tree top height and instructing his gunner to fire at all flak and searchlights which engaged the aircraft.

In spite of the serious damage to the aircraft and the death of the navigator, Flying Officer Rodney set a rough course to England using his captain's map. Finally he made a perfect landing at an airfield on the south coast.

For his coolness, determination and courage, he is strongly recommended for the immediate award of the Distinguished Flying Cross.

The Officer Commanding, Station Brighton, added his remarks on 14 June 1944:

During the attack on Juvisy marshalling yards Flying Officer Rodney's aircraft and crew sustained damage and casualties by enemy fighter action which called for the highest standard of airmanship, captaincy and extreme

coolness
under heavy
fire. This
officer's skilful
and calculated
handling of his
aircraft under
extremely
difficult
conditions
most
praiseworthy,
and there is
no doubt that
Flying Officer
Rodney's
indomitable
spirit was
responsible
for the safe
return of
aircraft and
surviving
members of
the crew. I
most strongly
recommend
the immediate
award of the
Distinguished
Flying Cross to
this gallant
Canadian.

RODNEY, F/L William, DFC (J27015) - **Bar to Distinguished Flying Cross** - No.78 Squadron -
Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45
dated 27 April 1945.

Since the award of the Distinguished Flying Cross this officer has flown on many more operational sorties. He has continued to display outstanding keenness, courage and initiative and as captain of aircraft and deputy flight commander he has set an inspiring example to all.

NOTE: Public Records Office Air 2/9050 has recommendation dated 8 December 1944 with sortie list and more extended text; drafted when he had flown 35 sorties (165 hours 23 minutes):

1 May 1944 - Malines (3.40)
8 May 1944 - Berneval (3.50)
9 May 1944 - Berneval (3.55)
10 May 1944 - Lens (3.52)
31 May 1944 - Trappes (5.23)
2 June 1944 - Trappes (4.42)
5 June 1944 - Courseulles (4.56)
6 June 1944 - St.Lo (5.44)
7 June 1944 - Juvisy (4.03)
22 June 1944 - Laon (4.16)
25 June 1944 - Montorgueil (4.42)
27 June 1944 - Mont Condon (3.25)
28 June 1944 - Blainville (6.09)
4 July 1944 - St.Martin l'Hortier (3.45)
17 July 1944 - Caen H.2 (4.10)
18 July 1944 - Acquet (3.58)
20 July 1944 - Bottrop (4.30)
24 July 1944 - Stuttgart (7.29)
28 July 1944 - Foret de Nieppe (3.29)
1 August 1944 - Prouville (3.58)
2 August 1944 - Foret de Nieppe (3.22)
3 August 1944 - Foret de Nieppe (3.14)
4 August 1944 - GARDENING (4.39)
31 August 1944 - Soesterburg (3.14)
10 September 1944 - Le Havre (3.51)
11 September 1944 - GARDENING (5.19)
4 October 1944 - GARDENING (5.56)
7 October 1944 - Cleves (4.51)
14 October 1944 - Duisburg (5.22)
25 October 1944 - Essen (5.04)
30 October 1944 - Cologne (6.17)

2 November 1944 - Dusseldorf (5.17)
21 November 1944 - Sterkrade (6.42)
30 November 1944 - Duisburg (5.33)
2 December 1944 - Hagen (6.46)

Since this officer was awarded the Distinguished Flying Cross for an outstanding performance on the 8th of June of this year, he has completed 26 more operations and completed a full tour, consisting of 35 sorties, involving a total of 165 hours (129 points).

He has shown outstanding qualities of leadership, both on the ground and in the air, and as a Deputy Flight Commander he has been most valuable in training new crews.

Flight Lieutenant Rodney has always shown the greatest keenness for operations and has never failed to fulfil any mission on which he has been sent.

For his outstanding ability on operations and devotion to duty at all times, he is most strongly recommended for the award of a Bar to the Distinguished Flying Cross.

RCAF Press Release No. 7802 dated 10 January 1944 from "MacPherson" (with picture 4Y60, UK 17565) reads as follows:

WITH CANADIANS FLYING IN THE RAF: -- F/L William Rodney, DFC, pilot, of Calgary, Alberta (222-10A Street), champion bird catcher in his Halifax squadron, was recently screened on completion of a tour of operations.

Of Rodney's impressive total of operational sorties, 14 were to German targets, which included Stuttgart, Duisburg, Dusseldorf, Sterkrade, Bottrop and mining in enemy waters.

But the trip for which Rodney, one-time deputy flight commander on his bomber squadron, is most noted was the smash at Munster on November 18 last.

It wasn't so much the bombing which gained Rodney undying fame as an event on the return trip. Rodney was guiding his Halifax along a course for base in England at an altitude of about 4000 feet when there was a terrific crash immediately behind his cockpit.

In the blackness of the night and over friendly territory it was frightening enough, but an investigation by the flight engineer disclosed that it was not one of Hitler's secret weapons which had caused the trouble, but a large bird which had crashed through the Perspex of the astrodome.

The return trip was uneventful, except for the icy gale which blew through the big Halifax as a result of the shattered astrodome.

Rodney, aged 21 years, was in the hardware business before he joined the RCAF in June 1941. He arrived overseas in July of the following year.

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ROE, F/O George Reginald Burdick (J16508) - **Mention in Despatches** - No.149 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Victoria, British Columbia, 15 August 1921. Armature winder and bank clerk before enlistment. Enlisted in Vancouver, 29 August 1939 as airframe mechanic with No.111 (Coastal Artillery Co-operation) Squadron. Remustered to aircrew, 11 January 1941 and posted to No.2 Manning Depot, Brandon. To No.4 SFTS, Saskatoon, 22 February 1941 for non-flying duties. To No.2 ITS, Regina, 30 March 1941. Promoted Leading Aircraftman, 2 May 1941 and posted to No.18 EFTS, Boundary Bay. Posted to No.15 SFTS, Claresholm, 3 July 1941. Promoted Sergeant, 13 September 1942. To "Y" Depot, 15 September 1941. Taken on strength of RAF Trainees Pool, 3 October 1941. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 21 October 1941. To No.23 OTU, 13 January 1942; to No.1651 Conversion Unit, 13 July 1942. Posted to No.149 Squadron, 21 August 1942. On 8/9 September 1942 (Stirling W7619) he was returning from an operational flight which had included evading an enemy fighter. He was 35 miles from the French coast (12,000 feet) when port inner engine caught fire. He turned off fuel and feathered propeller. Approaching airfield the starboard outer engine began "singing" and failed altogether as they were on final approach. The Commanding Officer wrote, "I consider that the pilot, who is inexperienced on this type of aircraft, did well to land this aircraft without further damage." Commissioned 6 November 1942. On 22 November 1942, returning from an operational flight (Stirling aircraft) he allowed port wheel to leave runway. He pulled hard to starboard and when wheel regained runway the aircraft swung violently, collapsing the port undercarriage. No disciplinary action taken. Posted to No.1657 Conversion Unit, 14 February 1943. Promoted Flying Officer, 6 May 1943. On 8 January 1944, Stirling BF527, he executed a successful emergency landing following failure of starboard outer engine (cross-country flight with pupil pilot). Promoted Flight Lieutenant, 4 February 1944. He insisted on a second tour, even after an interview with RCAF authorities. Posted again to No.149 Squadron, 29 May 1944. Killed in action 24/25 June 1944 (Stirling EF140), this being his fourth sortie of his second tour.

The website "Lost Bombers" has the following on his last sortie. Stirling EF140, No.149 Squadron (OJ-B), target a V-1 site. This aircraft was delivered to No.149 Squadron on 8 September 1943 as OJ-A; struck and slightly damaged whilst parked on dispersal by BF373, 21 April 1944, repaired on station and returned to No.149 Sqdn as OJ-B. EF140 was one of two No.149 Squadron Stirlings lost on this operation; the other was LE394. Airborne at 2329hours, 24 June 1944 from Methwold to attack the flying-bomb site at Ruisseauville, Cause of loss not established. Crashed in the sea off Boulogne. Crew consisted of F/L G.R.B.Roe, RCAF, Sergeant W.A.McDougall, P/O I.W.Harland (age 19), F/O H.R.Murray, Warrant Officer R.W.G.Bryant, Sergeant T.H.Williamson and Sergeant A. Barker, all killed.

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ROGAN, Sergeant James Beck (R109343) - **British Empire Medal** - No.76 Base (AFRO gives unit only as "Overseas" - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. See **War Service Records 1939-1945** (Canadian Bank of Commerce, 1947). Born in Hillsborough, Northern Ireland, 14 September 1919. To Canada in 1926. Educated in Vermillion, Alberta. Began career with CIBC, 1939. Enlisted in Canadian Army, 19 March 1941, transferring to RCAF on 15 July 1941 in Calgary (Clerk) and posted to No.1 Manning Depot. To No.2 SFTS, 21 August 1941. To Trenton, 30 August 1941. To No.8 BGS, 4 October 1941. Promoted AC1, 15 October 1941. Promoted LAC, 1 April 1942. Promoted Corporal, 1 July 1942. To "Y" Depot, 16 September 1942. To RAF overseas, 27 October 1942; promoted Sergeant, 1 February 1943. Repatriated 16 November 1945, and released 18 December 1945. Returned to CIBC, in a career that took him from teller to auditor to assistant branch manager, inspector (Calgary), superintendent (Winnipeg Regional Office) and ultimately vice-president and regional manager for Saskatchewan. Died in Winnipeg, 18 April 2018. No citation published. DHist file 181.009 D.2993 (National Archives RG.24 Volume 20634) has recommendation for a Mention in Despatches forwarded from No.61 Base to No.6 Group Headquarters, 27 July 1944. This was not approved, but the text is transcribed here for the record.

Sergeant Rogan has organized, with untiring effort, considerable ability and unselfish devotion, a highly efficient Aircrew Postings and Records Section at this Heavy Conversion Base Headquarters. His tact and ability have enabled him to accomplish much that would ordinarily have fallen upon the shoulders of executive officers, thereby enabling such officers to devote the time gained to other administrative matters.

On 22 June 1945, A/C J.G. Kerr (Base Commander, No.76 Base) submitted the recommendation for a BEM. Rogan was identified as "Non-Commissioned Officer in charge of Aircrew Records,

had served in Canada one year and three and one half months, and overseas for two years six months.

This Non-Commissioned Officer has, with untiring effort, marked ability and unselfish devotion, organized a highly efficient Aircrew Postings and Records Section at this Heavy Conversion Unit Base Headquarters. His tact, outstanding judgement, and strong sense of duty, has enabled him to accomplish much that ordinarily would have fallen on the shoulders of executive officers. His outstanding skill in organising his section has won the approval and commendation of higher authority.

By keen and diligent study, he has familiarised himself, without delay, with regulations affecting aircrew, and in addition to maintaining a particularly well informed staff, has freely assisted other Units in this Base requiring advice and guidance. By his cheerful confidence, his will to give unsparingly of his off-duty hours, in the interests of the service, and his sympathetic regard for his regards, he has set a splendid example to all and has contributed immeasurably to the efficient handling of aircrew in this base.

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ROGERS, F/L Albert William (J29650) - **Distinguished Flying Cross** - No.117 Squadron - Award effective 27 March 1946 as per **London Gazette** dated 5 April 1946 and AFRO 497/46 dated 17 May 1946. Born in Montreal, 21 April 1916. Employment record confusing as it suggests overlapping and simultaneous service with different companies, as described in letters of reference. Employed by Dominion Skyways, 1936 onwards as traffic clerk, stenographer, and statistician. Worked for Quebec Airways, 1 May 1938 to 30 April 1939 (stenographer, office clerk) before returning to Dominion Skyways. Employed by Canadian Airways Limited (Montreal) as a clerk, August 1938 to May 1939. During this time he made a number of flights between Montreal and Rimouski and between Montreal and Quebec, logging about eleven hours and 20 minutes. Letter of reference stated, "From reports received, Mr. Rogers was perfectly at home in the air and we have no doubt but that his constitution should be satisfactory for him to assume flying duties without any difficulty." Enlisted in Montreal, 30 January 1940 as Equipment Assistant. To St. Thomas, 29 February 1940. To No.2 Equipment Depot, Winnipeg, , 19 April 1940. Promoted AC1, 29 May 1940. To No.2 SFTS, 17 July 1940. Promoted LAC, 1 January 1941. To Air Armament School, 5 May 1941. Promoted Corporal, 1 June 1941. Remustered to aircrew and posted to No.4 WS, Guelph, 19 December 1941, reverting at that time to AC2. Promoted LAC, 17 February 1942. To No.5 BGS, Dafoe, 4 July 1942; graduated and promoted Sergeant, 3 August 1942.. To Western Air Command, 6 August 1942. To No.115 Squadron, 24 August 1942. Commissioned 26 February 1943. Promoted

Flying Officer, 26 August 1943. To Pennfield Ridge, 24 August 1944. To "Y" Depot, 23 September 1944; embarked from Canada, 4 October 1944; disembarked in Britain, 12 October 1944 when taken on strength of No.3 PRC. To No.107 OTU, 15 October 1944. Attached to Ringway, 15-28 October 1944 when finally sent to No.107 OTU. To "Morecome [?]", 31 December 1944. To No.229 Group, 31 January 1945. To No.117 Squadron, 4 February 1945. Promoted Flight Lieutenant, 26 February 1945. To No.3 PRC, England, 10 October 1945. Repatriated 3 December 1945; retired 16 January 1946. Died in West Vancouver, 25 December 1972 as per British Columbia Vital Statistics. RCAF photo PL-60854 (ex UK-22428 dated 4 July 1945) shows personnel of an RAF transport squadron that was moving to a field with all-weather runways - F/O Bill Walker (J27186, Pointe Claire, Quebec), F/L A.W. Rogers (J29650, Westmount, Quebec) and F/O C.D. Cormack (J25878, Vancouver).

This officer has completed a number of sorties with this squadron, the majority of which have been flown during the monsoon. He has shown great skill as a despatcher on supply dropping missions. These sorties frequently involved flying over mountainous terrain in adverse weather and, in Central Burma, in the face of enemy ground fire. Despite these difficulties, Flight Lieutenant Rogers' enthusiasm never failed. His courage, skill and devotion to duty have been an example to all.

Notes: On 20 February 1943 he was aboard Bolingbroke 9137 involved in "A" category crash, Annette Island. Pilot was P/O J.W. Hobbs, Navigator was WO2 T. McCallum, and WAGs were Flight Sergeants A.W. Rogers and J.L. Dow (only McCallum injured, and that slightly). Aircraft had developed a fuel leak (broken fuel line) and pilot undertook an emergency landing. On second approach, as Bolingbroke landed, the starboard engine caught fire. Blinded by smoke, pilot ground-looped intentionally to avoid rock embankments along runway. Aircraft burned out.

Application for operational wing and Bar (16 November 1945) stated he had flown 108 sorties with No.117 Squadron, 15 February to 1 September 1945 - 479 operational hours. He had previously flown with No.115 Squadron, Annette Island, 27 August 1942 to 18 August 1943.

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ROGERS, P/O (now F/O) Douglas Payne (J37349) - **Mention in Despatches** - No.113 Squadron - Award effective 23 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born 20 November 1913. Enlisted in Regina, 13 September 1940. To Sydney Detachment, 8 October 1940. To No.1 ITS, 14 November 1940. Graduated and promoted LAC, 21 December 1940 when posted to No.14 EFTS. To No.2 Manning Depot, 9 February 1941. To No.4 SFTS, 21 February 1941; to No.2 Manning Depot, 10 April 1941. To Trenton, 13 May 1941.

To No.2 WS, 17 August 1941. To No.8 BGS, 3 January 1942. Graduated and promoted Sergeant, 2 February 1942. To Halifax, 3 February 1942. To No.113 (BR) Squadron, 2 March 1943. Promoted Flight Sergeant, 2 August 1942. Promoted WO2, 2 February 1943. Promoted WO1, 2 August 1943. Commissioned 21 August 1943. To Western Air Command, 22 August 1943. To No.8 (BR) Squadron, 7 September 1943. Promoted Flying Officer, 21 February 1944. To Pennfield Ridge, 23 August 1944. To "Y" Depot, 21 September 1944. Taken on strength of No.3 PRC, 4 October 1944. Repatriated 23 March 1945. To No.10 Repair Depot, 3 April 1945. To No.6 Release Centre, 25 June 1945. Retired 27 June 1945. NOTE: The facts of the citation should be checked, as a letter dated 6 April 1946 (S/L D.L. Ramsay, CO, WAC HQ Administration Unit to the Department of National Defence for Air) says that Coulter (above) and Rogers were actually with S/L N.E. Small on 31 July 1942, operating from Yarmouth. DHist file 181.009 D.1636 (RG.24 Vol.20604) has application for Operational Wings dated 8 February 1944; claimed 118 patrols with No.113 Squadron (538 hours 50 minutes), 2 March 1942 to September 1943. Briefly with No.8 (BR) Squadron on west coast (two sorties in Venturas) before posting to Patricia Bay. Died in Lethbridge, Alberta, 25 September 2010 as per **Legion Magazine**, issue of September/October 2011.

On October 30th, 1942, Sergeant (now Flying Officer) Rogers was a wireless air gunner on a Hudson aircraft from Torbay, Newfoundland, engaged on convoy escort, which participated in an attack on an enemy submarine. According to information received from German sources there is every reason to believe that this attack resulted in the destruction of the submarine. This non-commissioned officer's proficiency as a wireless operator and air gunner was a contributing factor in the success of the attack.

For description of attack of 31 July 1942 see entry for N.E. Small. AFRO 531/46 dated 23 May 1946 officially corrects the date to 31 July 1942 and amends "Torbay" to read "Yarmouth".

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ROGERS, F/O George McClintock (J14220) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 1 November 1916 in Tillsonburg, Ontario; home there. Enlisted in London, Ontario, 18 November 1941 and posted to No.2 Manning Depot. To No.10 SFTS (guard), 30 January 1942, To No.7 ITS, 28 March 1942; graduated and promoted LAC, 22 May 1942. Posted next day to No.1 AOS. Graduated and commissioned, 11 September 1942. To "Y" Depot, 25 September 1942. To RAF overseas, 22 October 1942. Promoted Flying Officer, 11 March 1943. Promoted Flight Lieutenant, 11 September 1944. Repatriated 14 May 1945. To No.1 Air Command, 17 May 1945. To No.14 SFTS, 27 June 1945. To No.4 Release Centre, 8

August 1945. Retired 12 August 1945. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1634 (RG.24 Vol.20604) had recommendation dated 22 July 1944 when he had flown 35 sorties (220 hours 40 minutes), 18 November to 4 July 1944.

This officer has successfully attacked many of the enemy's heavily defended targets such as Berlin, Leipzig, Frankfurt and Hanover. His skill as a navigator invariably put his aircraft over the target exactly on time on the correct bombing heading so that extremely good bombing results were usually achieved. He also carried out several very important minelaying operations in which much of the success of the whole attack depended on his reaching the target on the exact time and correct heading.

At all times he greatly aided in the supervision and training of new navigators and for these efforts as well as the completion of a very satisfactory tour of operations, I recommend the immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

18 November 1943 - Mannheim (6.55)
19 November 1943 - Leverkusen (9.40)
22 November 1943 - Berlin (8.10)
25 November 1943 - Frankfurt (7.00)
20 December 1943 - Frankfurt (7.40)
29 December 1943 - Berlin (8.25)
21 January 1944 - Magdeburg (8.25)
28 January 1944 - Berlin (8.50)
11 February 1944 - Gardening (5.30)
15 February 1944 - Berlin (7.30)
19 February 1944 - Leipzig (8.30)
24 February 1944 - Gardening (3.30, duty not carried out)
23 March 1944 - Laon (6.05)
25 March 1944 - Aulnoye (6.10)
26 March 1944 - Courtrai (5.10)
29 March 1944 - Paris (3.40, duty not carried out)
30 March 1944 - Gardening (5.40)
9 April 1944 - Lille (5.05)
20 April 1944 - Lens (4.55)
22 April 1944 - Laon (6.00)

23 April 1944 - Gardening (6.40)
25 April 1944 - Gardening (4.40)
26 April 1944 - Villeneuve (6.25)
30 April 1944 - Gardening (6.05)
7 May 1944 - Gardening (4.15)
9 May 1944 - Gardening (5.15)
10 May 1944 - Ghent (5.20)
14 May 1944 - Gardening (5.15)
21 May 1944 - Gardening (5.45)
31 May 1944 - Boulogne (55 minutes, duty not carried out)
2 June 1944 - Gardening (4.40)
14 June 1944 - St. Pol (4.10)
15 June 1944 - Boulogne (4.10, daylight)
16 June 1944 - Duisburg (5.05)
21 June 1944 - St. Martin (4.15, daylight)
23 June 1944 - Bientiques (4.00)
27 June 1944 - Ardouville (4.25)
4 July 1944 - Villeneuve (6.30)

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ROGERS, P/O Harold Wilson (J88217) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 1924 in Riverside, New Brunswick; home in Colchester, New Brunswick (fitter). Trained at No.3 BGS. Commissioned July 1944. Postwar service in RCAF (27411). Died in Colchester, Nova Scotia, 8 January 2016. 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 22 December 1944 when he had flown 34 sorties, 8 Sept 43 (Boulogne, in a Wellington, likely with an OTU) to 4 November 1944. However, citation seems to start sortie count from 28 December 1943 (Berlin).

On this officer's first sortie (Berlin) on 28th December 1943, his aircraft was attacked by an enemy aircraft, but due to his skilful instructions to the pilot this enemy aircraft was successfully evaded. Again, when gardening in the Baltic on 23rd April 1944, his aircraft was attacked by a single engine enemy aircraft, and again he was successful in outmaneuvering the enemy aircraft. On a third occasion, i.e. when detailed to attack Versailles on the night of 10th June, 1944, his aircraft was once again attacked by enemy aircraft, but in this case, also, his

cool and skilful instructions resulted in his aircraft outmaneuvering the enemy aircraft.

This officer, towards the end of his tour, flew with several skippers and each has remarked upon his exceptional skill and coolness on operations.

This gunner has completed 34 sorties, some of which have been Berlin (2), Stettin (2), Bremen, Stuttgart, Dusseldorf, Bochum, and Bottrop.

I consider the unswerving devotion to duty and courage shown by this officer fully merits the immediate award of the Distinguished Flying Cross.

The sortie list was as follows; those 19 December 1943 to 23 April 1944 on Halifaxes; others are in Lancaster X:

8 September 1943 - Boulogne (6.05, only trip in a Wellington)

29 December 1943 - Berlin (7.55)

15 February 1944 - Berlin (7.40)

13 March 1944 - Le Mans (6.15)

16 March 1944 - Amiens (6.40)

23 April 1944 - Gardening, Baltic (7.05)

27 April 1944 - Montzen (4.10)

27 May 1944 - Bourg Leopold (4.35)

31 May 1944 - Mont Couple (3.35)

10 June 1944 - Versailles (5.45)

12 June 1944 - Cambrai (5.10)

14 June 1944 - St. Pol (3.55)

15 June 1944 - Boulogne (4.10)

9 July 1944 - Mont Condon (5.05)

12 July 1944 - Thiverny (4.55)

15 July 1944 - Bois de Jardin (4.30)

18 July 1944 - Wesseling (5.35)

20 July 1944 - Le Hey (3.55)

3 August 1944 - Bois de Casson (5.25)

4 August 1944 - Bois de Casson (5.40)

5 August 1944 - St. Leu d'Esserent (5.40)

7 August 1944 - Caen (4.30)

9 August 1944 - Acquet (4.20)

16 August 1944 - Stettin (8.45)

18 August 1944 - Bremen (6.20)

28 August 1944 - Minoyecques (3.35)
29 August 1944 - Stettin (9.30)
17 September 1944 - Boulogne (3.45)
27 September 1944 - Bottrop (6.10)
4 October 1944 - Bergen (5.50)
19 October 1944 - Stuttgart (6.45)
1 November 1944 - Oberhausen (6.30)
2 November 1944 - Dusseldorf (6.35)
4 November 1944 - Bochum (5.45)

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ROGERS, P/O Paul Amos (J15115) - **Mention in Despatches** - No.404 Squadron - Award effective 9 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born 18 October 1919 in Fielding, New Brunswick. Mill hand, carpenter and surveyor's assistant before the war. Enlisted in Moncton, New Brunswick, 5 June 1940. Attended No.1 Manning Depot, Toronto, 6 June to 24 June 1940. To No.1 ITS, Toronto, 24 June 1940; graduated and promoted LAC, 19 July 1940 when posted elsewhere temporarily. To No.2 AOS, Edmonton, 31 July 1940; to No.2 BGS, Mossbank, 27 October 1940; graduated and promoted Sergeant, 9 December 1940; posted that date to No.1 ANS, Rivers. To Embarkation Depot, 27 January 1941. To RAF Embarkation Pool, 8 February 1941; taken on strength of United Kingdom, 2 March 1941. To No.4 (C) OTU, 10 March 1941. To No.240 Squadron, Lough Erne, 12 May 1941; to No.407 Squadron, 28 May 1941; to No.404 Squadron, 6 June 1941. Attached to Station Wick, 24-28 December 1941. Commissioned 29 December 1941. Posted to No.224 Squadron, 30 April 1942 for flying duties. To No.31 OTU, Nova Scotia, 26 May 1942. Killed in flying accident, Picton, 11 August 1942 (Hudson BW401); killed were P/O J.A. Bursill (RAAF), pilot, Sergeant A.W. Cooke, P/O J.K. Hodson, P/O P.A. Rogers, and Sergeant H.J. Vincent. Aircraft on night navigation exercise, struck a hill. No citation. Reported to have flown 40 hours on Catalinas, 60 hours on Blenheims, including a sortie to 65 degrees 10 minutes North, 7 degrees East, returning on one engine.

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ROGERS, FS Robert Roy Lorat (Can 22071A) - **British Empire Medal** - No.9 Bombing and Gunnery School - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Fredericton, New Brunswick, 16 March 1913. Enlisted in Saint John, New Brunswick, 16 September 1939 as Airframe Mechanic. To No.118 (Coastal Artillery Cooperation) Squadron, 30 October 1939. Promoted LAC, 3 June 1940. To No.1 Coastal Artillery Cooperation Squadron, 27 September 1940. Promoted Corporal, 1 November 1940.

Promoted Sergeant, 23 April 1941. To No.9 BGS, 24 November 1941. Promoted Flight Sergeant, 1 July 1942. To Lachine, 24 April 1944. To Halifax, 26 April 1945. To United Kingdom, 18 May 1945. Repatriated 21 January 1946. Released 9 April 1946.

During the three years he has been on the strength of this unit, Flight Sergeant Rogers has shown fine qualities of leadership and exceptional ability in his trade as an air frame mechanic. He has constantly and regularly worked long hours on duty far beyond the requirements of his ordinary work. Due to his organizing ability, untiring efforts and keen sense of devotion to duty, he has made a worthwhile contribution to the high standard of maintenance and aircraft serviceability that this unit presently enjoys.

* * * * *

ROGERS, Corporal Stanley Ewell (R85945) - **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 26 March 1922. Enlisted in Toronto, 27 December 1940 as Wireless Operator/Air Gunner and posted to No.1 Manning Depot. To No.1A Manning Depot, 14 January 1941; to No.1 Equipment Depot, 31 January 1941; to No.3 ITS, 21 April 1941; graduated and promoted LAC, 28 May 1941 when posted to No.4 EFTS. Ceased training and posted to Trenton, 13 July 1941. Reclassified as Aero Engine Mechanic, 28 July 1941, reverting to AC2. To Technical Training School, 2 August 1941; graduated and promoted LAC, date uncertain. To "Y" Depot, 2 January 1942; to RAF overseas, 7 January 1942; arrived in England 21 January 1942. Promoted Corporal, 15 October 1942. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To No.1 SFTS, 27 June 1945. To No.4 Release Centre, 19 August 1945. Retired 20 August 1945, apparently to live in Lindsay, Ontario. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 31 July 1944 to No.6 Group Headquarters. NOTE: recommendation incorrectly gives name as "Rodgers".

This aero-engine mechanic is far above average as a crew leader. He and his crew have changed power plants on Halifax aircraft in record time, and on more than one occasion have been largely responsible for "another aircraft" going on operations.

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ROHER, LAC Max (R182394) - **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. Born 17 December 1913. Enlisted in Toronto, 1 August 1942 as "Tradesman" and posted to No.1 Manning Depot. To Mountain View, 16 October 1942.

Reclassified as Armourer (Bombs), 17 October 1942. To No.4 BGS, 20 November 1942. Promoted AC1, 25 November 1942. To "Y" Depot, 11 January 1943. To RAF overseas, 2 February 1943. Promoted LAC, 1 April 1943. Repatriated 18 June 1945. To "K Detachment" (Yarmouth ?), 19 June 1945. Discharged 2 September 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation submitted 2 February 1945 confirming he had enlisted 1 August 1942, spent five months in Canada before going overseas and was an Armourer (Bombs).

This airman is employed in the Armament Daily Servicing Section of this station. He has served with the RCAF in England for two years.

During the past ten months much exacting work has been required of this station due to operations. On numerous occasions this airman has forgone food, rest and shelter in order that the job at hand could be successfully completed. He has at all times displayed a strong sense of duty and his splendid record has inspired those working with him.

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ROHMER, F/O Richard Heath (J24120) - **Distinguished Flying Cross** - No.430 Squadron - Award effective 6 February 1945 as per **London Gazette** dated 13 February 1945 and AFRO 508/45 dated 23 March 1945. Born 24 January 1924 in Hamilton, Ontario; home in Ohio (airframe mechanic). Educated Assumption College, University of Western Ontario B.A. 1948; Osgoode Hall, Toronto, LLB. Enlisted in London, Ontario, 24 January 1942 and posted to No.1 Manning Depot. To Trenton, 25 February 1942. To No.1 ITS, 23 May 1942; graduated and promoted LAC, 17 July 1942 but not posted to No.7 EFTS until 15 August 1942; to No.14 SFTS, 24 October 1942; graduated and commissioned, 5 March 1943. To "Y" Depot, 19 March 1943. To RAF overseas, 26 March 1943. Promoted Flying Officer, 5 September 1943. Promoted Flight Lieutenant, 5 March 1945. Repatriated 23 July 1945. To No.4 Release Centre, 1 September 1945. Retired 7 September 1945. Married Mary, daughters Catherine and Ann. Associate Rohmer and Fenn Barristers, Toronto. Served in RCAF Reserve (90290) and flew Vampire jets. Commanded both No.400 (City of Toronto) and No.411 (City of York) Squadrons, 1952-1953. Retired 1953 with rank of Wing Commander. Honorary Lieutenant-Colonel and Colonel of No.411 Squadron to 1971. Appointed Brigadier-General and Senior Air Reserve Advisor in 1975. Promoted to Major-General and appointed Chief of Reserves 1979 to 1981. LL.D., University of Windsor 1975; Commander, Order of Military Merit, 1979; Officer, Order of Leopold (Belgium), 1989; Officer, Order of Canada, 1990; Knight of Grace, Order of St. John, 1993; Member, Order of Ontario, 1997. A prolific author of fiction and non-fiction from 1970 to 1997 with over 23 books published.. Living in Toronto in 2002. Photo PL-35523 shows him.

Since the invasion of Normandy, Flying Officer Rohmer has operated with outstanding success as a tactical reconnaissance pilot. He has been responsible for collecting much information which has proved of great value to the Army. This officer has at all times shown pronounced enthusiasm for this type of operation and has consistently completed the most difficult and hazardous assignments, regardless of anti-aircraft fire and enemy fighters. His courage and devotion to duty have been outstanding at all times.

NOTE: Public Records Office Air 2/9048 has recommendation dated 29 September 1944 when he had flown 98 sorties (123 hours 15 minutes).

Prior to D Day this officer had flown only twelve operational sorties, but produced good work. Since the invasion his results as a Tactical reconnaissance pilot have been very outstanding and have been responsible for locating, almost daily, both positive and negative information of great value to the Army. His success is partly due to good map reading, keen eyesight, a retentive memory, and ability to express clearly and concisely his observations.

At all times he has shown pronounced enthusiasm for tactical reconnaissance missions and has consistently carried out the most difficult assignments regardless of the presence of enemy aircraft and enemy flak. As a tactical reconnaissance section leader he has produced unusually good results and has set a high standard for other pilots to follow.

His Commanding Officer, Squadron Leader F.H. Chesters, adds:

This pilot has flown on more missions since D Day than any other pilot in the squadron. Over 80 percent of these missions have been tactical reconnaissance from which he has produced outstanding results. In his keenness to complete all tasks he has at all times continued the operation without regard for the intensity of flak from heavily defended enemy positions. Results obtained from these tasks have always been unusually accurate and complete.

The recommendation (with Robb's) appears to have been pigeon-holed, as W/C R.C.A. Waddell (Officer Commanding No.39 Wing) does not clear it until 23 December 1944 when he writes:

This officer by his unparalleled high standard in reconnaissance work has set an example for all who served with him. His skill as a pilot, accuracy in reporting and coolness in the face of the enemy was a source of great inspiration both the Army units with whom he was in contact as well as his fellow officers. Although never in a position to destroy enemy aircraft he consistently carried his task to

completion irrespective of enemy opposition. On the completion of an outstanding operational tour I strongly recommend this officer for the Distinguished Flying Cross.

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ROLFE, F/O Victor (J10676) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1338/43 dated 16 July 1943 - Born 27 February 1915 in Hadleigh, Essex; home in Windsor, Ontario (auto worker). Enlisted in Windsor, 15 February 1941. To No.1 Manning Depot, 16 February 1941. To "P", 23 March 1941. To No.3 ITS, 15 May 1941; graduated and promoted LAC, 1 July 1941 when posted to No.14 EFTS; ceased training and posted to Trenton, 1 August 1941; to No.4 AOS, 28 September 1941; to No.4 BGS, 3 January 1942; promoted Sergeant, 14 February 1942 and posted to No.2 ANS; graduated and commissioned, 16 March 1942. To No.31 GRS, 10 April 1942. To RAF overseas, 14 June 1942. Promoted Flying Officer, 1 October 1942. Reported to No.426 Squadron from No.22 OTU, 28 October 1942 on formation. Navigator to Sergeant J.J.McGavock's crew. Promoted Flight Lieutenant, 10 August 1943. Repatriation date uncertain. Retained rank of Flight Lieutenant in postwar RCAF as of 1 October 1946 (20013); promoted Squadron Leader, 14 June 1951; promoted Wing Commander, date uncertain. Other postings and release uncertain. RCAF photos PL-26886 (ex UK-8276) and PL-26887 (ex UK-8277), both dated 26 February 1944 shows him checking a map; caption says he had been on Wellingtons since June 1942 and had taken part in attacks on Hamburg, Essen, Dusseldorf, Cologne and many other targets. RCAF photo PL-42902 (ex UK-19869 dated 30 March 1945) taken on his second tour with No.424 Squadron, captioned as follows: "The City of Hamilton Tiger Squadron of the RCAF Bomber Group now boasts its official newspaper, which is published every two weeks. It is known as the 'Tiger Rag' and contains news of various sections in the squadron. At the right reading the latest edition of the mimeographed newspaper is F/O F.I. Manning of Reston, Manitoba, managing editor of the paper. A navigator with the squadron, F/O Manning was connected with his father's business before he joined up, being his assistant in publishing the Reston Recorder, a weekly newspaper. At the left is F/O Victor Rolfe, DFC, Windsor, Ontario, also a navigator. A suggested crest for the squadron is shown in the background."

Not only in flying duties, but also on the ground, Flying Officer Rolfe has displayed great energy and initiative. He has, on various occasions, acted as squadron navigation officer when his extremely able navigation has been a material factor in the successes achieved. This officer's quiet determination and efficiency have set a magnificent example to all, while his conduct invariably has been worthy of the highest praise. Flying Officer Rolfe has participated in many mine-laying operations.

NOTE: Public Record Office Air 2/8955 has recommendation by W/C L. Crooks, 22 April 1943 when he had flown 22 sorties (127 hours). Sortie list the same as for McGavock. Text of submission read:

The extremely able navigation displayed by this officer has, on many occasions, enabled his pilot to bomb the target area within the very narrow time limits allowed. He has, on various occasions, acted as Squadron Navigation Officer and has assisted in the training of many new crews. His quiet determination and efficiency have been an outstanding example to the squadron, and are I think, worthy of recognition. I recommend the award of the Distinguished Flying Cross.

Group Captain J.L. Plant, Officer Commanding, Station Dishforth, added his comments the same day:

Not only in flying duties, but also on the ground, Flying Officer Rolfe has displayed great energy and initiative. He has an excellent record of operational success which in my opinion is worthy of recognition.

ROLFE, F/L Victor, DFC (J10676) - **Bar to Distinguished Flying Cross** - No.424 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945.

This officer is now on his second tour of operational duty. Since being awarded the Distinguished Flying Cross he has continued to display ability and accuracy of the highest degree. On one occasion, one engine of his aircraft became unserviceable early on the outward flight but due to the navigational skill of Flight Lieutenant Rolfe, the crew were able to complete the mission successfully. By his fine example of courage and devotion to duty, together with his excellent qualities as a leader, he has been an inspiration to all.

DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 17 April 1945 when he had flown 40 sorties (244 hours, of which 95 hours 30 minutes had been since previous award). Sortie list and submission as follows:

First Tour

21 January 1943 - Juist (4.45)
26 January 1943 - Lorient (5.55)
6 February 1943 - Schiermonnikoog (4.40)

7 February 1943 - Lorient (6.50)
12 February 1943 - Spiekeroog (5.45)
13 February 1943 - Lorient (7.15)
16 February 1943 - Lorient (7.25)
19 February 1943 - Wilhelmshaven (3.30)
20 February 1943 - Frisians (4.30)
24 February 1943 - Wilhelmshaven (5.30)
26 February 1943 - Cologne (6.00)
28 February 1943 - St. Nazaire (6.15)
3 March 1943 - Hamburg (6.35)
5 March 1943 - Essen (5.45)
8 March 1943 - Gardening Frisians (4.30)
23 March 1943 - Gardening Frisians (4.15)
26 March 1943 - Duisburg (4.35)
28 March 1943 - St. Nazaire (6.15)
29 March 1943 - Bochum (5.30)
10 April 1943 - Frankfurt (6.50)
14 April 1943 - Stuttgart (7.55)
16 April 1943 - Mannheim (7.05)
26 April 1943 - Duisburg (4.55)
27 April 1943 - Gardening, Brest (6.15)
4 May 1943 - Dortmund (5.25)
27 May 1943 - Essen (5.20)

Second Tour

18 December 1944 - Duisburg (6.20)
26 December 1944 - St. Vith (6.55)
28 December 1944 - Opladen (6.05)
29 December 1944 - Oberlar (7.00)
30 December 1944 - Cologne (6.55)
2 January 1945 - Ludwigshaven (7.45)
1 February 1945 - Ludwigshaven (7.35)
14 February 1945 - Gardening (7.25, early return)
20 February 1945 - Dortmund (6.35)
27 February 1945 - Mainz (7.10)
1 March 1945 - Mannheim (7.10)
2 March 1945 - Cologne (6.00)
11 March 1945 - Essen (5.55)
12 March 1945 - Dortmund (6.40)

Since being awarded the Distinguished Flying Cross, this officer (now on his second tour) has completed many sorties, including mine-laying operations, requiring the highest degree of accuracy. His timing and track-keeping have been exceptional and all times and he has proven himself to be a Navigator of outstanding ability. On one occasion his aircraft lost an engine over base before setting course but, due to the navigational skill of Flight Lieutenant Rolfe, the crew were able to reach the target and bomb exactly on time. By his example, plus his intensive knowledge of navigation and qualities of leadership, Flight Lieutenant Rolfe is responsible for the high standard maintained by the section of which he is the leader. His cheerfulness and devotion to duty are an inspiration to all. His enviable record amply warrants the non-immediate award of a Bar to his Distinguished Flying Cross.

Note: At No.1664 Conversion Unit, his crew consisted of J17061 F/L C.P. Lundeen, DFM (later DFC), J10676 F/L V. Rolfe (navigator), J19176 F/O W.E.C. Morris (air bomber, awarded DFC with No.415 Squadron), J10871 F/L G.T Cousins (WOP/AG, later DFC), R141991 Sergeant C. Belua (flight engineer), J85973 P/O R.J. Milne (mid-upper gunner) and J17003 F.C. Cooper (air gunner). Overall described as follows - "An above average captain and crew. Showed considerable enthusiasm. Nav team is very good."

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ROLLO, P/O Kenneth Park (J87027) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 2 January 1916 in Saskatoon; home in Vancouver. Enlisted in Vancouver, 23 January 1941 as Equipment Assistant and posted to No.1 Manning Depot. To No.5 Equipment Depot, 17 March 1941. To Technical Training School, 24 April 1941. Promoted AC1, 6 June 1941 and posted that date to No.2 Equipment Depot. Promoted LAC, 1 October 1941. To Calgary, 15 September 1941. Remustered to aircrew and posted to No.4 ITS, 20 June 1942; to No.2 AOS, 29 August 1942; graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 2 January 1943. To RAF overseas, 25 January 1943. Commissioned 2 June 1944. Promoted Flying Officer, 2 December 1944. Repatriated 27 November 1944. To No.1 Air Command, 15 January 1945. Reverted to Flight Sergeant, 1 October 1946 and classified as Equipment Assustant (22239). Further details uncertain. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3456 (RG.24 Vol.20639) has recommendation dated 18 August 1944 when he had flown 36 sorties (171 hours), 25 March to 9 August 1944.

Pilot Officer Rollo as navigator in Pilot Officer Sled's crew has throughout his tour of operations displayed exceptional coolness and tenacity of purpose. His skill as a navigator and ability to make instant decisions in emergency enable him on every occasion to direct his aircraft safely to the target. His skill, coupled with his complete disdain for all enemy defences, enabled this gallant crew to complete their many successful sorties.

For his exceptional qualities of leadership and fine record of achievement, Pilot Officer Rollo is strongly recommended for the award of the Distinguished Flying Cross.

The sortie list was as follows:

25 March 1944 - Aulnoye (5.50)
26 March 1944 - Essen (5.05)
30 March 1944 - Nuremberg (7.45)
9 April 1944 - Villeneuve St. George (5.45)
10 April 1944 - Ghent (4.00)
30 April 1944 - Somain (4.35)
1 May 1944 - St. Ghislain (4.10)
7 May 1944 - St. Valery (4.30)
8 May 1944 - Haine St. Pierre (4.15)
9 May 1944 - Calais (3.10)
12 May 1944 - Louvain (4.30)
19 May 1944 - Merville Franceville (4.30)
22 May 1944 - Le Mans (4.35)
27 May 1944 - Bourg Leopold (4.50)
31 May 1944 - Querqueville (4.10)
2 June 1944 - Neufchatel (4.15)
6 June 1944 - Coutances (5.50)
7 June 1944 - Acheres (4.25)
9 June 1944 - Le Mans (5.25)
21 June 1944 - St. Martin (4.40)
24 June 1944 - Bamieres (4.10)
27 June 1944 - Foret d'Eauvy (3.45)
1 July 1944 - Biennais (4.25)
4 July 1944 - Biennais (3.35)
5 July 1944 - Biennais (3.20)
7 July 1944 - Caen (4.45)
18 July 1944 - Wesseling (5.40)

25 July 1944 - Stuttgart (8.25)
28 July 1944 - Hamburg (5.45)
29 July 1944 - Amye sur Seulles (4.10)
3 August 1944 - Foret de Nieppe (4.05)
4 August 1944 - Bons de Cassan (4.25)
5 August 1944 - St. Lieu 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 (3.55)

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ROLLS, F/L Wallace Etherington (J17219) - **Distinguished Flying Cross** - No.436 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 155/46 dated 15 February 1946. Born 9 January 1914 in Vancouver; home in Hedley, British Columbia (clerk, stenographer). Moved to Toronto for other work and enlisted there, 24 October 1940 and posted to No.2 Manning Depot, Brandon. To No.34 SFTS, Medicine Hat, 28 November 1940 as guard. To No.2 ITS, Regina, 4 January 1941; graduated and promoted LAC, 8 February 1941 when posted to No.6 EFTS, Prince Albert; to No.2 Manning Depot, Brandon, 31 March 1941; to No.7 SFTS, Macleod, Alberta, 11 April 1941. Ceased training, 9 May 1941 when posted to No.2 Manning Depot; to No.3 AOS, Regina, 24 June 1941; to No.2 BGS, Mossbank, 16 September 1941. Graduated and promoted Sergeant, 27 October 1941; posted next day to No.1 ANS, Rivers. To "Y" Depot, 25 November 1941; to RAF overseas, 7 January 1942. To No.3 School of General Reconnaissance, 31 January 1942. To No.1 (Coastal) OTU, 10 March 1942.. To No.500 Squadron, 29 April 1942. Commissioned 9 December 1942. To No.1 (Coastal) OTU, 6 May 1943. Promoted Flying Officer, 9 June 1943. To No.105 OTU, 11 June 1943. To RCAF Overseas Headquarters, 30 November 1943. Disembarked in Canada on special leave, 8 December 1943. Embarked from Canada again, 21 January 1944, disembarking in Britain, 30 January 1944. To No.415 Squadron, 11 February 1944. To No.5 Personnel Despatch Centre, 9 August 1944. To No.229 Group, 22 August 1944. To No.436 Squadron, 9 December 1944; promoted Flight Lieutenant that date. To Repatriation Depot, 8 April 1945. To Trenton, 17 April 1945. Retired 1 June 1945. Died in Victoria, British Columbia, 7 October 1979 as per British Columbia Vital Statistics. RCAF photo PL-60258 (ex UK-19151 dated 28 February 1945) is captioned as follows - "Aircrews are making four and even five sorties a day. To speed up their work of getting supplies in the the XIVth Army and the RAF forward squadrons, which need thousands of gallons of petrol and ammo a day, the aircrews voted to eat dry rations between trips instead of using up time on cooked meals. Here are some of them grabbing some kharna (dinner) of American K rations before going off again over the mountains to Burma. Left to right are F/O W.E. Rolls, observer (Toronto), F/O Bill Sims (Toronto), Flight Sergeant Oliver England (Chritchurch, New Zealand, one of the few non-Canadians in the squadron), F/O G.

Anderson, pilot (Mount Forest, Ontario) and F/O Michael Melnyk, wireless operator (Yellow Creek, Saskatchewan).

Flight Lieutenant Rolls completed his first operational tour with Coastal Command. He commenced his second tour with the same command and took part in many successful anti-shipping missions off the Dutch coast and over the North Sea. His coolness and courage on air operations, often in the face of intense anti-aircraft fire, have been of great value to his crew. On one occasion the bomb sight in his aircraft became unserviceable during the run up to the target. With great skill this officer operated the sight manually and scored a hit on an enemy merchant ship. He has also played an important part in operations in support of the 14th Army in Burma.

Notes: With No.500 Squadron, Maison Blanche, Algeria, injured when Hudson AM752, ran off runway, 22 February 1943 while moving it to Helipolis for major inspection; ran into a ditch. Aircraft burned and he sustained second-degree burns to face and right wrist. "Runway too short for effective braking from take-off." Pilot was F/O J.B. Fitzgerald (403649, RAF).

Form dated 20 March 1945 at Warrington, giving overseas flying as follows: Botha (10.20), Hudson (635.20), Wellington I (4.20), Wellington III (172.25) and Dakota (244.50). In describing his career he stated he had depth-charged a U-Boat on surface, diving, 7 December 1942, attacked a He.111 in the Mediterranean on 14 December 1942 (no results observed) and attacked German convoys about 10 April 1944, 8 May 1944 and 21 June 1944.

Applying for Operational Wing, 11 July 1945 he stated that his first tour was with No.500 Squadron (513 hours), second with No.415 Squadron (300 hours) and in China/Burma theatre he had flown 243 hours (53 of them operational.).

In a letter dated 7 May 1946, writing RCAF Record Office, Ottawa, he further described his overseas service as follows:

2 February to 7 March 1942 - No.3 School of General Reconnaissance, Squires Gate - training.

8 March to 30 April 1942 - No.1 (Coastal) ITU, Sillloth - training.

5 May to 4 August 1942 - No.500 Squadron, Stornaway and Hebrides - anti-submarine, 20 sorties.

4-9 August 1942 - No.500 Squadron, Reykjavik, two sorties

10-29 August 1942 - No.500 Squadron, Stornaway, two sorties

30 August to 23 September 1942 - No.500 Squadron, St.Eval, nine sorties (Atlantic and Biscay)

23 September to 4 November 1942 - No.500 Squadron, Gosport, in transit.

5-19 November 1942 - No.500 Squadron, Gibraltar, convoy escort and anti-submarine, eleven sorties.

19 November 1942 to 6 April 1943 - No.500 Squadron, Blida, anti-submarine, 43 sorties (total of 87 sorties on first tour).

20 April to 31 May 1943 -No.6 OTU, Thornaby instructing.

1 June to 1 December 1943 - No.3 (Transport) OTU, Bramouth.

1 February to 24 July 1944 - No.415 Squadron, Bircham Newton, anti-shipping, 21 sorties.

25-31 July 1944 - No.524 Squadron - one shipping patrol off Dutch coast.

1 September to 13 October 1944 - in transit to India.

13-30 October 1944 - No.436 Squadron, Gyrat, training.

30 October to 9 December 1944 - Tactical Support Training Unit, Chaklala.

9 December 1944 to 11 January 1945 - No.436 Squadron, Guyrat - two sorties

11 January to 6 February 1945 - No.436 Squadron, operations, 20 sorties.

6-23 February 1945 - flying back to England.

A more detailed application for Operational Wings listed the following:

First Tour, No.500 Squadron

11 May 1942 - anti-submarine patrol, Western Approaches (5.35)

12 May 1942 - anti-sub sweep, Western Approaches (4.45)

19 May 1942 - anti-sub sweep, Western Approaches (5.40)

21 May 1942 - anti-sub sweep, Western Approaches (5.40)

23 May 1942 - anti-sub, Long Slip "G", Western Approaches (6.40)

26 May 1942 - anti-sub sweep, Western Approaches (6.00)
30 May 1942 - anti-sub sweep, Western Approaches (5.35)
6 June 1942 - Cross Over pattrol, Long Slip 4, Western Approaches (5.05)
13 June 1942 - escort, naval force, U.S.A. Western Approaches (7.20)
14 June 1942 - anti-sub sweep, Western Approaches (5.50)
16 June 1942 - anti-sub sweep, Western Approaches (5.35)
20 June 1942 - anti-sub sweep, Western Approaches (5.10)
24 June 1942 - anti-sub sweep, Western Approaches (5.55)
21 July 1942 - anti-sub sweep, Western Approaches (6.15)
22 July 1942 - convoy escort and anti-sub sweep Western Approaches (5.45)
26 July 1942 - escort naval force "F", Western Approaches (7.00)
28 July 1942 - convoy escort, anti-sub sweep, Western Approaches (7.00)
30 July 1942 - convoy escort, anti-sub sweep, Western Approaches (6.45)
4 August 1942 - anti-submarine sweep to Iceland, Western Approaches (5.00)
9 August 1942 - anti-sub sweep from Iceland, Western Approaches (5.45 - sortie in a Whitley !)
23 August 1942 - anti-sub sweep, Western Approaches (5.20)
28 August 1942 - Flora No.10, convoy escort, Western Approaches (6.45)
4 September 1942 - anti-sub patrol, BP.29, Atlantic and Biscay (6.30)
5 September 1942 - anti-sub patrol, BP.23, Atlantic and Biscay (7.45)
7 September 1942 - anti-sub patrol, BP.26, Atlantic and Biscay (6.40)
10 September 1942 - fishery patrol, suspect tunymen, Biscay and French coast (5.35)
11 September 1942 - fishery patrol, Biscay and French coast (5.45)
15 September 1942 - anti-sub patrol, Biscay (6.10)
17 September 1942 - anti-sub patrol, Biscay (6.15)
19 September 1942 - anti-sub patrol, BP.13, Biscay (6.05)
21 September 1942 - anti-sub patrol, BP.21, Biscay (6.35)
5 November 1942 - transit to Gibraltar (8.20)
7 November 1942 - anti-sub, west of Gibraltar (6.45)
8 November 1942 - Mediterranean, invasion of North Africa, Oran (6.05)
10 November 1942 - Mediterranean, invasion of North Africa, Oran (6.55)
11 November 1942 - anti-sub sweep, Atlantic, west of Gibraltar (6.35)
12 November 1942 - Mediterranean, anti-sub sweep, Oran-Algiers (6.45)
13 November 1942 - anti-sub patrol, Atlantic, west of Gibraltar (6.50)
15 November 1942 - anti-sub sweep, Mediterranean (7.00)
17 November 1942 - anti-sub sweep, Mediterranean (6.20)
18 November 1942 - anti-sub sweep, Atlantic, Gibraltar to Casa Blanca (4.05)
19 November 1942 - in transit to Blida (3.45)
22 November 1942 - anti-sub sweep, Mediterranean (6.30)
24 November 1942 - antti-sub and convoy escort, Mediterranean (6.20)
29 November 1942 - anti-sub sweep, Mediterranean (6.30)

1 December 1942 - anti-sub and convoy escort, Mediterranean (6.20)
3 December 1942 - anti-sub and convoy escort, Mediterranean (2.35)
5 December 1942 - anti-sub patrol, Mediterranean (6.10)
7 December 1942 - anti-sub patrol, Mediterranean (6.20, attacked U-Boat)
12 December 1942 - anti-sub patrol, Mediterranean (6.10)
14 December 1942 - anti-sub patrol, Mediterranean (6.15, attacked Heinkel 111)
17 December 1942 - anti-sub and convoy escort, Mediterranean (6.05)
22 December 1942 - anti-sub and convoy escort, Mediterranean (6.45)
26 December 1942 - anti-sub patrol (35 minutes, engine trouble, returned to base)
26 December 1942 - anti-sub sweep, Mediterranean (6.10)
28 December 1942 - anti-sub sweep and convoy escort, Mediterranean (5.20)
1 January 1943 - anti-sub sweep, Mediterranean (6.10)
4 January 1943 - anti-sub sweep, Mediterranean (6.25)
7 January 1943 - anti-sub sweep and naval escort, Mediterranean (5.30)
9 January 1943 - anti-sub sweep, Mediterranean (6.35)
11 January 1943 - anti-sub sweep, Mediterranean (7.00)
13 January 1943 - anti-sub sweep, Mediterranean (4.35)
15 January 1943 - anti-sub sweep, Mediterranean (6.15)
17 January 1943 - anti-sub and escort to naval force, Mediterranean (6.45)
19 January 1943 - anti-sub sweep, Mediterranean (5.45)
21 January 1943 - anti-sub sweep, Mediterranean (6.20)
24 January 1943 - anti-sub sweep, Mediterranean (6.25)
27 January 1943 - anti-sub sweep, Mediterranean (6.20)
31 January 1943 - anti-sub sweep, Mediterranean (6.20)
3 February 1943 - anti-sub escort to convoy, Mediterranean (6.50)
5 February 1943 - anti-sub sweep, Mediterranean (5.40)
7 February 1943 - anti-sub sweep, Mediterranean (6.20)
9 February 1943 - anti-sub sweep, Mediterranean (6.25)
11 February 1943 - anti-sub sweep, Mediterranean (6.00)
13 February 1943 - anti-sub sweep, Mediterranean (6.35)
15 February 1943 - anti-sub sweep, Mediterranean (6.05)
13 March 1943 - anti-sub sweep, Mediterranean (5.45)
19 March 1943 - anti-sub sweep, Mediterranean (6.35)
22 March 1943 - special duties, Mediterranean (4.00)
23 March 1943 - anti-sub, convoy protection, Mediterranean (1.45)
31 March 1943 - anti-sub sweep, Mediterranean (6.20)
2 April 1943 - anti-sub sweep, Mediterranean (6.00)
3 April 1943 - special duties to battle front, Mediterranean (9.30)
5 April 1943 - transit, anti-sub sweep, Mediterranean (3.25)
6 April 1943 - transit, anti-sub sweep, Atlantic and Biscay (10.50)

Second Tour, No.415 Squadron (Wellingtons)

15 March 1944 - anti-E-boat patrol, English Channel (8.40)
19 March 1944 - anti-E-boat patrol, English Channel (8.35)
21 March 1944 - anti-E-boat patrol, English Channel (8.20)
23 March 1944 - anti-E-boat patrol, English Channel (4.30)
26 March 1944 - anti-E-boat patrol, English Channel (8.10)
7 April 1944 - anti-E-boat patrol, English Channel (7.35)
10 April 1944 - shipping strike, Dutch coast (3.15)
13 April 1944 - anti-E-boat patrol, English Channel (2.45)
25 April 1944 - anti-E-boat patrol, English Channel (7.05)
27 April 1944 - anti-E-boat patrol, English Channel (7.20)
30 April 1944 - anti-E-boat patrol, English Channel (8.45)
8 May 1944 - shipping strike Northeast of Borkum, German coast (4.05)
14 May 1944 - cross over patrol, French coast (8.45)
24 May 1944 - anti-E-boat patrol, English Channel (6.30)
31 May 1944 - anti-E-boat patrol off Cherbourg (7.00)
17 June 1944 - armed recce, Dutch coast (3.00)
23 June 1944 - armed recce, French-Dutch coast (3.55, bombed enemy ships)
27 June 1944 - anti-E-boat cross over patrol, near Cherbourg (5.45)
7 July 1944 - armed recce, Dutch coast (4.25)
10 July 1944 - anti-E-boat patrol (5.40)
19 July 1944 - armed recce, Dutch coast (3.00, bombed convoy)
25-26 July 1944 with No.524 Squadron, recce, German naval forces (4.05)

Third Tour, No.436 Squadron (Dakotas)

20 December 1944 - Manipur, north of Burma - moving fighter unit to front (3.50)
11 January 1945 - Manipur, north of Burma - freight and passengers (4.00)
14 January 1945 - Manipur, north of Burma - freight and passengers (2.00)
16 January 1945 - Burma - supplying XIV Army on landing strips by parachute drop (2.15)
16 January 1945 - ditto (2.15)
16 January 1945 - ditto (2.35)
18 January 1945 - ditto (2.40)
18 January 1945 - ditto (2.25)
18 January 1945 - ditto (1.45)
21 January 1945 - ditto (2.25)
21 January 1945 - ditto (2.50)
21 January 1945 - ditto (2.45)

23 January 1945 - ditto (2.35)
23 January 1945 - ditto (1.45)
23 January 1945 - ditto (2.50)
25 January 1945 - ditto (2.45)
25 January 1945 - ditto (2.45)
25 January 1945 - ditto (2.25)
27 January 1945 - ditto (2.50)
27 January 1945 - ditto (2.35)
27 January 1945 - ditto (2.40)

Screened by South-East Asia Command following three years overseas service.

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ROMANCHUK, FS (now P/O) Thomas (R212937 and J94107) - **Distinguished Flying Medal** - No.408 Squadron - Award effective 18 May 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 11 March 1924 in Oshawa; home there. Enlisted in Toronto, 16 December 1942. Granted Leave Without Pay until posted to No.1 Manning Depot, 13 May 1943. To No.23 Pre-Aircrew Education Detachment, 9 August 1943; to No.1 SFTS, 14 September 1943; to No.10 BGS, 15 October 1943; promoted LAC, 29 November 1943. Graduated and promoted Sergeant, 14 January 1944. To No.3 Aircrew Graduate Training School, 30 January 1944. To "Y" Depot, Lachine, 24 February 1944. Taken on strength of No.3 PRC, Bournemouth, 30 March 1944. Commissioned 6 February 1945. Repatriated 8 June 1945. To No.4 Release Centre, 20 June 1945. Released 24 September 1945. Postwar employee of Canada Post. Died in Oshawa, 10 February 2006. Cited with FS Daniel Shutka (RCAF rear gunner, also DFM). DHist file 181.009 D.1764 (RG.24 Vol.200610) has recommendations for both in much greater detail. Shutka was rear gunner, Romanchuk was mid-upper gunner. Their peak achievement was on night of 1 November 1944 attacking Oberhausen. At 2042 hours Shutka saw a Me.210 attacking a Lancaster which went into corkscrew. Both gunners opened fire and the Me.210 was seen to go down in flames. One minute later they were attacked by a Me.110 which broke away when Shutka opened fire. At 2046, Romanchuk saw a Me.210 positioning itself on the port beam. Both gunner fired, hits were registered, and the enemy aircraft was last seen in flames, diving out of control. Two minutes later they were again attacked by a twin-engine fighter which broke away when Shutka fired.

As mid-upper and rear gunner respectively, Flight Sergeant Romanchuk and Flight Sergeant Shutka have participated in very many sorties against enemy targets. They have at all times displayed the greatest keenness, coupled with a high degree of skill and co-operation. On one occasion, during an attack against Oberhausen, they were responsible for the destruction of two of four enemy

fighters which engaged their aircraft during the operation. Cool, resolute and devoted, these airmen have proved themselves to be most valuable members of aircraft crew.

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ROMANIUK, LAC Walter (R212112) - **Mention in Despatches** - Middleton St.George (AFRO gives only "Overseas" - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 6 April 1921. Enlisted in Edmonton, 22 December 1942 as "Tradesman". To No.1 Manning Depot, 29 December 1942. Classified as Electrician, 21 January 1943; to Technical Training School, 5 February 1943; to No.6 Manning Depot, 19 April 1943. Reclassified as General Duties, 1 May 1943. To No.15 SFTS, 6 June 1943. To "Y" Depot, date uncertain; to RAF overseas, 22 June 1943. Repatriated 8 May 1946; to No.5 Release Centre, 17 May 1946; discharged 17 June 1946. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation sent to No.6 Group Headquarters, 2 February 1945 when he had served 18 months in Canada, 20 months overseas. Clerk. Died 17 April 1986 in Edmonton as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1986.

This airman has displayed a zeal in the performance of his clerical duties far beyond the call of duty. He has returned to work evenings to keep the work of his Section up to date at all times, without being requested and has given up his leave days on numerous occasions in order that the various important reports, letters, etc. of the Section would not be delayed. He has done his work very well and has at all times been thoroughly dependable. He has been most cheerful and loyal and has set a splendid example to his fellow workers in the section.

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ROMANO, F/O Armando (J21025) - **Distinguished Flying Cross** - No.106 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born 27 April 1914 in Nelson, British Columbia; home in Trail, British Columbia. Enlisted in Calgary, 3 February 1942. To No.3 Manning Depot, 1 March 1942. To No.7 ITS, 20 June 1942; graduated and promoted LAC, 14 August 1942; to No.5 BGS, 15 August 1942; to No.1 AOS, 10 October 1942; graduated and commissioned 20 November 1942. To "Y" Depot, 4 December 1942; to RAF 13 December 1942. Promoted Flying Officer, 20 May 1943. Promoted Flight Lieutenant, 20 November 1944. Repatriated 9 February 1945. To Western Air Command, 26 February 1945. To No.5 OTU, 3 April 1945. To No.9 Release Centre, 13 September 1945. Retired 15 September 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 2/9632 has recommendation dated 15 May 1944 when he had flown 27 sorties (189 hours 55 minutes), 4 October 1943 to 11 April 1944.

4 October 1943 - Frankfurt (6.55)
7 October 1943 - Stuttgart (6.50)
18 October 1943 - Hanover (5.55)
3 November 1943 - Dusseldorf (4.50)
18 November 1943 - Berlin (9.30)
26 November 1943 - Berlin (6.55)
2 December 1943 - Berlin (7.30)
3 December 1943 - Leipzig (7.10)
19 December 1943 - Berlin (7.00)
2 January 1944 - Berlin (7.30)
15 January 1944 - Brunswick (5.15)
20 January 1944 - Berlin (6.50)
27 January 1944 - Berlin (8.15)
28 January 1944 - Berlin (7.50)
30 January 1944 - Berlin (6.20)
19 February 1944 - Leipzig (6.40)
20 February 1944 - Stuttgart (6.45)
24 February 1944 - Schweinfurt (7.20)
25 February 1944 - Augsburg (7.55), photo 1/2 mile from aiming point.
10 March 1944 - Chateauroux (5.15), photo 600 ft from A/P.
18 March 1944 - Frankfurt (5.30)
22 March 1944 - Frankfurt (5.25)
24 March 1944 - Berlin (7.35)
26 March 1944 - Essen (4.50)
29 March 1944 - Signa Aero Engine Works, Lyon (7.15), photo 700 yds from aiming point
30 March 1944 - Nuremburg (6.50)
11 April 1944 - Aachen (3.50)

Flying Officer Romano, as Air Bomber, has completed 27 successful operational sorties. These have included attacks on such heavily defended targets as Frankfurt, Dusseldorf, Schweinfurt and Berlin (ten times).

Throughout his tour this officer has displayed great skill and accuracy in his work and on several occasions his photographs have been very close to the aiming point.

At all times Flying Officer Romano has shown keenness and enthusiasm for his operational flying and his cheerful confidence has inspired a high standard of morale in his crew. His co-operation, coolness and devotion to duty have

contributed in a large measure to his crew's successes and I consider he fully deserves the award of the Distinguished Flying Cross.

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ROMBOUGH, F/O Donald Albert (J87999) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 10 September 1922 in Dunbarton, New Hampshire; home in Gananoque, Ontario (clerk). Enlisted in Ottawa, 5 May 1942. To No.1 Manning Depot, 10 May 1942. To No.6 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942 but not posted to No.20 EFTS until 21 November 1942; to No.1 SFTS, 6 February 1943; graduated and promoted Sergeant, 28 May 1943. To "Y" Depot, 11 June 1943. To RAF overseas, 22 June 1943. Commissioned 14 July 1944. Promoted Flying Officer, 14 January 1945. Repatriated 8 April 1945. To No.1 Air Command, 17 April 1945. To No.10 EFTS, 19 May 1945. To No.1 Central Flying School, 26 July 1945. To No.1 Flying Training School, 27 October 1945. To No.4 Release Centre, 17 January 1946. Retired 23 January 1946. Died in Gananoque, Ontario, 20 July 2002 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2002. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C H.M. Smith dated 14 January 1945 when he had flown 27 sorties (154 hours 10 minutes), 10 September 1944 to 7 January 1945.

Pilot Officer Rombough, a captain of an aircraft, has carried out twenty-seven successful raids against the enemy including such heavily defended targets as Nuremburg, Ludwigshafen, Bochum and Kiel. Under a calm, quiet manner, Pilot Officer Rombough has through his qualities as a captain inspired his crew that is an example to the squadron.

In recognition of this officer's persistence and determination coupled with outstanding courage and devotion to duty, I strongly recommend that he be awarded the Distinguished Flying Cross.

The sortie list was as follows:

10 September 1944 - Le Havre (4.40, second pilot)
15 September 1944 - Kiel (6.55, second pilot)
17 September 1944 - Boulogne (3.55)
18 September 1944 - Homburg (3.45)
20 September 1944 - Calais (3.10)
26 September 1944 - Sterkrade (5.40)

28 September 1944 - Cap Gris Nez (4.05)
30 September 1944 - Calais (4.05)
9 October 1944 - Bochum (5.45)
14 October 1944 - Duisburg (5.45)
14 October 1944 - Duisburg (5.55)
1 November 1944 - Oberhausen (6.25)
2 November 1944 - Duisburg (6.30)
4 November 1944 - Bochum (5.25)
6 November 1944 - Gelsenkirchen (9.15)
21 November 1944 - Castrop-Rauxel (6.25)
27 November 1944 - Neuss (6.20)
30 November 1944 - Duisburg (6.40)
2 December 1944 - Hagen (7.35)
4 December 1944 - Karlsruhe (6.55)
5 December 1944 - Soesterburg (7.00)
6 December 1944 - Osnabruck (6.45)
15 December 1944 - Ludwigshaven (6.15)
17 December 1944 - Duisburg (6.30)
2 January 1945 - Nurmehurg (9.10)
7 January 1945 - Munich (8.40)

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RONEY, P/O Robert Howard McGill (J93408) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 30 December 1921 in Hearst, Ontario; home in Sault Ste.Marie, Ontario (steel recorder). Enlisted in Hamilton, 7 March 1942 and posted to No.1 Manning Depot. To No.1 Training Command, 24 April 1942. To No.5 ITS, 18 July 1942; graduated and promoted LAC, 19 December 1942 but not posted to No.7 AOS until 23 January 1943; to No.2 Manning Depot, 1 April 1943; to No.7 BGS, 16 April 1943; to No.5 AOS, 10 July 1943; graduated and promoted Sergeant, 20 August 1943. To "Y" Depot, 3 September 1943. To United Kingdom, 12 September 1943. Commissioned 8 January 1945. Repatriated 5 August 1945. Retired 22 September 1945; living in Sault Ste. Marie, Ontario, September 1949. Died 11 June 1997 in MacTier, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1997. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8751 has recommendation dated 15 April 1945 when he had flown 31 sorties (171 hours), 3 October 1944 to 9 April 1945.

3 October 1944 - West Kapelle
5 October 1944 - Saarbrücken
7 October 1944 - Emmerich
11 October 1944 - Fort Frederick Hendrick
14 October 1944 - Duisburg
14 October 1944 - Duisburg
19 October 1944 - Stuttgart
23 October 1944 - Essen
25 October 1944 - Cologne
29 October 1944 - Domburg
31 October 1944 - Cologne
2 November 1944 - Düsseldorf
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
16 November 1944 - Düren
27 November 1944 - Freiburg
29 November 1944 - Dortmund
3 December 1944 - Urft Dam; returned with bombs as ordered
15 December 1944 - Ludwigshafen
29 December 1944 - Gelsenkirchen
2 January 1945 - Nuremberg
4 January 1945 - Hannover
8 February 1945 - Politz
21 February 1945 - Dortmund
1 March 1945 - Mannheim
7 March 1945 - Dessau
12 March 1945 - Dortmund
23 March 1945 - Bremen
25 March 1945 - Hannover
27 March 1945 - Paderborn
9 April 1945 - Kiel

Pilot Officer Roney is the Canadian Air Bomber of a very efficient Lancaster crew who is nearing the completion of his first tour of operations, having completed 31 sorties for a total of 171 operational flying hours.

This officer has taken part in many of the most strongly defended targets in Germany, including Saarbrücken, Duisburg, Essen, Stuttgart and Gelsenkirchen.

Pilot Officer Roney has delivered his bombs with great accuracy, and the close co-operation which he has maintained with his Captain has enabled the crew, as a team, to obtain the most successful results which have been proved time and again by the photographs they have obtained of the target which they have attacked.

Throughout his tour this officer has maintained a very high standard of efficiency. Attacks have been pressed home regardless of enemy opposition and this Air Bomber has always remained calm and intent on his job, seemingly oblivious to external conditions, showing a complete disregard for his personal safety.

The courage and devotion to duty, and the very high standard of accuracy achieved by Pilot Officer Roney in all his work fully merits him an award of the Distinguished Flying Cross.

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RONNEBECK, F/O Robert Douglas (J92065) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 10 March 1924 in Kenora, Ontario; home there. Enlisted in Winnipeg, 18 January 1943. Granted Leave Without Pay until posted to No.2 Manning Depot, 3 June 1943. To No.2 ITS, 11 July 1943; to No.1 Central Navigation School, 26 August 1943; to No.1 Air Gunner Ground Training School, 1 October 1943; graduated and promoted LAC, 12 November 1943; posted that date to No.3 BGS1 graduated and promoted Sergeant, 23 December 1943. To "Y" Depot, Lachine, 14 January 1944; to No.4 Aircrew Graduate Training School, 16 January 1944; to "Y" Depot, Lachine again, 11 February 1944; taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Commissioned 16 October 1944. Promoted Flying Officer, 16 April 1945. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. To Halifax, 19 September 1945. Retired 23 September 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C M.E. Ferguson dated 22 March 1945 when he had flown 29 sorties (181 hours 40 minutes), 29 August 1944 to 2 February 1945. Rear gunner.

This Gunner has completed a tour of 29 sorties, 11 of which were daylight, against most of the heavily defended targets in Germany. On many occasions Pilot Officer Ronnebeck's experience and attention to duty have resulted in the carrying out of a large number of successful operations against the enemy.

It is considered that Pilot Officer Ronnebeck's consistent spirit of leadership and courageous devotion to duty fully merits the award of the D.F.C. (Non-Immediate).

The sortie list (which closely resembles that of F/O James Benjamin Millar) was as follows:

29 August 1944 - Stettin (9.55)
6 September 1944 - Emden (4.20)
10 September 1944 - Le Havre (4.30, day)
12 September 1944 - Dortmund (4.55, day)
25 September 1944 - Calais (4.25, day)
26 September 1944 - Calais (3.45)
27 September 1944 - Bottrop (5.30, day)
28 September 1944 - Cap Gris Nez (3.50, day)
4 October 1944 - Bergen (6.15, day)
6 October 1944 - Dortmund (6.05)
9 October 1944 - Bochum (6.10)
14 October 1944 - Duisburg (4.50, day)
14 October 1944 - Duisburg (5.40)
19 October 1944 - Stuttgart (7.15)
2 November 1944 - Dusseldorf (6.35)
16 November 1944 - Julich (5.00, day)
18 November 1944 - Munster (5.30, day)
21 November 1944 - Castrop Rauxel (6.35)
30 November 1944 - Duisburg (6.25)
4 December 1944 - Karlsruhe (7.05)
5 December 1944 - Soest (7.25)
28 December 1944 - Opladen (5.50)
30 December 1944 - Cologne (6.10)
7 January 1945 - Munich (8.35)
14 January 1945 - Merseburg (9.25)
16 January 1945 - Zeitz (8.20)
28 January 1945 - Stuttgart (7.15)
1 February 1945 - Ludwigshaven (7.20)
2 February 1945 - Wiesbaden (6.35)

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ROOKE, FS Helen Margaret Ord (W305388) - **British Empire Medal** - Station Sea Island - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 22 December 1922. Home in North Vancouver; enlisted in Vancouver, 31 July 1942 as Messwoman. Granted Leave Without Pay until 10 August 1942 when posted to No.7 Manning Depot; to No.4 WS, 5 September 1942; to No.6 Manning Depot, 8 October 1942; promoted AW1, 4 November 1943; promoted Corporal, posted to No.15 SFTS and Reclassified Administration, 17 December 1942. To No.1 Composite Training School, 13 September 1943. Reclassified again as Physical Training Instructor, 25 November 1943 and posted that date to Sea Island. Promoted Sergeant, 1 February 1944. Promoted Flight Sergeant, 1 January 1945. To No.8 Release Centre, 15 April 1946. To AFHQ, 16 June 1946. Promoted WO2, 1 September 1946. Struck off strength of No.1 Air Command, 12 December 1946. Rejoined RCAF Auxiliary, 27 August 1951 as Physical Training Instructor in rank of Sergeant (42226W). Reclassified as Disciplinarian, 6 October 1952. Died in Vancouver, 28 June 2003.

This non-commissioned officer has served faithfully in a difficult position and has succeeded in providing excellent leadership. She has carried out her duties in a cheerful, conscientious manner throughout her entire period of service.

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ROOP, Corporal John Frederick (R252331) - **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 11 August 1916. Home in Truro, Nova Scotia; enlisted in Halifax, 18 May 1943 as Postal Clerk. Posted to No.5 Manning Depot, date uncertain. To Halifax, 15 July 1943. To No.1 Group Headquarters, 3 August 1943. Promoted AC1, 3 September 1943. Promoted LAC, 1 January 1944. Promoted Corporal, 1 January 1945. To Torbay, 30 June 1945. To Halifax, 4 August 1945. To Eastern Air Command Headquarters, 16 December 1945. To "K", 17 January 1946. To No.1 Release Centre, 26 April 1946. Discharged 27 April 1946.

This non-commissioned officer has always taken a keen interest in the welfare of the younger airmen and has devoted practically all his spare time to bettering the conditions under which the airmen work and live. He is highly respected by officers and airmen and his efforts have contributed largely to maintaining a high standard of morale that exists in this group.

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ROPER, F/O Frank Adams (J6166) - **Distinguished Flying Cross** - No.207 Squadron- Award effective 2 November 1942 as per **London gazette** dated 6 November 1942 and AFRO 272/43 dated 19 February 1943. American in the RCAF. Born in Washington, D.C., 13 January 1920;

home on Long Island, New York. Enlisted in Montreal, 13 November 1940. To No.11 Equipment Depot, 16 December 1940. To No.2 ITS, 27 January 1941; graduated and promoted LAC, 16 March 1941 when posted to No.5 EFTS; to No.7 SFTS. 3 May 1941; graduated and commissioned, 15 July 1941. To "Y" Depot, 30 July 1941. To RAF overseas, 10 August 1941. Promoted Flying Officer, 16 July 1942. Transferred to American Forces, 28 September 1942. Died in Brevard, Florida, 12 June 1995. Buried in Arlington National Cemetery.

Flying Officer Roper, an American volunteer, is a highly efficient and valuable captain in the squadron. He always takes an interest in his aircraft and the welfare of his crew and on all occasions shows the greatest keenness to take part in operations even on successive nights. By his clear judgement, initiative and leadership, he has set a high example to everyone in the squadron.

NOTE: Public Records Office Air 2/9604 has recommendation dated 19 September 1942 when he had flown 30 sorties (149 hours 25 minutes).

27 November 1941 - Dusseldorf (5.00)
7 December 1941 - Aachen (5.40)
2 January 1942 - St.Nazaire (6.00)
5 January 1942 - Brest (5.00)
8 January 1942 - Brest, cruisers (5.20, target obscured by smoke)
10 January 1942 - Wilhelmshaven (6.05)
14 January 1942 - Hamburg (6.10)
22 January 1942 - Munster (5.00)
6 February 1942 - GARDENING, Nectarines (4.00)
24 February 1942 - Ghent (3.25)
25 February 1942 - GARDENING, Nectarines (4.05)
27 February 1942 - GARDENING, Frisians (3.40, unsuccessful, 10/10 cloud)
8 March 1942 - GARDENING (6.00)
10 March 1942 - Essen (5.15)
25 April 1942 - Rostock (6.05)
2 May 1942 - GARDENING, Radish (5.45)
6 May 1942 - Stuttgart military barracks (6.15, unsuccessful, built-up area bombed)
8 May 1942 - Warnemunde (1.50, DNCO, electrical trouble and rear turret u/s)
22 May 1942 - GARDENING, Forget-Me-Nots (5.30)
30 May 1942 - Cologne (4.25)
1 June 1942 - Essen (3.50)
2 June 1942 - Essen (3.50)
7 June 1942 - GARDENING, Nectarines (3.30)
25 June 1942 - Bremen (2.10, DNCO, stbd outer failed)

27 June 1942 - Bremen (4.55)
29 June 1942 - Bremen (5.30)
1 July 1942 - Danzig (9.35, DNCO, petrol shortage)
2 July 1942 - Bremen (4.15)
3 July 1942 - GARDENING, Asparagus (6.05)
8 July 1942 - Wilhelmshaven (5.15)

Pilot Officer Roper has completed 30 sorties. He is an American volunteer who has always shown exceptional keenness and enthusiasm for his work and proved himself to be a highly efficient and valuable captain in the squadron. His interest in his flight, his crew and aircraft is well above the average, and he has on all occasions shown the greatest keenness to operate, even on successive nights.

Any operational duty that he was given was consistently carried out well, with a spirit of cheerful optimism, and by his clear judgement and qualities of initiative and leadership, he set a high example, not only to the members of his crew, but to everyone in the squadron.

British National Archives (ex-Public Record Office) Air 50/232 has a Combat Report bearing on his career (night of 27/28 November 1941, his first sortie). Aircraft was Manchester L7419, H/207, crew being F/O Green (captain), P/O Roper (second pilot), Flight Sergeant Goldstraw (navigator), Flight Sergeant Evison, DFM (first WOP), Sergeant Young (second WOP) and Sergeant Robinson (rear gunner). Narrative as follows:

At a position 15-20 miles east of Liege at 13,000 feet on the night of 27/28th November 1941, a Manchester aircraft of No.207 Squadron observed an Me.110 approaching on a reciprocal course on the port side at 500 yards. The inter-communication system in tail and dorsal turrets was unserviceable and pilot stationed second WOP in astrodome.

This WOP provided a running commentary on the movements of the enemy aircraft which turned behind Manchester and approached from starboard quarter at the same level. The rear gunner of Manchester fired three bursts and the mid-upper gunner two bursts at 400 yards. The enemy aircraft turned off to starboard without firing and approached again on the starboard beam. The Manchester turned into the enemy aircraft which disappeared beneath our aircraft and was lost. No shots were fired by the enemy aircraft during the encounter.

The Manchester was travelling at an Air Speed of 152 m.p.h. on course 200 degrees Magnetic before dropping bombs. The visibility was excellent with the moon slightly above starboard bow. No IFF action was taken.

The Manchester was using G-5 tracer filled one round in ten and this may have confused enemy as to the exact position of the Manchester.

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ROPER, P/O Harry Wilson (J94589) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 28 February 1922 in Toronto; home there (student). Enlisted 19 July 1941. Commissioned March 1945. Retired 20 August 1946. Served again from 19 May 1947 to 21 August 1948 (26604) and again from 10 August 1949 to 5 August 1969, retiring to Malton, Ontario. Died 2 December 1988 in Mississauga, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March 1989. No citation, "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C H.F. Ferguson dated 22 May 1945 when he had flown 31 sorties (210 hours 25 minutes), 20 September 1944 to 15 March 1945.

Pilot Officer Roper has completed a tour of 31 operational sorties as a Flight Engineer. His pilot and section leader have always spoken of him as a skilful and courageous engineer who carried on cheerfully under very trying circumstances. Pilot Officer Roper participated on operations as a spare on very short notice without the least sign of complaint and he has proved to be an inspiration to all who came in contact with him.

In recognition of this officer's cheerful attitude towards operations and a job well done, I strongly recommend he be awarded the Non-Immediate D.F.C.

The sortie list was as follows:

20 September 1944 - Calais (3.55)
25 September 1944 - Calais (3.50)
28 September 1944 - Cap Gris Nez (3.55)
4 October 1944 - Bergen (6.35, day)
6 October 1944 - Dortmund (6.25)
19 October 1944 - Stuttgart (7.15)
25 October 1944 - Essen (5.40)
28 October 1944 - Cologne (6.25)

30 October 1944 - Cologne (6.10)
1 November 1944 - Oberhausen (6.25)
2 November 1944 - Dusseldorf (6.20)
4 November 1944 - Bochum (5.30)
6 November 1944 - Gelsenkirchen (5.30)
27 November 1944 - Neuss (5.40)
15 December 1944 - Mannheim (6.15)
17 December 1944 - Duisburg (6.35)
6 January 1945 - Hanau (7.25)
7 January 1945 - Munich (8.10)
14 January 1945 - Merseburg (9.15)
16 January 1945 - Zeitz (8.30)
7 February 1945 - Goch (6.10)
5 February 1945 - Chemnitz (10.25)
7 February 1945 - Dresden (9.35)
20 February 1945 - Dortmund (6.50)
27 February 1945 - Mainz (7.00)
28 February 1945 - Neuss (3.00, recalled)
1 March 1945 - Mannheim (7.50)
2 March 1945 - Cologne (6.05)
5 March 1945 - Chemnitz (10.35)
11 March 1945 - Essen (6.35)
12 March 1945 - Dortmund (6.35)
14 March 1945 - Zweibrucken (7.45)
15 March 1945 - Hagen (7.10)

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

HALIFAX HR855 AT WOMBLETON AIRFIELD.

During the evening of 8th August 1944 the crew of this 1666 Heavy Conversion Unit aircraft were to undertake a practice bombing exercise when it swung violently to port on take-off from Wombledon airfield at 18.05hrs. The aircraft left the runway and crossed the grass for some three hundred yards. As it was nearing a parked aircraft on dispersal near the airfield boundary fence the pilot raised the undercarriage to try and avoid a collision. The starboard undercarriage retracted slightly earlier than the port and the aircraft crashed onto its belly, buckling the forward fuselage and the starboard wing tip contacted the ground resulting in ripping off the starboard outer engine. The crew of eight evacuated the safely. Upon inspection it was considered that the main spar was possibly bent and the aircraft was later assessed and deemed beyond economic

repair. Crew listed as being: Pilot - F/O William Ward Osborn, RCAF (J.26673 later DFC); Navigator - P/O Hugh Robert Young, RCAF (J.37737, later DFC); Bomb Aimer - F/O Herbert James Paisley, RCAF (J.36701); Wireless Operator - Sgt John Hubert Clark, RCAF (R.192159, later DFC); Air Gunner - Sergeant John W Aitken, RCAF (R.214118, killed 21 March 1945); Air Gunner - Sergeant Silas Francis Campbell, RCAF (R.218396, later DFC); Flight Engineer - Sergeant Harry Wilson Roper, RCAF (R118753, later DFC).

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ROSCHAERT, Corporal Charles Louis Maurice (R82567) - **British Empire Medal** - No.2 SFTS - Award effective 28 May 1943 as per **London Gazette** of that date, **Canada Gazette** dated 2 June 1943, and AFRO 1459/43 dated 30 July 1943. Born in Belgium, 19 July 1904; home in Ottawa; enlisted in Ottawa, 15 January 1941 as Airframe Mechanic. To Technical Training School, 7 February 1941. Promoted AC1, 28 June 1941. To No.2 SFTS, 2 July 1941. Promoted LAC, 28 September 1941. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 July 1943. To "Y" Depot, Lachine, 7 June 1944. Taken on strength of No.3 PRC, Bournemouth, 16 June 1944. Repatriated 2 August 1945. To No.1 Air Command, 13 August 1945. To Mountain View, 13 September 1945. Retired 17 October 1945.

Corporal Roschaert has been most assiduous in the execution of his duties as Airframe Mechanic. He has given whole-hearted support to his seniors and has inspired enthusiasm in his juniors by his initiative and devotion to duty. This NCO has, by his energetic performance of duty, been responsible to a large degree for the serviceability of aircraft at this unit.

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ROSE, F/L Andrew Haliday (J15757) - **Mention in Despatches** - No.410 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 12 October 1918. Enlisted in Vancouver, 12 November 1940. 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, 20 April 1941 when posted to No.20 EFTS; ceased training and posted to Trenton, 25 May 1941; to No.2 Manning Depot, 12 July 1941; to No.7 AOS, 21 July 1941; to No.7 BGS, 12 October 1941; graduated and promoted Sergeant, 22 November 1941. To "Y" Depot, 22 December 1941; to RAF overseas, 11 January 1942. Commissioned 12 July 1942. Promoted Flying Officer, 12 January 1943. Promoted Flight Lieutenant, 12 July 1944. Repatriated 5 August 1945. To No.8 Release Centre, 9 August 1945. Retired 28 September 1945. Unit identified in AFRO only as "Overseas"; listed in **410 Squadron: A History**. DHist file has recommendation dated 29 April 1945 where name is given as "Halliday"; as of that date he

had flown 75 sorties plus three Ranger trips, assisting in destruction of a Ju.88 (7 August 1944) and a Ju.188 (31 December 1944).

Flight Lieutenant Rose has completed two tours of operations on this unit. He is a very capable Navigator, and at all times has displayed much keenness and enthusiasm in his work. On both tours he has been crewed with Flight Commanders, and on his first tour flew on some of the squadron's first Ranger trips. He has flown many operational patrols, often under adverse conditions.

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ROSE, F/O Fredrick William (J23903) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 6 November 1919 in Toronto; home in Preston, Ontario. Enlisted in London, Ontario, 5 May 1942. To No.6 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942; to No.4 BGS, 24 October 1942; to No.4 AOS., 9 January 1943; graduated and promoted Sergeant, 18 February 1943. Commissioned 19 February 1943. To Mountain View, 20 February 1943. To No.1 BGS, 8 March 1943. To "Y" Depot, 17 August 1943. Promoted Flying Officer, 19 August 1943. To United Kingdom, 25 August 1943. Promoted Flight Lieutenant, 19 February 1945. Repatriated 13 June 1945 and posted that day to Yarmouth. To No.4 Release Centre, 2 September 1945. Retired 11 September 1945. Royal Canadian Legion "Last Post" website and **Legion Magazine** of June 1990 report the death in Victoria of F/L Fredwick W. Rose, 25 February 1990 but gives his earlier NCO service number of R155299. 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 17 December 1944 when he had flown 32 sorties (187 hours 25 minutes), 9 May to 6 December 1944.

This officer has displayed exceptional skill, courage and determination throughout his tour. His devotion to duty both in the air and on the ground has been outstanding. He has taken part in thirty-two sorties, many on heavily defended targets such as Duisburg, Karlsruhe, Osnabruck, Emden, Bremen, Stettin, Wilhelmshaven, Kiel, Bottrop, Dortmund, Bochum, Cologne and Neuss as well as precision high level mining and troop concentrations. His results have been excellent and he has secured many fine photographs and he is recognized as one of the outstanding Air Bombers of the squadron.

For his great ability and devotion to duty I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

9 May 1944 - Gardening (5.05)
12 May 1944 - Gardening (5.00)
14 May 1944 - Gardening (5.30)
21 May 1944 - Gardening (5.50)
24 May 1944 - Trouville (5.00)
27 May 1944 - Gardening (5.30)
31 May 1944 - Boulogne (3.50)
9 June 1944 - Gardening (5.50)
10 June 1944 - Gardening (9.00)
12 June 1944 - Gardening (6.55)
17 June 1944 - Gardening (4.50)
18 June 1944 - Gardening (3.45)
12 July 1944 - Acquet (4.35)
10 August 1944 - La Pallice (7.30)
14 August 1944 - Falaise (4.55)
15 August 1944 - Soesterburg (4.30)
16 August 1944 - Stettin (7.40)
18 August 1944 - Bremen (6.25)
27 August 1944 - Minoyecques (4.05)
6 September 1944 - Emden (4.05)
14 September 1944 - Wilhelmshaven (3.35, recalled)
15 September 1944 - Kiel (6.30)
17 September 1944 - Boulogne (4.25)
27 September 1944 - Bottrop (6.05)
6 October 1944 - Dortmund (6.25)
9 October 1944 - Bochum (6.45)
15 October 1944 - Wilhelmshaven (5.30)
28 October 1944 - Cologne (6.15)
16 November 1944 - Julich (5.25)
27 November 1944 - Neusss (6.30)
30 November 1944 - Duisburg (6.10)
4 December 1944 - Karlsruhe (7.20)
6 December 1944 - Osnabruck (6.40)

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ROSE, F/L Richard John (J12271) - **Distinguished Flying Cross** - No.150 Squadron - Award effective 6 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April

1945. Born 9 June 1923 in Toronto; home there (clerk). Enlisted there 25 July 1941. To No.1 Manning Depot, 4 August 1941. To Trenton, 20 August 1941. To No.1 ITS, 25 September 1941; graduated and promoted LAC, 22 November 1941 when posted to No.3 EFTS; to No.1 Manning Depot, 31 January 1942; to No.1 SFTS, 15 February 1942; graduated and commissioned, 19 June 1942. To Trenton, 18 July 1942. To No.2 SFTS, 9 September 1942. Promoted Flying Officer, 19 December 1942. To "Y" Depot, 10 January 1944. Taken on strength of No.3 PC, Bournemouth, 21 January 1944. Further trained at No.28 OTU and No.1656 HCU, where graded as "Above average as pilot and captain" Attained rank of Flight Lieutenant, 19 June 1944. Repatriated 8 June 1945. To No.1 Air Command, 20 June 1945. To No.13 EFTS, 31 July 1945. To No.4 Release Centre, 3 September 1945. Retired 28 September 1945. In a letter dated 10 May 1945, while applying for permanent commission in RCAF, he stated he had flown 30 sorties (210 operational hours) and 1,830 non-operational hours. Following the war he worked 32 years as a pilot and instructor with KLM Royal Dutch Airlines and then with Suriname Airlines. Died in South Surrey, British Columbia, 9 March 2003. For more on the incident of 7 January 1945, see entry for J36983 F/O R.M. Smith. At the time of the collision, Rose had flown the following aircraft overseas: Wellington (130 hours), Halifax (55 hours) and Lancaster (182 hours); his total flying on all types was then 1,638 hours.

This officer has completed numerous operational missions and throughout has set a fine example of devotion to duty. One night in January 1945 he piloted an aircraft detailed to attack Munich. Some distance from the target the aircraft sustained damage making it difficult to control. In spite of this, Flight Lieutenant Rose continued his mission. Later the port outer engine failed. Height was rapidly lost and the aircraft came down to 1,000 feet. Flight Lieutenant Rose succeeded in regaining control and, displaying outstanding airmanship, flew the badly damaged aircraft to base. His skill, coolness and determination set an excellent example.

NOTE: Public Record Office Air 2/9044 has recommendation drafted 8 January 1945 by the Commanding Officer, No.150 Squadron when he had flown eleven sorties (72 operational hours).

On the night of the 7th January 1945, Flight Lieutenant Rose, a Canadian, was captain of a Lancaster bomber detailed to attack Munich. Whilst climbing in cloud at a height of 10,000 feet and still some way from the target, he collided with another aircraft and sustained severe damage to the port wing tip, seven feet of which was ripped off.

In spite of this damage, which not only reduced the carrying capacity of the aircraft but made it difficult to control, Flight Lieutenant Rose continued towards

the target even though the reduced efficiency of the aircraft prevented him from gaining any more height.

Half an hour later the port outer engine failed due to vibration caused by its propellor also having been damaged in the collision. This further misfortune resulted in a rapid loss of height and it was only by exercising great skill and determination that Flight Lieutenant Rose was able to bring the aircraft under control at a height which was now less than 1,000 feet.

It was obviously impossible to go on and Flight Lieutenant Rose reluctantly jettisoned half his bomb load and turned for home. He later landed successfully at his base with his remaining bomb load.

Flight Lieutenant Rose thus extricated his aircraft from a perilous situation, thereby saving the lives of his crew and much valuable equipment. This captain has already completed eleven sorties comprising 72 hours on his first operational tour. I recommend hi strongly for the immediate award of the Distinguished Flying Cross.

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ROSEBLADE, F/L Norman Leslie (J15029) - **Distinguished Flying Cross** - No.190 Squadron - Award effective 9 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 2 July 1915 in Sheffield, England. Educated in Ontario (Bloor Street Collegiate and Ontario College of Art); home in Toronto where he was a member of the Queen's York Rangers (Militia), 20 November 1935 to 1 December 1936 (machine gun course). In civil life he had been a baker, haberdasher, tax clerk and brokerage clerk. Enlisted in Toronto, 11 May 1940 and posted to No.1 Manning Depot. To No.1 AOS, Malton, 21 June 1940. Promoted LAC, 22 June 1940. To No.1 BGS, Jarvis, 15 September 1940. Promoted Sergeant, 28 October 1940 and posted to Trenton.. To No.1 ANS, Rivers 21 November 1940. To Rockcliffe, 11 December 1940. To Embarkation Depot, 14 December 1940. Taken on strength of the United Kingdom, 26 December 1940. To No.612 Squadron, 5 January 1941. Commissioned 22 October 1941. Followed No.612 Squadron with attachments to Reykjavik (19 January 1942), Wick (24 February to 7 March 1942), St. Eval (7 March 1942; promoted Flying Officer while there, 1 October 1942) and No.1 AAS at Manby (22 February 1943). To No.7 (Coastal) OTU, 4 March 1943. To Repatriation Depot for special leave in Canada, 3 December 1943. Disembarked in Canada, 10 December 1943. Left Canada for UK, 21 January 1944, arriving 30 January 1944. To No.190 Squadron, 13 February 1944 (attached to No.210 Squadron, Leuchars, 18-21 February 1944). Reported missing, 20 September 1944; reported safe in UK, 22 September 1944. See also entry for F/L D.R. Robertson for account of events of 20 September

1944 (Arnhem operations) and circumstances of death. Killed on flying operations in Norway, 10 May 1945 (Stirling LK297).

This officer completed his first tour of duty as navigator and took part in many sorties demanding a high standard of navigational ability in adverse weather. Now on his second tour of duty he participated as a bombing leader in the D-Day operations in June 1944 and the airborne landings at Arnhem. In addition Flight Lieutenant Roseblade has flown on many missions to France, the low countries and Norway. Throughout his operational career he has displayed outstanding qualities of leadership and great devotion to duty.

At the time of his return to Canada on leave he filed a form giving his flying hours as follows: Anson (50), Battle (50), Whitley (540) and Wellington (52). He gave his operational time as 592 hours

Assessments are interesting. On 27 February 1943, W/C R.M. Longmore (No.612 Squadron) noted that he been with the squadron since 22 October 1941 and had flown 764 hours (141 in past six months). "A reliable Canadian officer, competent and cheerful at all times".

On 15 July 1943 he was at No.7 (Coastal) OTU when it was noted by W/C G.P. Harger that he had flown 856 hours. He was Bombing Leader, and was described as "An excellent instructor with above average capabilities. Patient but firm with pupils. Has organising ability."

He had a slow start with No.190 Squadron, earning average assessments until 21 August 1944 when W/C G.E. Harrison reported he had flown 908 hours (130 in previous six months) and wrote, "This officer's general work and aptitude in the squadron indicate his suitability for promotion to Flight Lieutenant. As supernumerary Bombing Leader this officer has shown high ability. He takes a very keen interest in all aspects of flying and is above the average in his trade. He displays a keen interest in the welfare of RCAF aircrew in the squadron."

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ROSEBRUGH, F/O Robert Keith (J37780) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 8 June 1924 at Brantford, Ontario; home in Galt, Ontario (student). Enlisted in Hamilton, Ontario. 27 October 1942 and posted to No.1 Manning Depot. To No.2 SFTS (guard), 29 December 1942. To No.3 ITS, 20 March 1943; graduated and promoted LAC, 28 May 1943 but not posted to No.4 AOS until 12 June 1943. Graduated and commissioned, 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, 23 November 1943. Promoted Flying Officer, 24 April 1944. Repatriated 8 April 1945. To No.4 Release Centre,

2 May 1945. Retired 5 June 1945. Re-engaged as Navigation Officer, 25 March 1949. To Clinton, 17 May 1949.. Reclassified as Telecommunications Officer, 9 May 1950. To AFHQ, 11 May 1950. Died in Ottawa, 28 June 2009. Photo PL-48163 shows him and wife after investiture. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9082 has recommendation dated 15 March 1945 when he had flown 34 sorties (203 hours 17 minutes), 25 October 1944 to 11 March 1945. NOTE: sortie list including times almost identical to that of F/O L.H. Kemp and F/O William W. B. Hyndman suggesting they were same crew.

25 October 1944 - Essen (5.18) - 3,500 yds overshoot from A/P.
29 October 1944 - Zoutelande (3.30) - 1,200 yds from aiming point.
30 October 1944 - Cologne (6.22) - Good attack.
2 November 1944 - Dusseldorf (5.51) - Many fires; good bombing.
4 November 1944 - Bochum (4.55) - Bombed as ordered.
6 November 1944 - Gelsenkirchen (4.39) - Bombed target; saw smoke rising from many fires.
29 November 1944 - Essen (6.12) - Bombed through cloud.
30 November 1944 - Duisburg (6.09) - do.
2 December 1944 - Hagen (6.33) - do.
5 December 1944 - Soest (6.17) - Bombed aiming point.
6 December 1944 - Osnabruck (6.08) - Bombed through clouds.
21 December 1944 - Cologne/Nippes (5.51) - Good attack in cloud.
24 December 1944 - Essen/Mulheim a/f (4.39) - Bombed airfield.
26 December 1944 - St.Vith (4.57) - Bombed aiming point.
28 December 1944 - Opladen (5.41) - Bombed through clouds.
29 December 1944 - Coblenz (6.03) - Bombed marshalling yard.
30 December 1944 - Cologne (6.03) - Bombed through clouds.
1 January 1945 - Dortmund (4.35) - Successful attack.
5 January 1945 - Hanover (4.57) - Bombed in cloud.
6 January 1945 - Hanau (6.31) - do.
14 January 1945 - Saarbrucken (6.51) - Bombed aiming point.
16 January 1945 - Magdeburg (5.58) - Many fires seen; good attack.
4 February 1945 - Gelsenkirchen (5.23) - Attacked in clouds.
7 February 1945 - Goch (6.36) - Recalled by Master Bomber.
9 February 1945 - Wanne-Eickel (6.05) - Fires seen; good bombing.
13 February 1945 - Bohlen (8.29) - Bombed through clouds.
14 February 1945 - Chemnitz (8.20) - Concentrated fires.
21 February 1945 - Worms (6.41) - Many fires in target area.
23 February 1945 - Essen (5.38) - Cloud over target; bombed.

24 February 1945 - Kamen (5.59) - do.
27 February 1945 - Mainz (6.31) - do.
2 March 1945 - Cologne (5.28) - Bombed aiming point.
5 March 1945 - Chemnitz (8.35) - Bombed through clouds.
11 March 1945 - Essen (5.12) - Much smoke from fires; good attack.

Navigational work of the highest quality carried out by Flying Officer Rosebrugh has enabled him and his crew to complete a first-class tour of 34 operational sorties against many of the enemy's most heavily defended targets.

He has attacked such objectives as Chemnitz, Mainz, Kamen, Bohlen, Hanover and other distant targets where the success of the operation has been almost entirely due to his accurate navigation. At all times his logs have shown able workmanship.

In addition to high technical skill, Flying Officer Rosebrugh has revealed courage of a very high order and his demeanour under fire has set a worthy example to others in the aircraft. His keen offensive spirit has also been an inspiring influence throughout the tour.

It is recommended that this officer's record of skill, courage and devotion to duty be recognized by the award of the Distinguished Flying Cross.

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ROSELAND, F/L Arnold Walter (J4116) - **Air Medal (United States)** - 11th USAAF (deceased) - Award effective 27 August 1943 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Born 31 August 1915 at Youngstown, Alberta. Educated in Alberta and employed as a mechanic at Okotoks. Enlisted in Calgary, 29 June 1940 and posted to No.1 Manning Depot. To No.1 ITS, 22 July 1940. Promoted LAC, 14 October 1940 and posted to No.11 EFTS, Cap de la Madeleine. To No.2 SFTS, 11 December 1940; graduated and commissioned 21 February 1941. To Station Trenton, 22 February 1941. To No.3 BGS, Macdonald, 15 May 1941. To No.14 (Fighter) Squadron, Rockcliffe, 1 January 1941. Promoted Flying Officer, 22 February 1942. Proceeded to Sea Island, April 1942 and subsequently took part in Aleutian campaign. Uninjured 28 February 1942 when Kittyhawk AL109 damaged on hard landing in slush at Rockcliffe. Ground looped Kittyhawk AL171 at Rockcliffe, 20 March 1942 (icy surface, aircraft went up on nose). Ground looped Kittyhawk AK986 at Malton, 25 March 1942, at which time he had 100 hours (dual) and 600 hours (solo). Port wing dropped violently and undercarriage collapsed. See Cochand for award details; flights were 26 April to 3 August 1943. Promoted Flight Lieutenant, 15 June 1943. Posted overseas, embarking from Halifax on 20 January 1944 and disembarking 31 January 1944. To No.144 Airfield, 12 February 1944. To No.442 Squadron, 8 March 1944. Credited with the following victories in that unit: **30 June 1944**, one FW.190 destroyed alone and one FW.190 destroyed in company with another

pilot, one mile east-northeast of Villers Bocage (Spitfire Y2K); **2 July 1944**, one Bf.109 destroyed two miles west of Lisieux. Killed in action, 13 July 1944 (Spitfire MK772, coded Y2P) in general engagement with enemy fighters while on an armed reconnaissance. RCAF photo PL-28935 (ex UK-10201 dated 2 May 1944) shows.

Sample of assessments as follows:

15 June 1941 - "Average pilot doing a satisfactory job. Here only one month. Young and inexperienced but is showing good progress" (S/L G.W. Du temple, No.3 BGS).

15 December 1941 - "A very capably pilot. His personality and character are beyond question, habits and appearance leave nothing to be desired and his duties are performed in a dependable manner" (F/L C.H. Diamond, OC Armament Training Squadron, No.3 BGS).

14 June 1943 - "F/O Roseland is a good officer and a superior pilot. He is keen and showed himself very capable at Amchitha. He is strongly recommended to fill the vacancy in my squadron for a Flight Lieutenant." (S/L B.R. walker, No.14 Squadron).

16 November 1943 - "F/L Roseland is an excellent flight commander and if given the chance will make an good squadron commander. Very keen on operational work and steady in action. Good leader in the air" (S/L B.R. Walker, Boundary Bay).

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ROSENBAUM, P/O (now F/O) Eli Maximillian (J27043) - **Air Force Cross** - No.168 Squadron (Canada) - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Lengthy obituary in **Winnipeg Free Press**, 17 February 2001 gives much of the following. Born 25 July 1914 in Winnipeg, son of David and Anna Rosenbaum, and raised in the rich Jewish culture of Winnipeg's North End. Began delivering newspapers at age 12. Self educated after high school, he was an omnivorouss reader of classics, history, philosophy, mythology, humour and current events. With work hard to find in 1930s Winnipeg, he went to Flin Flon where he held a variety of low-wage jobs from clerking to construction. Enlisted in Winnipeg, 9 July 1941 and posted to No.2 Manning Depot. To No.2 ITS, 20 August 1941; graduated and promoted LAC, 8 October 1941 when posted to No.8 EFTS; to No.7 SFTS, 6 December 1941; graduated and promoted Sergeant, 10 April 1942. To Halifax, 11 April 1942. Promoted Flight Sergeant, 10 October 1942. Commissioned 6 April 1943. To Rockcliffe, 6 May 1943. To No.124 (Ferry) Squadron, 15 May 1943. Promoted Flying Officer, 6 October 1943. To Station Rockcliffe, 1 November 1943. To No.168 (Heavy Transport) Squadron, 18 November 1943. To No.165 (Transport) Squadron, 28 August 1944. To No.5 Release Centre, 8 August 1945. Retired 10 August 1945. After the war he returned to Flin Flon and opened a business with his brothers, (Ross' Style Shop). He lived there until 1966, active in Glee Club and stage productions such as **The Music Man**. In 1966 he moved to Winnipeg and joined Investors Group, with which company he remained employed until 1999, when he was 84. He either changed his name to "Ross" or largely used it as the **Free Press** obituary gave both names. Died

12 February 2001 in Winnipeg as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2001, both of which give name as "Ross". AFC incident occurred 3 January 1944; see also F/O H.B. Hillcoat, F/O F.B. Labrish, F/O C.A. Dickson and Corporal A. De Marco.

This officer was the second pilot of a Fortress which, while on a routine flight recently from Great Britain to Gibraltar, had a violent collision with an unidentified aircraft. At the moment of impact this officer retained a remarkably cool attitude, advising his captain of the damage done, as much as he could estimate, and then proceeding with the utmost despatch to prepare the aircraft for ditching. This necessitated the jettisoning of cargo and all other loose equipment. Assisted only by the crewman, this was accomplished in the space of approximately four minutes - a remarkable feat in view of the conditions in which the aircraft was at the time. He then returned to his duties as second pilot and proved of great assistance in maintaining flight.

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ROSENE, LAC Ernest (R130326) - **Mention in Despatches** - Station Croft - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 27 July 1914. Enlisted in North Bay, Ontario, 28 November 1941 for General Duties and posted to No.2 Manning Depot. To No.1 CNS, Rivers, date uncertain. Promoted AC1, 28 February 1942. Promoted LAC, 28 May 1942. Reclassified as Aero Engine Mechanic, 26 August 1942, reverting to AC1 that date. To "Y" Depot, 16 November 1942. Promoted LAC again, 26 November 1942. To RAF overseas, 10 November 1942. Repatriated 18 June 1945. To "K", 19 June 1945. Released 24 August 1945. Died 10 April 1993 in Sturgeon Falls, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1993. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit. DHist file 181.009 D.4364 (RG.24 Vol.20648) confirms unit and has recommendation submitted 3 May 1945, CO Croft to CO No.64 Base, confirming he had served one year in Canada, 30 months overseas. Fitter 2 (Engines).

This airman employed as a fitter has shown outstanding aggressiveness in carrying out all duties assigned to him. His efforts furthered by a strong sense of duty have been of great assistance in turning out the required amount of work in Repair and Inspection Section.

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ROSKO, Sergeant Henry Arnold Joseph (R53522) - **Mention in Despatches** - No.21 Staging Unit - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born in Medicine Hat, Alberta, 1 November 1919. Served with 13

District Signals, Royal Canadian Corps of Signals, 2 February 1937 to 11 January 1938. Welder; enlisted in Ottawa, 17 October 1939 as Airframe Mechanic. Posted next day to No.1 Manning Depot. To Technical Training School, 12 January 1940. Promoted AC1, 29 February 1940. To Station Trenton, 1 July 1940. To No.1 Bombing and Gunnery School, Jarvis, 31 July 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 15 December 1940. To No.5 BGS, Dafoe, 13 May 1941. To No.6 Repair Depot, Trenton, 28 August 1941. Promoted Sergeant, 1 October 1941. To No.2 OTU, Pennfield Ridge, 6 July 1942. To No.9 Repair Depot, St.Jean, 21 July 1942. To "Y" Depot, Halifax, 6 January 1943. To Torbay, 19 January 1943. To Station Gander, 25 May 1943. To No.5 Manning Depot, Lachine, 15 June 1943. To No.9 Repair Depot, 12 July 1943. To No.13 SFTS, St. Hubert, 5 November 1943. To No.6 (BR) Squadron, Alliford Bay, 3 February 1944. To No.32 OTU, Patricia Bay, 22 February 1944. To No.3 Repair Depot, Vancouver, 27 March 1944. Temporary Duty noted at No.11 Staging Unit (date not shown), Dog Creek (6-23 April 1944), Smithers (27 April to 22 May 1944, and Port Hardy (9 June to 6 October 1944). Returned to No.3 Repair Depot, and posted on 1 February 1945 to No.8 Release Centre. Retired 2 February 1945. Died in Vancouver, 17 February 1985 as per British Columbia Vital Statistics. Cited with Sergeants Edward Howard Baker, F. Londeau, Larus Scheving, Michael George Svos, Ronald James Ward, and Frederick John Wells.

These Sergeants showed complete disregard for their own safety when assisting in the rescue of fourteen occupants of a large transport aircraft which crashed recently in British Columbia. The aircraft crashed in a wooded area, which had windfalls up to fifteen feet. In order to effect the rescue, they had to work within a few feet of the wreckage, where there was no chance of escape in the event of explosions, which occurred shortly after the rescue. As a result of their able work, eight of the occupants of the burning aircraft were saved. These airmen displayed outstanding courage and devotion to duty in the face of grave danger.

The recommendation for him was raised at uncertain date by W/C E.W. Beardmore, Commanding Officer, Coal Harbour, stating unit was No.21 Staging Unit; submission was for Mention in Despatches and read as follows:

This Non-Commissioned Officer showed total disregard for his personal safety in that he, after a Douglas Transport Aircraft had crashed at Port Hardy, British Columbia, 18 July 1944, and was burning in the woods which had windfalls up to 15 feet high, helped to rescue eight passengers from the aircraft. In order to do this he had to work within a few feet of the aircraft and on the aircraft wing where there was no chance of escape from explosions which happened shortly after the rescue. It is due to his able work, while in the face of grave danger of explosions, which resulted in the saving of the eight passengers from the burning aircraft. Eight other persons were killed in the crash.

A report was filed by F/L J.H. McQuarrie (AIB) to SASO, Western Air Command, 31 July 1944; see entry for F/L Lionel Beaver-Potts.

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ROSKO, P/O Maurice (J86660) - **Distinguished Flying Cross** - No.578 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 625/45 dated 13 April 1945. Born 16 April 1922 in Melrose, Manitoba; home there. Enlisted in Winnipeg, 15 July 1942; to No.2 Manning Depot, 29 July 1942. To No.12 SFTS (guard), 5 November 1942. To No.3 BGS, 20 February 1943. Promoted LAC, 5 April 1943. Graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 28 May 1943. To RAF overseas, 15 June 1943. Commissioned 27 May 1944. Promoted Flying Officer, 27 November 1944. Repatriated 3 December 1944. To No.2 Air Command, 16 January 1945. To No.7 BGS, 17 April 1945. To No.5 Release Centre, 28 July 1945. Retired 30 August 1945.

Pilot Officer Rosko is a courageous air gunner who has shown a fine fighting spirit throughout his operational tour. He has participated in many attacks against major German targets and has made a praiseworthy contribution to the successes achieved by his crew. When engaged on his second operation against Berlin in January 1944, his aircraft was attacked and damaged by an enemy fighter and the navigator was wounded. By Pilot Officer Rosko's determined fire the hostile aircraft was forced to break off the attack. On another mission in March 1944 on the return flight from a mission to Stuttgart he was forced to abandon his aircraft by parachute. His pilot, rear gunner and wireless operator were killed. Undaunted by this perilous experience, Pilot Officer Rosko resumed operational flying within a month. His enthusiasm and determination have been worthy of the highest commendation.

The website "Lost Bombers" gives the following on his harrowing March 1944 experience. Halifax LW348, No.578 Squadron (LK-X), target Stuttgart, 15/16 March 1944. This was one of three No.578 Squadron Halifaxes lost on this operation; the others were LW495 and LW542. LW348 was initially issued to No.51 Squadron. Airborne 1856 hours on 15 March 1944 from Burn. Homebound, ran short of fuel and soon after regaining the south coast, the engines began to misfire. The order to bale out was given, but only four had complied before the Halifax crashed just to the east of RAF Biggin Hill. Crew were Flight Sergeant H.W. Hill (killed), Sergeant J.D.Bell, Sergeant J.I.Lloyd, Sergeant T.J.Robinson (killed), Sergeant M.Rosko, RCAF and Flight Sergeant W.A.Ballard (killed).

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ROSS, S/L Alan Redmond (J9663) - **Commended for Valuable Services in the Air** - Central Flying School - Award effective 23 February 1946 as per **London Gazette** dated 26 February 1946 and AFRO 280/46 dated 15 March 1946. Born in Moose Jaw, 9 May 1914; farmed near Fort

Qu'Appelle.. Enlisted in Regina, 25 April 1941. To No.2 Manning Depot, 15 May 1941. To No.7 Equipment Depot, 20 June 1941. To No.4 ITS, 13 July 1941; graduated and promoted LAC, 19 August 1941 when posted to No.8 EFTS; may have graduated 7 October 1941; posted on 9 October 1941 to No.3 SFTS; graduated and commissioned 2 January 1942. To Trenton, 3 January 1942. To No.4 SFTS, 29 March 1942. Promoted Flying Officer, 1 October 1942. To No.6 EFTS, 3 February 1943. Promoted Flight Lieutenant, 15 April 1943. To No.1 Composite Training School, 17 February 1944. To No.1 Central Flying School, 14 January 1945. Promoted Squadron Leader, 1 June 1945. Reverted to Flight Lieutenant in postwar RCAF, 1 October 1946 (19657); promoted Squadron Leader, 1 June 1948; promoted Wing Commander, 1 June 1952. After 20 years service he became a federal civil servant (Ontario and Saskatchewan). Died in Victoria, 26 March 2006.

This officer's exceptional ability as a flying instructor and his keen insight into pilot training problems have made his contribution to flying training outstanding. Whilst engaged at Central Flying School on experimental and testing work in connection with flying training, he has proven himself a thorough and tireless worker. His perseverance and devotion to duty are worthy of high praise.

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ROSS, F/O Allan David (J37009) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 2 July 1922 at Kincaid, Saskatchewan to a homesteading family of 10; home there (farmer). Enlisted in Regina, 11 July 1941 as Airframe Mechanic and posted to No.2 Manning Depot. To No.5 AOS, 17 September 1941. To Technical Training School, 3 December 1941. Promoted AC1, 11 April 1942. Promoted LAC, 13 April 1942. To Sea Island, 15 April 1942. To No.23 UTO (not sure what this is), 19 November 1942. Remustered to aircrew and posted to No.6 ITS, 20 February 1943; to No.12 EFTS, 21 May 1943; to No.1 SFTS, 26 June 1943. Graduated and commissioned, 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, 15 November 1943. Promoted Flying Officer, 15 April 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. Retired 11 October 1945. Postwar he spent his career in the finance business and retired to Salmon Arm, British Columbia in 1981 and then moved to North Vancouver in 1993. Married to Alice, his wife of 56 years and they had three children, Ron, Marge and Barbara. He died on 23 January 2003 in North Vancouver, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2003. Photo PL-24171 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 2/9137 has recommendation dated 16 May 1945 when he had flown 31 sorties (205 hours 15 minutes):

4 December 1944 - Karlsruhe

6 December 1944 - Merseburg

22 December 1944 - Coblenz
29 December 1944 - Scholven Buer
2 January 1945 - Nuremburg
28 January 1945 - Zuffenhausen
1 February 1945 - Ludwigshaven
3 February 1945 - Bottrop
8 February 1945 - Politz
20 February 1945 - Dortmund
21 February 1945 - Duisburg
2 March 1945 - Cologne
7 March 1945 - Dessau
8 March 1945 - Kassel
11 March 1945 - Essen
12 March 1945 - Dortmund
13 March 1945 - Herne
15 March 1945 - Misburg
16 March 1945 - Nuremburg
19 March 1945 - Hanau
21 March 1945 - Bremen
22 March 1945 - Hildesheim
24 March 1945 - Dortmund
9 April 1945 - GARDENING
14 April 1945 - Potsdam
18 April 1945 - Heligoland
22 April 1945 - Bremen
24 April 1945 - Berchtesgaden
28 April 1945 - EXODUS (POW repatriation)
30 April 1945 - MANNA
2 May 1945 - MANNA

Flying Officer Ross was posted to No.103 Squadron on 18th November 1944 and has completed 31 sorties on Lancaster aircraft with a total of 205.15 hours operational flying.

In the course of these numerous sorties, extending over a period of five months, this Canadian officer took part in attacks on a wide variety of targets in Germany, including the important centres of Cologne, Essen, Dessau, Dortmund, Duisburg and Kassel. Many of these operations involved long and arduous flights against heavy air and ground defences, but Flying Officer Ross invariably pressed home his attacks in the most determined fashion regardless of enemy opposition.

Under a quiet and unassuming manner, this young Canadian possesses an inflexible determination and splendid offensive spirit which has been an inspiration to his crew and an example to the whole squadron. I strongly

recommend that his excellent work be recognized by the award of the Distinguished Flying Cross.

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ROSS, Flight Sergeant Allen Lawrence (R95492, later J16986) - **Distinguished Flying Medal** - No.408 Squadron - Award effective 24 March 1943 as per **London Gazette** dated 6 April 1943 and AFRO 809/43 dated 7 May 1943. Name also rendered (pay card) as Allan Lawrence Ross. Born in Treherne, Manitoba, 13 November 1918; home in Holland, Manitoba (farmer, formerly in Second Battalion, Royal Winnipeg Rifles, 9 October to 7 November 1940). Enlisted in Winnipeg, 12 March 1921 and posted to No.2 Manning Depot. To No.33 SFTS, Carberry (guard), 10 April 1941. To No.2 ITS, Regina, 4 May 1941; graduated and promoted LAC, 7 June 1941 when posted to No.18 EFTS; Boundary Bay, to No.15 SFTS, Claresholm, 26 July 1941; graduated and promoted Sergeant, 7 October 1941. To Embarkation Depot, 8 October 1941. To RAF overseas, 22 October 1941. To No.2 SFTS (later No.2 Pilots AFU), Brize Norton, 1 December 1941 (Oxfords). Attached to No.1515 Beam Approach Training Flight, 26 February 1942 (Oxfords). To No.16 OTU, Upper Heyford, 10 March 1942 (Hampden aircraft). Promoted Flight Sergeant, 7 April 1942. To No.408 Squadron, 10 June 1942 (Hampden aircraft). Commissioned 8 January 1943. To No.1659 Conversion Unit, 10 March 1943. Promoted Flying Officer, 8 July 1943. Attached to No.1652 Conversion Unit, Marston Moor, 27 September to 11 October 1943 when returned to No.1652 Conversion Unit. Promoted Flight Lieutenant, 28 April 1944. To Canada on special leave, 11 August 1944. To Britain again, 2 October 1944. To No.61 Base, 31 October 1944. Attached to Dalton, 31 October to 24 November 1944. Attached to No.1666 Conversion Unit, 24 November to 30 January 1945. To No.428 Squadron, 30 January 1945. Repatriated with No.428 Squadron, 10 June 1945. To No.2 ACU, Brandon (whatever that is), 15 August 1945. To No.5 Release Centre, 13 September 1945. Retired 19 September 1945. Died in Holland, Manitoba, 20 December 1995 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of April 1996. Photo PL-20525 shows him.

Flight Sergeant Ross has taken part in 30 sorties against a wide variety of enemy targets. He is a fine operational captain, who invariably presses home his attacks with great determination. His skill and sound judgement have won the confidence of all with whom he has flown.

NOTE: Public Record Office Air 2/4951 has recommendation drafted 8 March 1943 when he had flown 30 sorties (175 hours 22 minutes).

Since joining this squadron in June 1942, Flight Sergeant Ross has carried out 30 operational sorties against some of the most heavily defended targets in Germany. These operations were carried out on the following: Cologne (3), Essen (1), Emden (1), Gardening (6), Bremen (1), Wilhelmshaven (3), Hamburg (2), Saarbrucken (2), Dusseldorf (1), Mainz (1), Osnabruck (1), dinghy search (1), Karlsruhe (1), Duisburg (1), Lorient (3), Turin (1), Berlin (1).

Throughout his tour this Non-Commissioned Officer under a calm, quiet manner has shown a fine offensive spirit, carrying out his sorties in such a determined manner that he has inspired great confidence in his crew. On more than one occasion he has pressed home his attack in such a manner so to return with pictures of the target.

ROSS, F/L Allen Lawrence, DFM (J16986) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO 1704/45 dated 9 November 1945. DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 20 April 1945 when he had flown 17 sorties on his second tour (123 hours 30 minutes), 4 February to 13 April 1945.

This officer has consistently displayed a high degree of courage and exceptional devotion to duty. During his two tours of operational duty he has participated in sorties against many highly fortified objectives. On every occasion he has made a successful attack. Under his skilled leadership his crew has become a highly effective and efficient unit, which has contributed to a major degree to the success of the squadron.

The second tour sortie list was as follows (identical to that of Kendall Russell Fee; same crew):

4 February 1945 - Bonn (7.00)
7 February 1945 - Hassun (6.55)
13 February 1945 - Dresden (10.15)
20 February 1945 - Dortmund (7.25)
21 February 1945 - Duisburg (7.10)
7 March 1945 - Dessau (9.15)
11 March 1945 - Essen (6.40)
14 March 1945 - Zweibrucken (7.20)
15 March 1945 - Hagen (7.05)
20 March 1945 - Heide (5.30)
22 March 1945 - Hildeshein (6.25)
25 March 1945 - Hanover (6.30)
31 March 1945 - Hamburg (6.00)
4 April 1945 - Merseburg (9.20)
8 April 1945 - Hamburg (6.05)
10 April 1945 - Leipzig (8.30)
13 April 1945 - Kiel (6.05)

Notes: Accident at No.2 AFU, 26 December 1941, Oxford P1842. "Whilst on a cross-country flight pilot ran into bad weather north of Coventry. He saw an aerodrome and went down to land, but realized that he was landing down wind, so made another circuit, and in so doing, lost

the acrodrome. He decided to land in a field, but overshot and ran into an embankment.”
Aircraft wrecked Category “E:

Application for Operational Wing dated 30 June 1944 stated he had flown 30 sorties (178 hours ten minutes), 10 June 1942 to 1 March 1943.

On return to Canada on leave, he stated he had flown 30 sorties (172 hours). Under “Preference for Employment After Leave” he wrote, emphatically - “Ops. Second Tour ! ! ! Do not want Halifaxes. Mosquitoes.”

Application for Bar to Operational Wing dated 28 August 1945 listed the following sorties:

4 February 1945 - Bonn (7.00)
7 February 1945 - Goch (6.55)
13 February 1945 - Dresden (10.15)
20 February 1945 - Dortmund (7.30)
21 February 1945 - Duisburg (7.10)
7 March 1945 - Dessau (9.15)
11 March 1945 - Essen (6.40)
14 March 1945 - Zweibrucken (7.30)
15 March 1945 - Hagen (7.05)
20 March 1945 - Henningstadt (5.30)
22 March 1945 - Hildesheim (6.25)
25 March 1945 - Hannover (6.35)
31 March 1945 - Hamburg (6.00)
4 April 1945 - Merseburg (9.20)
8 April 1945 - Hamburg (6.05)
10 April 1945 - Leipzig (8.30)
13 April 1945 - Kiel (6.05)
25 April 1945 - Wangerooge (4.50)

Training: Interviewed 10 December 1940 by F/O N.A. Vose - “Very good type. Confident and sincere.”

Course at No.2 ITS was 25 April to 25 May 1941. Courses in Mathematics (53/100), Law/Discipline (74/100), Armament, practical and oral (74/100), Drill (66/100). Graded 96/100 in Visual Link. Placed 185th in a class of 250. “Raised and worked on farm. Used to hard work. Active in sports including team sports. Confident, Maybe slightly nervous. 30 days NPAM. NCO material.”

Course at No.18 EFTS was 9 June to 28 July 1941. Tiger Moth aircraft - 25.00 dual, 29.00 solo plus 5.35 on instruments. Logged ten hours in Link. “A capable, energetic type of student pilot who has shown good progress throughout his flying training. His air sense and judgement are

quite satisfactory. Could stand more practice in forced landing procedure." Ground courses in Air Navigation (111/200), Airmanship (142/200), Airframes (74/100), Aero Engines (74/100) Armament, oral (143/200), Signals, practical (82/00), Theory of Flight (61/0), Air Navigation (173/200). Placed 16th in a class of 26. "A keen and willing pupil. Learns quickly and retains knowledge well. His conduct at this unit has been vert satisfactory."

Course at No.15 SFTS was 27 July to 7 October 1941. Anson aircraft - 37.15 day dual; 57.15 day solo, 3.20 night dual, 6.45 night solo. Spent 23.10 on instruments; logged 22 hours in Link. Courses in Airmanship and Maintenance (128/200), Armament, written (76/100), Armament, practical (85/100), Navigation and Meteorology (132/200), Signals, written (89/100) and Signals, practical (44/50).. Placed 38th in a class of 42. Assessed "Average pilot whose general flying is safe but airmanship poor." Also below average in class. "Rather quiet but very keen. Tries hard."

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ROSS, Fl/O Annie Isabel (V30188) - **Mention in Despatches** - No.76 Base Headquarters - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Base Catering Officer. Enlisted in Vancouver, 5 June 1942 as Dietitian and posted to No.6 Manning Depot. Commissioned as Assistant Section Officer, 4 July 1942. To No.1 BGS, 6 July 1942. To No.3 SFTS, 2 October 1942. Promoted Section Officer, 6 January 1943. Reclassified Equipment Officer, 15 January 1943. To "Y" Depot, Lachine, 1 March 1944. Taken on strength of No.3 PRC, 5 March 1944. Promoted Flight Officer, 1 June 1944. Transferred to Messing Branch, 18 August 1944. Repatriated 8 July 1945. To No.2 Air Command, 20 July 1945. To Uplands, 24 August 1945. To Main Military Hospital, 1 October 1945. Retired 27 November 1945. RCAF photo PL-42669 (ex UK-19552 dated 16 March 1945) taken during monthly food conference in No.6 Group; caption reads in part, "These women are responsible for serving operational meals to fliers at any hour of the day or night in addition to the regular 'three squares' a day supplied air and ground crew alike." Left to right in the back row, with Squadron Officer Helen Buik, Flight Officer Isobbel Gibson (Ottawa), Elizabeth Little (Haileybury), and Betty Park (Calgary and Richmond Hill); front row, left to right are Flight Officer Isobel Ross (Regina), Grace Torrie (Hartney, Manitoba) and Florence Stacey (Edmonton). Had served one year and three months in England when recommended (23 June 1945). No published citation; DHist 181.002 D.225 gives following:

This officer has been in charge of catering in this base since 6th April 1944. During this time she has, by her cheerful, efficient manner, inspired the personnel under her to produce the present high standard of messing throughout the Base which has, in no small way, improved the morale of all personnel. Her professional knowledge is outstanding.

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ROSS, P/O Archie Joseph (J19864) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 13 October 1918; home in Pitman, Saskatchewan. Formerly in Canadian Army. Enlisted in Regina, 17 March 1942 and posted to No.2 Manning Depot. To No.18 SFTS, 8 May 1942 (guard); to No.7 ITS, 6 June 1942; graduated and promoted LAC, 31 July 1942 but not posted to No.6 EFTS until 12 September 1942; ceased training and posted to No.1 Composite Training School, 1 October 1942; to No.5 BGS, 23 October 1942; to No.3 AOS, 27 December 1942; graduated and promoted Sergeant, 5 February 1943. To "Y" Depot, 19 February 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 5 August 1943. Commissioned 26 January 1944. Promoted Flying Officer, 26 July 1944. Repatriated 14 April 1945. To No.6 Release Centre, 27 April 1945. Retired 30 May 1945. Photo PL-35926 is 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 24 July 1944 when he had flown 36 sorties (222 hours 27 minutes), 3 November 1943 to 2 June 1944.

Pilot Officer Ross has completed one tour of operations, having attacked Berlin, Kassel, Hanover, Frankfurt and many other targets in Germany and France as well as having carried out many minelaying operations. He has been very steady, reliable and cool in emergencies which made him a very strong asset to his crew and as bomb aimer he has given invaluable aid to the navigator at all times in helping to direct the plane to the target and safely back to base again.

For loyalty to his crew and squadron and general good work, I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list follows; obviously in same crew as Lawrence McLeod Fraser:

3 November 1943 - Dusseldorf (6.40)
25 November 1943 - Frankfurt (7.12)
3 December 1943 - Leipzig (9.00)
20 December 1943 - Frankfurt (7.55)
4 January 1944 - Gardening (5.15)
6 January 1944 - Gardening (8.05)
21 January 1944 - Magdeburg (7.25)
28 January 1944 - Berlin (9.05)
15 February 1944 - Berlin (6.45)
2 March 1944 - Meulon (5.50)
3 March 1944 - Gardening (8.05)
6 March 1944 - Trappes (6.30)
7 March 1944 - Le Mans (6.00)
11 March 1944 - Gardening (7.55)
13 March 1944 - Le Mans (1.50, duty not carried out)

15 March 1944 - Amiens (5.45)
30 March 1944 - Gardening (5.30)
9 April 1944 - Lille (5.50)
10 April 1944 - Ghent (4.50)
17 April 1944 - Gardening (6.05)
18 April 1944 - Gardening (7.20)
20 April 1944 - Lens (5.30)
22 April 1944 - Laon (5.45)
23 April 1944 - Gardening (6.50)
26 April 1944 - Villeneuve (6.05)
27 April 1944 - Aulnoye (5.05)
30 April 1944 - Gardening (6.10)
9 May 1944 - Gardening (5.35)
10 May 1944 - Ghent (5.20)
11 May 1944 - Lyon (4.10)
14 May 1944 - Gardening (5.15)
21 May 1944 - Gardening (5.05)
24 May 1944 - Trouville (4.40)
27 May 1944 - Gardening (4.40)
29 May 1944 - Gardening (3.20)
31 May 1944 - Gardening (6.00)
2 June 1944 - Gardening (5.05)

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ROSS, G/C Arthur Dwight (C111) - **Mention in Despatches** - Middleton St.George - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Unit identified in AFRO only as "Overseas"; positive unit identification from **No.6 Group Monthly Summary of Operational and Training Activities** (January 1944). Born in Winnipeg, 18 March 1907. Educated at Upper Canada College, (three years). Entered Royal Military College, 1925 and then applied for RCAF. To Camp Borden, 21 July 1928. Awarded flying badge at Camp Borden, 25 February 1929. Attended Seaplane Course, 18 April to 22 May 1929. To Station Winnipeg, 26 May 1929. Many years in aerial survey work. Promoted Flying Officer, 4 September 1929. To Camp Borden, 10 January 1931. Attended Flying Instructor Course, 16 March to 8 May 1931. Attended Instrument Flying Course, 1-30 June 1933. Attended Army Cooperation Course, 12 February to 26 May 1934. Appointed Brevet Flight Lieutenant, 25 February 1934. To No.10 (Army Co-operation) Squadron, Toronto, 20 June 1934 and promoted Flight Lieutenant. To AFHQ, Ottawa, 10 June 1936 (Assistant Staff Officer Air Personnel, 15 June 1936 to 22 May 1938). Promoted Squadron Leader, 1 April 1939. Appointed commander, No.5 (BR) Squadron, 1 July 1939; qualified for Atlantic Star. To No.2 SFTS, 28 July 1940 (BCATP staff work). Promoted Wing Commander, 1 September 1940. To No.4 Training Command, 2 September 1940. To No.3 SFTS, 28 September 1940. Promoted Group Captain, 15 October 1941. To Eastern Air Command, 5 March 1942. To Station Sydney, 22 April 1942. To RAF

overseas, 9 November 1942. To RCAF Overseas Headquarters, 12 November 1942. To Middleton St. George, 31 December 1943. Promoted Air Commodore, 29 February 1944 and given command of No.62 Base. To RCAF Overseas Headquarters, 28 June 1944. Special leave in Canada, 30 July 1944. To RCAF Overseas Headquarters again, 5 September 1945. Repatriated 14 March 1945. To No.1 Air Command, 19 March 1945. To Staff College, 29 September 1945 to command. To Air Transport Command Headquarters, 8 August 1948. To Maritime Group Headquarters, 6 August 1951. Awarded Queen Elizabeth Coronation Medal, 28 September 1953. To Canadian Joint Staff, London, 8 August 1954 (Air Member). To command of No.5 Air Division, Vancouver, 4 August 1956. To AFHQ, non-effective, 1 June 1960; retired 9 February 1961. Died in Kingston, 27 September 1981 as per **Airforce Magazine** of September 1982. Medals with Canadian War Museum (AN 19850460-001). No citation. 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. RCAF photo PL-33978 (ex UK-16365 dated 9 November 1944) shows him following investiture at Buckingham Palace. RCAF photo PL-40162 (ex UK-16731 dated 21 November 1944) shows (left to right), A/V/M C.M. McEwen (AOC No.6 Group, Air Commodore J.L. Hurley (present commander, No.62 Base), Air Commodore A.D. Ross (former commander of base), and Air Commodore J.E. Fauquier (former commander, No.62 Base, holding official crest of base newly presented). RCAF photo PL-40163 (ex UK16732 dated 21 November 1944 shows (left to right), A/V/M C.M. McEwen (AOC No.6 Group, Air Commodore J.E. Fauquier (former commander, No.62 Base), Air Commodore J.L. Hurley (present commander, No.62 Base, holding official crest of base newly presented) and Air Commodore A.D. Ross (former commander of base). . RCAF Photo PL-40168 (ex UK-16737 dated 21 November 1944) shows A/V/M C.M. McEwen (left) with Corporal Maurice Marquet, GM A/C A.D. Ross, GC, and LAC Melvin Muir McKenzie, BEM.

ROSS, A/C Arthur Dwight (C111) - **Officer, Order of the British Empire** - Middleton St.George (AFRO gives unit only as "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. No citation with OBE in Canadian sources. Public Records Office Air 2/9148 has recommendation for a DSO when he was a Group Captain. He was reported as having flown 72 sorties (385 operational hours) although most of this had been in Canada. The recommendation was converted from a DSO to an OBE (for more see Clayton, A.C.P.); the original text, as brought to Air Ministry Honours and Awards Committee, was as follows:

Group Captain Ross has served in the Royal Canadian Air Force continuously for 15 ½ years and has held several important commands during the present war. Prior to commanding his present unit he commanded a squadron on ant-submarine and convoy escort duty on the east coast of Canada. Since December 1942 he has commanded the Royal Canadian Air Force Station at Middleton St.George, showing outstanding ability as a leader and an administrator. By his participation in sorties against Lorient, Hamburg and St.Nazaire, he has set a splendid example to all ranks.

ROSS, A/C Arthur Dwight ((C111) - **George Cross** - Overseas (No.62 Base, Linton-on-Ouse) - Award effective 27 October 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. GC event also led to award of George Medal to FS J.R.M. St.Germain and Corporal M. Marquet, and BEM to LACs M.M. McKenzie and R.R. Wolfe. Incident occurred 27/28 June 1944 at Tholthorpe.

One night in June 1944, an aircraft, while attempting to land, crashed into another which was parked in the dispersal area and fully loaded with bombs. The former aircraft had broken into three parts and was burning furiously. Air Commodore Ross was at the airfield to attend the return of aircraft from operations and the interrogation of aircrews. Flight Sergeant St.Germain, a bomb aimer, had just returned from an operational sortie and Corporal Marquet was in charge of the night ground crew, whilst Leading Aircraftmen McKenzie and Wolfe were members of the crew of the crash tender. Air Commodore Ross, with the assistance of Corporal Marquet, extricated the pilot who had sustained severe injuries. At that moment ten 500-pound bombs in the second aircraft, about 80 yards away, exploded, and this officer and airman were hurled to the ground. When the hail of debris had subsided, cries were heard from the rear turret of the crashed aircraft. Despite further explosions from bombs and petrol tanks which might have occurred, Air Commodore Ross and Corporal Marquet returned to the blazing wreckage and endeavoured in vain to swing the turret to release the rear gunner. Although the port tail plane was blazing furiously, Air Commodore Ross hacked at the perspex with an axe and then handed the axe through the turret to the rear gunner who enlarged the aperture. Taking the axe again the Air Commodore, assisted now by Flight Sergeant St.Germain as well as by Corporal Marquet, finally broke the perspex steel frame supports and extricated the rear gunner. Another 500-pound bomb exploded which threw the three rescuers to the ground. Flight Sergeant St.Germain quickly rose and threw himself upon a victim to shield him from flying debris. Air Commodore Ross' arm was practically severed between the wrist and elbow by the second explosion. He calmly walked to the ambulance and an emergency amputation was performed on arrival at station sick quarters. Meanwhile, Corporal Marquet had inspected the surroundings and, seeing petrol running down towards two nearby aircraft, directed their removal from the vicinity by tractor. Leading Aircraftmen McKenzie and Wolfe rendered valuable assistance in trying to bring the fire under control and they also helped to extricate the trapped rear gunner, both being seriously injured by flying debris. Air Commodore Ross showed fine leadership and great heroism in an action which resulted in the saving of the lives of the pilot and rear gunner. He was ably assisted by Flight Sergeant St.Germain and Corporal Marquet who both displayed courage of a high order. Valuable service was also rendered by Leading Aircraftmen McKenzie and Wolfe in circumstances of great danger.

NOTE: Public Record Office Air 2/8784 has considerable discussion paperwork at Air Ministry respecting this award, including its relation to other participants in the event and other GC awards. A summary of correspondence to the Chief of Air Staff, 21 August 1944, reads as follows (unhappily, the signature of the person writing this is illegible):

I find no difficulty in agreeing generally with the recommendations at 3A and 3B which are of a uniformly high standard. I have the following comments on individual cases:-

Cases 1-5. These deal with some very gallant rescues which were effected when a Halifax of the RCAF, returning from operations, collided on the ground with another one which was fully loaded with bombs. The principal actors are Air Commodore Ross, RCAF (case No.1), Corporal Marquet, RCAF (case No.2) and Flight Sergeant St. Germain (case No.3). They are recommended for the George Cross, the George Medal and the BEM respectively. The full descriptions of the parts played by each are in enclosures 1-3 of the folder at 1A.

There is no difficulty about the George Medal recommended for Corporal Marquet (in case No.2). It is clear, I think, that he has fully earned this award. Air Commodore Ross (case No.1) did not do much more than Corporal Marquet, but he took the lead in the rescue efforts and his heroic action incidentally caused him the loss of his right arm. We may have some difficulty in getting the George Cross for him, but on the whole I think we should be justified in putting his name forward to the Central Committee.

There remains the case of Flight Sergeant St. Germain (case No.3). It is true that he did not help in extricating the pilot, as did Air Commodore Ross and Corporal Marquet. But he seems to have been on the spot almost as soon as the other two. When the second explosion occurred, he was knocked over, but he quickly rose and threw himself upon a victim lying near in order to shield him from flying debris. Subject to DGPS's further views, I should like to see this airman also recommended for the George Medal.

Cases 4 and 5 are recommendations in favour of two airmen for their bravery in fire fighting on the same occasion. I agree that BEMs would be adequate recognition.

File Air 2/8784 has the following statement on file by R.195725 Sergeant C.G. Rochon, Station Tholthorpe:

I am rear gunner in the crew of Sergeant Lavoie. On the night of 27-28 June 1944 we were returning from operations and crashed on landing at RCAF Station Tholthorpe. I heard the pilot give the crash warning and remember the first

impact but must have lost consciousness for a while. When I regained consciousness I tried to revolve my turret which would not move. I then tried to get out the bulkhead door which had stuck. The port tail plane was on fire. An officer came up to the outside of my turret and started hacking the turret with an axe. I asked him for the axe which he handed to me between the fuselage and the turret. I then broke a hole through the perspex and the officer, who I later recognized as Air Commodore Ross, took the axe again and tried to break the steel supports. When he tired he handed the axe to a Flight Sergeant who I later found was Flight Sergeant St. Germain who finished the hacking. They then pulled me out and the Medical Officer took me to the ambulance and Air Commodore Ross and Flight Sergeant St. Germain went to another part of the aircraft. Then there was an explosion that threw me on the floor of the ambulance. A few seconds later Air Commodore Ross walked over to the ambulance holding his arm and I saw it was nearly severed. We went to the hospital together in the ambulance and I did not hear him say anything.

A minute of the Selection Committee for the George Cross, The George Medal and the British Empire Medal, dated 29 September 1944, included a comment from the War Office, specifically by Sir F. Bovenschen (Permanent Under Secretary of State):

As regards G.C.M. 223, are the Committee content that Air Commodore Ross (No.15) is up to George Cross standard? From the account of the incident it seems to us that Ross and Marquet (No.17) shared the same risks and that Ross did no more than Marquet, although the former unfortunately suffered severe injury. In our view a George Medal would seem to be sufficient reward for Ross.

This is followed by a minute to Sir Robert Knox, undated but apparently from Air Ministry which comments on the above and also brings into the study an earlier (Royal Navy) case:

We do not contest the War Office view that Air Commodore Ross shared the same risks as, and did no more than, Corporal Marquet. Nor does it seem to us to be necessary to do so, for it is well established that the George Cross has a certain leadership content (see, for instances, cases (1), (2) and (3) in G.C.M, 199, where the George Cross was given to an officer engaged in clearing Messina Harbour and the George Medal to two ratings who assisted him.

There is the further point that the action of Air Commodore Ross was entirely voluntary. By virtue of his rank, he could have directed operations from a safe distance, but he chose to take a leading part in the rescue activities and there is no doubt that he set a magnificent example to all concerned. We should, therefore, like him to receive the George Cross and not the George Medal as proposed by the War Office.

The prior case cited (G.C.M. 199) referred to the George Cross awarded to Lieutenant John Bridge, GM, Temporary Petty Officer Richard Morris Woods, and Able Seaman Thomas Patrick Peters. The **London Gazette** of 20 June 1944 had reported award of the George Cross to Bridge (“for great gallantry and devotion to duty”) and George Medals for Woods and Peters (“for gallantry and devotion to duty”). Bridge had previously received a George Medal (27 December 1940), Commendation (27 June 1941) and Bar to George Medal (28 October 1941). When considering the awards of June 1944, the Selection Committee for the George Cross, the George Medal and the British Empire Medal had before it the following submission:

Lieutenant Bridge is recommended for more conspicuous and prolonged bravery and contempt of death in clearing Messina Harbour of depth charges. Despite the fact that the whole of the previous bomb disposal party had been killed or wounded by six depth charges fired by an unknown mechanism, Lieutenant Bridge proceeded with the greatest of enthusiasm, combined with skill and ingenuity, to dispose of a similar group. After a total of 28 dives on this group they were rendered safe, and the mechanisms, which were of a previously unknown type, recovered and stripped. In addition, Lieutenant Bridge rendered safe or discredited a further 207 depth charges, above or below water, with all types of firing mechanisms. As a result of the efforts of this officer and his party Messina Harbour was declared open the day after the assault on Italy, which proved to be of the utmost value during the follow-up. The recommending Officer stated that it had never been his fortune to be associated with such cool and sustained bravery as Lieutenant Bridge displayed during the ten days of this operation. **Petty Officer Woods** tended Lieutenant Bridge as Diver’s Attendant during the clearance of Messina Harbour. By the nature of his work it was impossible to place him under cover and any accident to Lieutenant Bridge would inevitably have involved Woods. His cheerful acceptance of long hours of danger and hard work were an encouragement to all around him. **Able Seaman Peters** was associated with Lieutenant Bridge throughout the clearance of Messina Harbour and in fact stripped the unknown mechanism under Lieutenant Bridge’s orders. He always volunteered for any post of danger and his conduct is the more praiseworthy in that the Officer under whom he had been working for some months was killed in the earlier disaster.

ROSS, A/C Arthur Dwight, GC (C111) - **Commander, Order of the British Empire** - AFHQ (RCAF Staff College) - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Following citation was found in Governor General's Records, RG.7 Group 26, Vol.60, File 190-I (dossier 9).

Air Commodore Ross has given many years of loyal service to the Royal Canadian Air Force. He has been entrusted with a number of important commands during the war, including an operational squadron, Service Flying Training School, Operational Station and, finally, an Operational Base in the United Kingdom. He

has always been devoted to the service and has displayed those qualities of leadership and courage which have been an inspiration to his colleagues and those serving under his command. His integrity, sound judgement and energy have made a splendid contribution to the war effort. In 1945 he was selected as Commandant of the Royal Canadian Air Force Staff College in which capacity he wields a valuable influence on the careers of those officers under training upon whom the future of the service will largely depend.

Notes: On 25 February 1929, W/C G.M. Croil summarized Ross - "This officer has made satisfactory progress. He has not been an extraordinary quick pupil but has made consistent progress throughout the course."

On 22 May 1929, after seaplane instruction at Vancouver, his flying was summarized as follows - Avro Seaplanes - 1.55 dual, 5.45 solo (total 7.40); Vedette - 2.05 dual, 9.45 solo (total 11.50); Moth Seaplanes - 2.20 dual, 14.25 solo (16.45 total). Total for course was 36.15. "Instruction has been given in flying and handling of aircraft on the water, beaching and mooring to buoys. No instruction in glassy water alightings were given, owing to lack of conditions. This officer has been very keen throughout his training and has made steady progress. His judgement is good and he handles aircraft with confidence. He should make a useful seaplane and boat pilot." (Signed by his Instructor, 95 Sergeant E.P.H. Wells, counter-signed by S/L E.L. McLeod, commanding Station Vancouver). Graded "Average:"

On 11 May 1931, following his Flying Instructor Course, flying was summarized as follows - 13.15 dual on course and 56.05 on course (previous flying on all types described as 60.50 dual and 632.30 solo on all types). His instructor, F.O E.T. Morris, wrote, "The marginally noted officer has taken a keen interest in the course. He is a good pilot and has the power of explaining the subject to be taught in a way as to make it clearly understood by a pupil. Has had no previous experience as an instructor. I would recommend category of 'Average Pilot' and 'C' (Flying Instructor) in accordance with Order and Instruction 250/1/2." On 14 and 15 May 1931 he was tested by S/L G.E. Brookes who concurred in the "C" Category and wrote, "F/O Ross was tested by me, two flights being made. A test of skill was made and results are satisfactory. A final test for ability to explain sequences and demonstrate was made, and I concur in the remarks of F/O Morris and recommend that F/O Ross should be retested for category after the conclusion of Provisional Pilot Officer Training."

Attended Air Pilotage Instructor Course, Camp Borden, 1 August to 31 October 1933. Flew Fleet and Fairchild 51 aircraft - 16.35 solo and 21.50 as Navigator. "Average as navigator. Exercises good judgement in air duties." (F/L C.R. Slemon). He was also tested in Dead Reckoning (83 percent), Magnetism and Compasses (73 percent), Maps and Charts (71 percent), and Meteorology (93 percent). Placed third in a class of six. Slemon assessed him on Suitability as an Instructor ("Satisfactory. Requires experience to improve lecturing ability," and a general summary ("Capable; absorbs instruction satisfactorily."))

Attended Army Cooperation Course, Camp Borden, 12 February to 26 May 1934. Avro Tutor aircraft - 52 hours 40 minutes as pilot, 1.20 as passenger. Written exams in Signals (62 percent), Army (53 percent), Artillery Observation (79 percent), Map Reading (70 percent), Air Reconnaissance (64 percent), and Morse (64 percent). Practical tests in Medium Reconnaissance (84 percent), Close Reconnaissance (85 percent) and Artillery (74 percent). Average in air and ground work (placed second in a class of three). "Conscientious and reliable. Slow in absorbing instruction but possesses a retentive memory. Has made steady progress throughout the course. Department exemplary."

Attended Parachute Course in Buffalo, New York, 1936.

Recommended for the Air Force Cross, approximately 3 April 1941 by A/V/M N.R. Anderson, as follows:

As Officer Commanding, No.5 (BR) Squadron, Wing Commander Ross has set an outstanding example of devotion to duty in the training, administration and operation of his squadron in the Air Defence of the Atlantic Coast. He has led his squadron in long Reconnaissance and Anti-Submarine patrols far out to sea in the protection of Merchant and Naval ships with marked efficiency - completing 378 hours flying from 1st September 1939 to time of posting to No.4 Training Command. Between the outbreak of war and 31-12-40 this officer flew 67 hours 20 minutes on Reconnaissance and 157 hours and five minutes on Anti-Submarine patrols.

This did not go further, but carried a note, "To be placed on file for future reference. New recommendation called for on 20-7-42, file C.45-4-13."

Application for Operational Wing, 23 November 1943, claimed the following - 60 sorties in Eastern Air Command, 16 September 1939 to 31 July 1940 (No.5 Bomber Reconnaissance Squadron) plus five day Special Reconnaissance of Labrador and Newfoundland (232 hours five minutes); eight sorties from Sydney, 23 April to 31 October 1942 (43 hours 15 minutes); 2 ½ sorties in Bomber Command, 10 December 1942 to unspecified date (17 hours ten minutes), Middleton St. George.

Selected Assessments: "This officer has been employed as a Transportation pilot during the past season. He has carried out all transportation operations assigned to him in a very satisfactory manner. He has been called upon during the season to make flights over unfamiliar country and land at strange water areas which was accomplished in a very efficient manner. He is a good pilot but has experienced difficulty in landing Viking aircraft without damaging the tail planes. This may be primarily due to misjudgement of wind direction. He should improve steadily with more flying experience. Pilot Officer Ross is keen, conscientious, very willing and should develop into a very good operational pilot with more experience." Commanding Officer,

Station Winnipeg. 11 December 1929. He had joined the station 26 May 1929 as Transport Pilot and flown 219 hours as pilot, 14.40 as passenger.

"Flying Officer Ross has been employed during the year as Acting Sub-Station commander at Cormorant Lake and as transportation pilot. His services have been satisfactory. He is a fine [illegible] pilot and is a very hard working and conscientious officer. All transportation operations assigned to him have been efficiently carried out." Commanding Officer, Station Winnipeg. 11 November 1930. He had flown 249 hours 50 minutes as pilot, 5.25 as passenger.

Assessed 19 June 1934 by S/L G.E. Brookes when he was an instructor at Camp Borden. To date he had flown 58 hours ten minutes (1 April to 16 June 1934). "1. This officer possesses the following qualities and qualifications - Strong but unassuming personality; Excellent character; Above average in professional knowledge for a flying officer; Very reliable; Adequate initiative; Temperate habits; Smart appearance. 2. F/O has been attending courses of instruction during the period under report, and has not been employed on instructional duties. In addition to being a qualified Flying Instructor, he has also qualified as follows - Night flying; Instrument flying; Air Pilotage (Instructor's' Course); Army Co-Operation; Parachute Officer. He has also passed promotion exam 'B'. 3. Flying Officer Ross is a keen and reliable pilot, can supervise the work of a Flight in a very satisfactory manner, has a satisfactory knowledge of such duties as Canteen-Officer's Mess and Station Sports Club. His deportment is exemplary at all times."

"A very good type of officer who is carrying out his duties in connection with No.10 Squadron, RCAF (Non-Permanent) efficiently and with tact." (Brigadier, District Officer Commanding, 2 January 1935; he had flown 130 hours 40 minutes as a pilot and 1.20 as passenger in 1934; Adjutant and Flying Instructor to the unit).

"Flight Lieutenant Ross has carried out his duties as Adjutant of No.10 City of Toronto Squadron in a very satisfactory manner. He took a keen interest in his work throughout and under his instruction the progress of training of all ranks was satisfactory. (District Officer Commanding, 2 July 1936, noting he had flown 67 hours 30 minutes in that year).

"This officer has undertaken his duties as A.P.1 Personnel Staff Officer RCAF in a most satisfactory manner. He has shown initiative and reliability during the increased amount of detailed staff work resulting from the programme of expansion of the RCAF and the liaison duties resulting in similar expansion of the Royal Air Force. He has temperate habits and is smart in appearance. This officer was detailed for Wing Adjutant duties for the annual drills, Senior Air Officer Inspection and Remembrance Day parade, which duties he carried out in a creditable manner. A very good type of Staff Officer, loyal to his superiors." (S/L E.R. or E.L. Agnew ?, D.A.P., 20 December 1937; he had flown 30 hours 35 minutes as a pilot and one hour as a passenger that year.)

"Employed as Officer Commanding No.5 (BR) Squadron. Has shown reliability and initiative in administration of his unit. Possesses qualities of leadership to a great degree, Ready to fly at all

times and under adverse weather conditions. Sets a good example and good appearance. Maintained squadron in high state of efficiency in active service operations. Above average." (1 January 1940).

"Has commanded a flying boat squadron for thirteen months during which time he has demonstrated his ability to command a unit in a most commendable manner. He possesses the qualities of leadership to a marked degree. He is very interested in the welfare of his officers and men and cooperates willingly with all concerned in the administration and work of the station personally. This officer sets a good example in matters of deportment, dress and general behavior and is well respected by both seniors and juniors." (G/C R.S. Grandy, 26 July 1940, noting that since 1 September 1939, Ross had flown 270 hours 15 minutes).

"An excellent officer for an operational command on overseas service. Quiet, unassuming and not too suave, but an excellent disciplinarian and wears well. Thoroughly reliable." (Air Commodore A.T. Cowley, No.3 SFTS, 15 June 1941).

"Group Captain Ross has commanded RCAF Station Middleton St. George since the Group was first formed and he has performed all duties of his appointment to my entire satisfaction. He is an experienced operational officer, a good disciplinarian and administrator, and in all respects well qualified for advancement to the next higher rank." (Air Vice-Marshal G.E. Brookes, 28 February 1944)

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ROSS, F/L Arthur Stuart (C8323) - **Distinguished Flying Cross** - No.193 Squadron - Award effective 25 July 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born either 11 September 1917 (pay card) or 9 November 1917 (MI.9 reports) in Montreal; home there. Educated at Lower Canada College, Montreal, and South Beyfield, Massachusetts. Enlisted in Trenton, 5 October 1940. To No.11 EFTS, 1 November 1940 with rank of Sergeant. To "P", 31 July 1941. To No.12 SFTS, 8 August 1941. Commissioned 15 October 1941. To Trenton, 24 October 1941. To "Y" Depot, 28 December 1941. To RAF overseas, 2 February 1942 and ultimately posted to No.609 Squadron. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 15 October 1943. Hit in both wings on 21 December 1943 while escorting Marauder bombers, Pas de Calais when attacked by American Thunderbolts. The squadron had only six aircraft available and so had detailed two fighters per bomber box. F/O Charles W. Miller (RCAF) and S/L Patrick Thornton-Brown shot down and killed; see **Under the White Rose: The Story of 609 Squadron** by Frank Ziegler (Crecy Books, 1993). Soon afterwards posted to No.193 Squadron as a Flight Commander. Shot down by flak on 11 June 1944 east of Falaise (Typhoon MN700) but evaded. Repatriated 16 October 1944; to "Y" Depot, 1 February 1945; to Moncton, 13 March 1945; to Transport Conversion Squadron, 14 April 1945; to Release Centre, 1 August 1945; released 3 August 1945. May have died in Broward, Florida, 28 December 1979. Chris Shores, **Those Other Eagles** (Grub Street, London, 2004) provides a victory list as follows: **4 December 1943**, three Do.217s destroyed, two of

which were shared with another pilot, at Eindhoven (No.609 Squadron, Typhoon JR364, coded PR-G); **29 April 1944**, one LEO.451 destroyed near Lisieux (No.193 Squadron).

This officer has participated in a very large number of sorties, including attacks on enemy airfields, shipping, railways and mechanical transport. He is a skilful and courageous pilot whose determination to press home his attacks, often in the face of intense anti-aircraft fire, has been most praiseworthy. In air fighting Flight Lieutenant Ross has destroyed two enemy aircraft.

Public Record Office Air 2/9158 has recommendation drafted 4 June 1944 which read as follows:

Total hours flown on operations - 96

Number of sorties - 93

Recognition for which recommended - Distinguished Flying Cross

Appointment Held - Flight Commander

Particulars of meritorious service for which the recommendation is made including date and place:

two enemy aircraft destroyed on 4.12.43 - Dornier 217s

½ enemy aircraft destroyed on 29.4.44 - Leo 45

one enemy aircraft probable on 11.9.43

one enemy aircraft damaged on 5.10.43 - Me.110

Remarks of Squadron Commander

This officer has been engaged in intensive operations for the last ten months. During the course of many low level sweeps he has destroyed two enemy aircraft, probably destroyed one and damaged another. He has part in many dive-bombing attacks and has at all times pressed home his attack despite intense opposition. His targets have included shipping, road and rail transport and aerodromes.

He is a Flight Commander who by his great keenness and determination to engage the enemy has set a fine example.

Remarks of Wing Commander Flying [7 June 1944]

Flight Lieutenant Ross is filled with the greatest desire to engage and destroy the enemy at all costs and is always an inspiration to his flight. Very strongly recommended .

Remarks by Officer Commanding Sector [10 June 1944]

This officer's keenness and ability has set a very high standard. Strongly recommended.

Remarks by Air Officer Commanding [11 June 1944]

Strongly recommended. This officer is Missing believed Prisoner of War since 11 June 1944.

The above was endorsed by Air Vice-Marshal Alan Cunningham on 21 June 1944 and approved by Air Chief Marshal Trevor Leigh-Mallory on 30 June 1944. This was followed by a summary of sorties (which total 88 rather than the 93 noted above), viz:

Ramrods - 45
Sweeps - 2
Convoy and Air/Sea Rescue - 8
Recces and Scrambles - 8
Intruders, Rangers and Low Level Sweeps - 15
Shipping Strikes - 7
Escort - 5

ROSS, F/L Arthur Stuart, DFC (C8323) - **Croix de Guerre with Silver Star (France)** - No.193 Squadron - Award as per AFRO 485/47 dated 12 September 1947. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Flight Lieutenant Ross while serving as a pilot with 193 Squadron of the Second Tactical Air Force in France was shot down and obtained most valuable information while evading. He was taken prisoner once but escaped and was finally liberated when Paris was taken over by the Allies.

Volume 1 of file 45-19-15A, "Prisoners of War - Escape of - Interrogations", National Archives of Canada, RG.24 Volume 5372 has the following statement made in May 1945

Because of my injuries and the hardships I had to endure my memory of dates is hazy and at this time my recollections of details is not as clear as they would have been at an earlier date. The following is a rough outline of happenings from the time I baled out until I returned to England.

On the morning of June 10th I was leading a formation of eight Typhoons doing dive bombing and strafing in close support for Second Canadian Army [sic]. Near the end of our sorties a truck was sighted proceeding down a highway and I started down to strafe it. Before I was in a position to attack it turned into another road and joined the rear of a long column of vehicles. I was line up so made a run the entire length of the column and as I passed over the leading vehicle, which was an ammunition truck, blew up beneath me causing my aircraft which was down to between two and three hundred feet to burst into flames. I immediately baled out and while my parachute opened it only partly broke my fall. Fortunately I hit swampy ground but I was severely shaken up and a number of ribs were fractured on my left side. I fell in a sort of ditch amidst undergrowth not far from the convoy and a thorough search of the area was made to locate me. One of the searchers approached so near to me I could read his badges and thinking he detected some movement he fired in my general direction leading me to believe I was detected. Fortunately I did not move and he passed on and I laid where I was for two days until search was abandoned. My face had been badly burned and I dressed this as best I could with material from my first aid kit and used part of my parachute to bandage my side to try to relieve my suffering. Unused portion of parachute, harness and Mae West were buried.

After dusk of the second day I set out in a north-westerly direction toward the British lines. On the fourth night when crossing a road I was challenged by a German corporal. At the time I was wearing a civilian coat, which I had obtained from a fence near a farm house, over my tattered uniform and used the little French I knew but unfortunately the corporal knew no French and could not be bluffed and I had to accompany him to a sort of headquarters where I was taken to an upstairs room and questioned. My captors knew no French or English and after searching my clothing left, apparently to get someone who could speak a language other than German. Immediately I was left I hastily donned my clothing and dropping from a window took to my heels in the darkness. I was not recaptured and I continued onward in the general direction of the Allied lines, keeping under cover during the day and travelling by night, living off the country as I went, subsisting on fruit and a few eggs I managed to get from deserted farm yards. The few natives encountered were timid and scared, probably due to my battered and dilapidated appearance, and offered no assistance. However, two farmers were friendly and kindly disposed, hiding me in their hay lofts and sharing with me their meagre food supply.

About eight days later I arrived in the front area and tried crawling toward our own lines but after three attempts was driven back by intensity of shell, mortar and machine gun fire. Retired about seven kilometres to village of Ingoville near Moulton in the vicinity of Argences where the natives were particularly friendly.

One farmer was particularly kind and he clothed, fed and hid me and later brought the secretary of the mayor of Moulton, a man by the name of Rene LeBourgeois to see me. I was later removed to his house, which was also a school and he did everything possible for me and provided me with identification papers which were particularly useful later. I remained here approximately three weeks during which time the village was frequently shelled and bombed. I decided to make another attempt to get through to our lines and assisted by a young woman known only as Jacqueline and a young man by the name of Teddy Vande Bogarde who managed to get three bicycles I reached the village of Jeanville. Here I met two members of the French secret service and accompanied by them tried to get through the lines but without success.

During my travels I obtained all possible information I could concerning enemy gun positions, ammunition dumps, observation posts, flak positions etc, and my companions felt that the knowledge I had should be brought to the attention of the proper authorities without delay and decided the only way to do this was to get back to Paris where it could be forwarded by underground wireless. It took us about six days to get there and upon our arrival I was taken to the comfortable apartment of Maurice Hillairaud, a wine merchant, at 129 Boulevard de Grenelle, where I was provided with medical care, a nurse, clothed, and excellently cared for. I remained here until Paris was liberated and on the arrival of the Americans I was taken by truck to a prisoner of war camp outside Paris and questioned and then told I was to go to British Headquarters at Bayeux. An open truck was provided for about thirty evaders. It was pouring and conditions were bad and seeing an RAF Wing Commander I left the truck. He drove me to Evreux where I boarded a hospital plane which by coincidence put down at B.4 airfield where my own unit was now based and I stopped off and was welcomed as one from the dead. After a medical examination I was flown to England where I was given leave prior to repatriation. I returned to Canada in October 1944.

Document DHH file 79/507 has two MI.9 evasion reports based on interview of 28 August 1944. They differ in detail (including date of birth) though stating that he was a pilot before the war. His experiences with civilians are also very different from one to the other. Report E.A./8/216 states he took off from No.146 Wing Airfield, 0500 hours, 10 June 1944 and came down near Falaise at 0600 hours. Report read:

I landed near Falaise at 0600 hours on 10 June 1944. A German convoy was right next to me. I hid in a hedge and pulled bushes over me. The Germans were shooting in the woods and I hid all day. For four nights I walked toward the lines, and finally came out near Ingoville. I met Sergeant Tucker there soon and we tried to get through the lines for some time without success. We tried to get into some organisations but our information was most uncertain. The French

would promise help the next day but fail to arrive, or arrive drunk and unable to go on with the scheme. Our three attempts failed.

We next moved to Jannville and planned to go to Spain. Finally we moved into Paris where we were given help. We waited until the Americans came in on 24 August.

Report S/P.G. (F) 3056 is more detailed.

I left an airfield in France on 10 June 1944 at 0600 hours in a Typhoon aircraft. I was leading a formation of eight Typhoons doing dive-bombing and strafing in support of Second Canadian Army [sic, probably means Corps]. Near the end of our sortie a truck was sighted proceeding down a highway and I started to strafe it. Before I was in a position to attack, it turned into another road and joined the rear of a long column of vehicles. I was lined up so made a run the entire length of the column and as I passed over the leading vehicle, which was an ammunition truck, it blew up beneath me causing my aircraft, which was down to 200 or 300 feet, to burst into flames. I immediately baled out and while my parachute opened it only partly broke my fall. Fortunately I hit swampy ground but I was severely shaken up and a number of ribs were fractured. This took place near Falaise.

I fell in a sort of ditch covered with undergrowth not far from the convoy and a thorough search of the area was made to locate me. One of the searchers approached so near to me I could read his badges and thinking he detected some movement he fired in my direction leading me to believe I had been seen. Fortunately I did not move and he passed on. I remained where I was for two days until the search was abandoned. My face had been badly burned and I dressed this as best I could with material from my first aid kit, using part of my parachute to bandage my side in order to relieve my pain. I buried the rest of my parachute harness and mae west.

At dusk the second day I set out in a north-westerly direction toward the British lines. On the fourth night, when crossing a road, I was challenged by a German Corpofral. At the time I was wearing a civilian coat which I had obtained from a fence near a farm house over my tattered uniform. I used the little French I knew but the Corporal would not be bluffed and I had to accompany him to a sort of Headquarters where I was taken to an upstairs room, striped and questioned. My captors knew no French or English and after searching my clothing they left me, apparently to get someone who could speak a language other than German. I immediately donned my clothing and dropping from the window took to my heels in the darkness. I continued in the direction of the Allied lines, hiding by day and travelling by night. I subsisted on fruit and a few

eggs I stole from deserted farmyards. The few peasants I encountered were timid and scared, probably due to my battered appearance and I received no help. However, two farmers were friendly, sharing their food with me and hiding me in their lofts.

About eight days later I arrived at the front area and tried to crawl towards our own lines, but after three attempts I was driven back by the intensity of the gunfire. I retired about seven kilometres to Ingoville near Moulton in the vicinity of Argences where the peasants were particularly friendly. One farmer housed, fed and clothed me and introduced me to a man who took me to his house, which was also a school, and he did everything possible for me and provided me with identification papers. I remained here approximately three weeks during which time the village was frequently shelled and bombed.

I decided to make another attempt to get through to our lines and assisted by a young couple I cycled with them to Jeanville. Here I met two members of the French secret service and accompanied by them I tried to get through the lines, without success.

During my travels I obtained all possible military information I could. My companions felt that this information should be brought to the attention of the correct authorities without delay and decided the only way to do this was for me to get back to Paris where it could be forwarded by underground wireless. It took us about six days to get there. On arrival I was taken to an apartment where I was given medical attention and provided with new clothes.

I remained in Paris until it was liberated when I made contact with the American troops.

RCAF Press Release No. 3605 dated 8 January 1944 from "Helleur" read:

Maybe his father won't appreciate it but Flying Officer Art Ross, Jr., of Montreal and Boston, couldn't say for sure just how Art Ross Sr.'s Boston Bruins were doing in the National Hockey League this season. Flying Typhoons on fighter sweeps into France has erased hockey pretty much from his mind.

A native of Montreal, although now an American citizen, Ross waited three years for the chance to pilot fighters overseas and how that he's clicking, doesn't think of much else except flying, a wife at home and Peter, a 10-month-old Irish setter.

The hefty, dark-haired son of Boston Bruins' president has been doing well for himself, too, during a comparatively short spell on ops, having two destroyed

Dornier 217s to his credit. "After three long years as an instructor in Canada," he said, "I can't get too much of this stuff".

"No, I'm afraid I can't tell you much about the N.H.L. for we're pretty busy here and sports just don't form part of the picture. I haven't been on skates since last winter."

Before coming overseas, Ross had established himself as a better-than-average goal-tender and will be remembered in Montreal as an outstanding performer with Lower Canada College teams.

Attached to an R.A.F. squadron, one of the hottest fighter units the Allies possess, Ross had just returned from a sweep during which his mates had knocked down four DO.217s in the air and destroyed three more on the ground. He was cussing himself for not getting one.

"I smacked plenty of holes in one guy," he said, "but one of the other boys already had finished him off. I was just making sure. Trouble with that mix-up was that too many of our kites were around. Fine thing when you have to queue up to get a shot at a Jerry."

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ROSS, Corporal Donald (R133046) - **Mention in Despatches** - Skipton-on-Swale - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born at Steveston, British Columbia, 21 May 1917. Prewar janitor for seven years and theatre manager for two. Enlisted in Vancouver, 26 September 1941 as Airframe Mechanic and posted to No.1 Manning Depot, Toronto. To No.9 SFTS, Summerside, 30 November 1941. To Technical Training School, St. Thomas, 28 January 1942. Promoted AC1, 2 May 1942. To No.113 (BR) Squadron, Yarmouth, 7 May 1942. Promoted LAC, 2 August 1942, To Station Yarmouth, 1 August 1942. To "Y" Depot, 12 January 1943; to RAF overseas, 25 January 1943; Taken on strength of No.3 Personnel Reception Centre, 5 February 1943. To No.3062 Service Echelon, 16 February 1943. To No.433 Squadron, 8 November 1943. To No.9433 Service Echelon, 6 December 1943. Promoted Corporal, 28 December 1943; to No.63 Base, 9 September 1944; to No.64 Base, 7 June 1945; repatriated via Yarmouth, 12 June 1945; released 2 September 1945. Died in Vancouver, 12 July 1977, age 60 as per British Columbia Vital Statistics. While overseas he had attended courses at De Havilland (20-27 June 1943) and Avro (25 March to 8 April 1945). No citation in AFRO. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ when he had served 16 months in Canada, 24 months overseas.

As a junior NCO, Corporal Ross displays exceptional initiative and resourcefulness. In the past he has been entrusted with the major task of

embodying modifications on all aircraft on this Unit within a limited period and to interfere with the flying program as little as possible. He has never failed, although it has meant astute organization, working nights on dispersal points under adverse conditions and few facilities. Many Section Commanders of the ancillary trades have commented favourably about him and have learned to trust and rely upon him where co-ordination between those trades is necessary.

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ROSS, Corporal Donald MacGregor (R87820) - **Mention in Despatches** - No.429 Squadron (AFRO gives unit as Station Leeming) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 15 March 1916. Enlisted in Vancouver, 21 January 1941 as Airframe Mechanic and posted to No.1 Manning Depot. To Technical Training School, 7 March 1941. Promoted AC1, 27 July 1941. To "S", 30 July 1941. To No.117 (BR) Squadron, 1 August 1941. To No.3 Repair Depot, 20 November 1941. Promoted LAC, 1 July 1942. To Patricia Bay, 10 August 1942. To "Y" Depot, 11 March 1943. To RAF overseas, 27 March 1943. Repatriated 18 June 1945 and assigned to Tiger Force training. Retired 29 August 1945. Died in Vancouver, 4 January 2007. No citation in AFRO. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded to No.6 Group HQ, 12 February 1945 when he was a Rigger in "A" Flight, No.429 Squadron. Had served 26 months in Canada, 23 months in UK. RCAF photo PL-44417 (ex UK-21112 dated 2 May 1945) shows four airmen installing propellor on a Lancaster - left to right, Corporal D.M. Ross (Vancouver), fitter, LAC P.C. Vesbough (Alviston, Ontario), fitter, LAC H.L. Schenk (Glen Williams, Ontario), fitter; in front on ground is Sergeant R.F. Bryant (Edmonton), fitter and ex-RCMP.

As NCO in charge an operational aircraft, Corporal Ross has established a serviceability record that has always been a mark for other crews "to shoot at". Corporal Ross combines all the attributes of an efficient tradesman and competent NCO. His reliability and determination has done much towards maintaining the service efficiency of the squadron his section services.

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ROSS, F/L George (C2957) - **Commended for Valuable Services in the Air** - No.1 AOS - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 15 May 1914 in Edmonton (press release reporting award). Educated there and at University of Alberta; previous military service with 92nd Battery, Canadian Field Artillery, 1928-1933 and COTC, University of Alberta, 1933-34. Prior to enlistment he was a lecturer in civil engineering at the University of Alberta (1938-1939) and an engineer with Dominion government (Department of Mines and Resources, Jasper National Park). Enlisted in Edmonton, 4 October 1940 in Non-Flying List and commissioned that date. To No.2 Manning Depot, Brandon, 4 November 1940. To No.1 ANS, Rivers, 24 November 1940. To No.5 AOS, Winnipeg, 1 February 1941. Promoted Flying Officer, 2 February 1941. Appointed Acting Flight

Lieutenant, 15 August 1941. To No.1 CNS, Rivers, 27 April 1942. Confirmed as Flight Lieutenant, 15 July 1942. To No.5 AOS, Winnipeg, 5 February 1943. Transferred to General List, 28 April 1943, qualified for Navigator flying badge on 1 May 1943. To No.1 AOS, Malton, 22 April 1944. Promoted Squadron Leader, 1 August 1944. To be General List, Navigation Branch, 1 October 1944. To Release Centre, Toronto, 21 February 1945. Retired 25 February 1945 to accept a position with Hamilton Bridge Company. Died in Vancouver, 12 May 1966, age 52 as per British Columbia Vital Statistics.

This officer has displayed outstanding ability and meritorious service in his capacity as squadron commander. At all times he displays a keen interest in the students and their flying training and, by his untiring devotion to duty, has accomplished much on their behalf.

Recommendation raised 14 August 1944 by W/C M.M. Foss, Chief Supervisory Officer, No.1 AOS, who suggested an MBE. At the time he had flown 435 hours (39 in previous six months) of which 300 had been instructional (20 in previous six months). Submission read:

This officer is recommended for outstanding ability and meritorious service in his capacity as Squadron Commander at No.5 AOS where he was previously recommended as as Chief Instructor at No.1 AOS, Malton, which position he now holds. His prime concern has always been the students and he gives his best to all his work without thought of self.

This was subsequently reduced a a Commendation for Valuable Services by Air Commodore H.L. Campbell, AFHQ, date uncertain.

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ROSS, W/C George Morrison (C635) - **Commended for Valuable Services in the Air** - No.3 Bombing and Gunnery School - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Enlisted in Ottawa, 5 October 1932 and placed on Reserve of Officers. Called up for Active Service, 12 September 1939; transferred from Reserve to Special Reserve that date and promoted Flying Officer. Squadron Leader as of 1 June 1941. To Air Armament School, 7 January 1942. To No.3 BGS, 23 March 1942. To No.7 BGS, 16 June 1943. To "Y" Depot, date uncertain; to RAF overseas, 27 June 1943. This appears to have been cancelled for his next posting is to AFHQ, 22 July 1943. To No.8 BGS, 31 October 1943. To No.2 BGS, 29 January 1944. Promoted Wing Commander, 1 March 1944. To No.2 WS, 12 April 1944. To AFHQ, 14 June 1944. To No.3 Release Centre, 10 March 1945. Retired 19 March 1945. Awarded Queen Elizabeth Coronation Medal, 28 October 1953.

This officer, during his lengthy career, flying with the Royal Canadian Air Force, has shown remarkable qualities of leadership, and exceptional flying ability. He has been at all times an outstanding example to his subordinates. His ability

along the administrative lines connected with a flying squadron have definitely been a deciding factor in the success of any unit to which he has been attached.

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ROSS, WO (now P/O) Jack Robert (R178408/J92889) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 29 July 1924 in Scotland, Alberta; home in Innisfail, Alberta (assistant agent to CPR). Enlisted in Calgary, 29 July 1942 and posted to No.3 Manning Depot. To No.5 BGS, 11 September 1942 (guard). To No.7 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942 but not posted to No.5 BGS until 5 February 1943; to No.1 CNS, 1 May 1943. Graduated and promoted Sergeant, 11 June 1943 in Air Bomber trade. To "Y" Depot, 23 June 1943. To RAF overseas, 24 June 1943. Promoted Flight Sergeant, 11 December 1943. Commissioned 3 December 1944. Repatriated 31 March 1945. To No.2 Air Command, 12 April 1945. Retired 1 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 2/9051 has recommendation dated 20 December 1944 when he had flown 46 sorties (178 hours 20 minutes), 10 May to 12 December 1944.

10 May 1944 - Courtrai (2.50)
19 May 1944 - Le Mans (5.20)
21 May 1944 - Duisburg (5.05)
24 May 1944 - Boulogne (1.45)
27 May 1944 - Aachen (3.50)
28 May 1944 - Angers (6.45)
3 June 1944 - Calais (1.55)
6 June 1944 - Liseaux (2.50)
6 June 1944 - Caen (3.10)
10 June 1944 - Dreux (4.20)
12 June 1944 - Gelsenkirchen (3.30)
14 June 1944 - Le Havre (2.55)
15 June 1944 - Valenciennes (3.20)
30 June 1944 - Villers Bocage (3.20)
2 July 1944 - Beauvoir (3.30)
5 July 1944 - Watton (2.20)
10 July 1944 - Nucourt (3.20)
15 July 1944 - Chalons sur Marne (6.20)
18 July 1944 - Aulnoye (3.35)
18 July 1944 - Emieuille (3.05)
20 July 1944 - Homberg (3.35)
23 July 1944 - Kiel (5.05)
24 July 1944 - Stuttgart (7.25)
30 July 1944 - Amaye sur Suelles (3.40)
8 August 1944 - Foret de Lucheux (3.05)

9 August 1944 - Foret d'Emglos (2.40)
11 August 1944 - Lens (3.25)
12 August 1944 - Brunswick (5.00)
14 August 1944 - Hamel (3.35)

PATHFINDER SORTIES

6 October 1944 - Scholven Buer (3.15)
7 October 1944 - Emmerich (3.10)
12 October 1944 - Wanne Eickel (3.40)
14 October 1944 - Duisburg (4.10)
15 October 1944 - Wilhelmshaven (4.15)
28 October 1944 - West Kapelle (2.00)
29 October 1944 - West Kapelle (2.00)
30 October 1944 - Cologne (4.20)
31 October 1944 - Cologne (3.55)
4 November 1944 - Bochum (4.15)
6 November 1944 - Gelsenkirchen (3.35)
18 November 1944 - Wanne Eickel (5.00)
21 November 1944 - Sterkrade (4.15)
4 December 1944 - Karlsruhe (5.05)
5 December 1944 - Soest (5.05)
6 December 1944 - Osnabruck (5.10)
12 December 1944 - Essen (4.35)

This non-commissioned officer is on his second operational tour, having so far completed 17 of his 46 successful sorties on this squadron; he has on three occasions operated as a member of a Marker Crew.

Of a quiet disposition, Warrant Officer Ross has nevertheless at all times shown a dogged determination to carry out his duties, and his high standard of efficiency as an air bomber helped materially in the success with which the crew of which he is a member have always operated.

Always willing and cheerful, he has a complete disregard of personal safety and this has inspired the utmost confidence of his captain and the remainder of the crew.

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ROSS, F/O John Alfred (C3556) - **Mention in Despatches** - Award effective 1 January 1942 as per **London Gazette** of that date and AFRO 142/42 dated 30 January 1942. Home in Moncton; previous Army service; enlisted in Moncton, 16 November 1940 in Signals Branch and with rank

of Flying Officer. Apparently attached to RAF at once. Promoted Flight Lieutenant, 15 April 1942. Promoted Squadron Leader, 8 February 1943. Repatriated 31 August 1944. To RCAF Overseas Headquarters, 12 September 1944. Repatriated again, 27 September 1945. Retired 2 November 1945.

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ROSS, FS (now P/O) John Murdock (R207165/J90151) - **Distinguished Flying Medal** - No.424 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 3 August 1924 in Bainsville, Ontario; home there (mechanic). Enlisted in Montreal, 25 November 1942. To No.5 Manning Depot, 1 March 1943. To Trenton, 5 May 1943. To No.2 Air Gunner Ground Training School, 11 June 1943. Graduated and promoted LAC, 24 July 1943 and posted to No.3 BGS. Graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 17 September 1943. Taken on strength of No.3 PRC, 8 October 1943. Commissioned 29 August 1944. Repatriated 23 November 1944. To No.1 Air Command, 16 January 1945. To Mountain View, 8 February 1945. Promoted Flying Officer, 1 March 1945. To No.2 Release Centre, 8 April 1945. Retired 10 April 1945. Reported to have died in 1976. RCAF photo PL-33111 (ex UK-15357 dated 26 September 1944 shows two gunners of No.424 Squadron who have just completed their tour with a sortie against Domburg, Holland - FS L.D. Brown (mid-upper gunner, Fergus, Ontario) and FS J.M. Ross (rear gunner, Bainsville, Ontario). No citation other than that he has "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 23 October 1944 when he had completed 35 sorties (168 hours 20 minutes) from 22 May to 23 September 1944.

Flight Sergeant Ross has completed a tour of operations which have included many difficult sorties over heavily defended targets. Throughout his tour he has shown great coolness and confidence, two essential qualities that have made him a most valuable member of aircraft crew. His duties in the gunnery section and ground work outside have been commented on by old and new members of the squadron as a gunner who has always displayed coolness and devotion to duty of a high order.

The sortie list was as follows:

22 May 1944 - Le Mans (3.30)
24 May 1944 - Aachen (4.55)
27 May 1944 - Bourg Leopold (5.00)
31 May 1944 - Au Fevre (4.10)
5 June 1944 - Houlgate (5.10)
6 June 1944 - Conde-sur-Noireau (5.50)
7 June 1944 - Lorient (6.00)

9 June 1944 - Le Mans (5.35)
21 June 1944 - Oisemont (5.20)
24 June 1944 - Bonnetot (3.50)
25 June 1944 - Gorenflos (3.55)
27 June 1944 - Wizernes (3.05)
28 June 1944 - Metz (6.35)
4 July 1944 - Villeneuve (6.00)
8 July 1944 - St. Nazaire (7.05)
12 July 1944 - Bremont (4.00)
17 July 1944 - Heligoland (4.45)
18 July 1944 - Wesseling (5.10)
20 July 1944 - Anderbelck (3.20)
24 July 1944 - L'Hey (3.05)
25 July 1944 - Stuttgart (8.25)
4 August 1944 - St. Leu d'Esserent (4.30)
8 August 1944 - Brest harbour (5.10)
9 August 1944 - Foret-de-Cros (4.00)
12 August 1944 - Brunswick (5.40)
14 August 1944 - Falais area (4.55)
15 August 1944 - Melbrock (3.40)
16 August 1944 - Kiel (5.05)
18 August 1944 - Westrove (3.50)
27 August 1944 - Mimoyequoise (3.20)
28 August 1944 - Bois St. Remy (3.25)
6 September 1944 - Emden (4.15)
15 September 1944 - Kiel (5.55)
20 September 1944 - Calais (4.25)
25 September 1944 - Domburg (3.25)

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ROSS, F/O John Thomson (J85482) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 19 February 1945 as per **London Gazette** dated 1 March 1946 and AFRO 418/46 dated 18 April 1946. Born 1 March 1920 in Dundee, Scotland; home in Jersey City, United States (American citizen). Enlisted in Toronto, 1 August 1941 and posted to No.1 Manning Depot. To Technical Training School, 20 August 1941; to No.5 ITS, 10 October 1941; graduated and promoted LAC, 6 December 1941 when posted to No.11 EFTS; ceased training and posted to Trenton, 6 January 1942; to No.6 BGS, 21 March 1942. Graduated and promoted Sergeant, 27 April 1942. To "Y" Depot, 28 April 1942; to RAF overseas, 23 May 1942. Promoted Flight Sergeant, 27 April 1943. Promoted WO2, 27 October 1943. Commissioned 22 February 1944. Repatriated 4 July 1944. Promoted Flying Officer, 22 August 1944. To United Kingdom again, date undertan. Repatriated 1 June 1945. To No.1 Composite Training School, 12 June 1945. To No.4 Release Centre, 16 October 1945. Retired 23 October 1945.

This officer has completed, as air gunner, numerous operations against the enemy in the course of which he has invariably displayed the utmost fortitude, courage and devotion to duty.

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ROSS, F/L Robert Gordon (J28357) - **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 14 July 1922 in Oxford, Nova Scotia; home there (machinist). Enlisted in Halifax, 16 February 1942. To No.5 Manning Depot, date uncertain. To No.13 SFTS (guard duty), 31 March 1942. To No.5 ITS, 6 June 1942; graduated and promoted LAC, 7 August 1942; to No.13 EFTS. 12 September 1942; to No.5 SFTS, 21 November 1942. Ceased training and posted to Trenton, date uncertain; to No.4 BGS, 20 February 1943; to No.9 AOS, 24 March 1943. Graduated and commissioned, 9 July 1943. To "Y" Depot, 23 July 1943; to United Kingdom, 2 August 1943. Promoted Flying Officer, 9 January 1944. Promoted Flight Lieutenant, 22 August 1944. Repatriated 13 August 1945; retired 25 October 1945. Studied plant pathology, receiving a diploma in agriculture from the Nova Scotia Agricultural College; BSC and MSC degrees from MacDonald College of McGill University and a Ph.D from the University of Western Ontario. Spent a year as visiting scientist at the East Malling Research Station, in Kent, England. The author of 47 research publications, he worked chiefly on tree fruit diseases with special emphasis on apples and pears; worked closely with fruit growers on recommending and developing controls for plant diseases. He achieved a major breakthrough in cooperation with the late Dr. Keith Stewart on the movement of mercury fungicides. Re-engaged 1 September 1953 as Air Cadet Officer (301012) with rank of Flight Lieutenant and assigned to No.507 Squadron, Royal Canadian Air Cadets. Released 7 November 1963 to Kentville, Nova Scotia. Died in Wolfville, Nova Scotia, 2 August 2008 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008 (which erroneously give his service number as J28375 but correctly tis him to No.428 Squadron). 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 10 December 1944 when he had flown 34 sorties (196 hours 25 minutes), 29 March to 21 November 1944.

In the air Flight Lieutenant Ross has shown great courage and exceptional ability and skill as an Air Bomber. He has flown 34 sorties, many of which were on heavily defended targets such as Stuttgart, Brunswick, Stettin, Bremen, Kiel, Domburg, Castrop, Dortmund and Gelsenkirchen and on targets requiring precision bombing. He has successfully bombed each and has secured many excellent photographs.

As Bombing Leader he has displayed exceptional leadership and has maintained a high standard of efficiency in his section. His outstanding ability and strong

sense of duty have contributed to a major degree in the operational efficiency of the unit.

The sortie list was as follows:

29 March 1944 - Paris (6.40)
30 March 1944 - Gardening (5.25)
9 April 1944 - Lille (5.25)
10 April 1944 - Ghent (4.55)
13 April 1944 - Gardening (4.25)
17 April 1944 - Gardening (6.00)
24 April 1944 - Villeneuve (5.50)
27 April 1944 - Aulnoye (5.20)
29 April 1944 - Gardening (50 minutes, duty not carried out)
30 April 1944 - Gardening (6.05)
3 May 1944 - Gardening (5.15)
5 May 1944 - Gardening (5.20)
9 May 1944 - Gardening (5.30)
10 May 1944 - Ghent (5.00)
12 May 1944 - Gardening (4.10)
14 May 1944 - Gardening (4.55)
21 May 1944 - Gardening (5.10)
1 June 1944 - Gardening (4.20)
14 June 1944 - St. Pol (4.05)
15 June 1944 - Boulogne (3.45)
24 July 1944 - Stuttgart (9.30)
25 July 1944 - Stuttgart (9.55)
9 August 1944 - Coulonvillers (4.20)
12 August 1944 - Brunswick (6.30)
14 August 1944 - Falaise (4.50)
16 August 1944 - Stettin (7.45)
18 August 1944 - Bremen (6.30)
29 August 1944 - Stettin (9.45)
10 September 1944 - Le Havre (5.05)
15 September 1944 - Kiel (5.45)
18 September 1944 - Domburg (3.55)
19 September 1944 - Domburg (2.05, recalled)
28 September 1944 - Cap Gris Nez (3.55)
6 October 1944 - Dortmund (6.20)
6 November 1944 - Gelsenkirchen (4.45)
21 September 1944 - Castrop (7.05)

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ROSS, F/O Robert Knox (J50545) - **Mention in Despatches** - No.145 (BR) Squadron - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 4 February 1921. Home in Thornloe, Ontario; enlisted in North Bay, Ontario, 4 August 1941. To No.1 Manning Depot, 17 August 1941. To No.16 SFTS (guard), 1 September 1941. To No.4 WS, 6 December 1941; promoted LAC, 19 February 1942; graduated 4 July 1942 when posted to No.2 BGS; graduated and promoted Sergeant, 3 August 1942. To No.31 OTU, 28 August 1942. To No.145 (BR) Squadron, 15 December 1942. Promoted Flight Sergeant, 1 March 1943. Promoted WO2, 1 September 1943. Promoted WO1, 1 September 1944. Commissioned 29 September 1944. Promoted Flying Officer, 29 March 1945. To "K", 16 June 1945. Retired 13 October 1945. Photo PL-117422 is a portrait.

This officer has flown approximately 700 operational hours over the North Atlantic. At all times he has proved himself to be a most valuable and co-operative crew member. He has consistently displayed courage and devotion to duty of the highest order. His contribution to the morale and efficiency of his squadron is deserving of the highest praise.

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ROSS, F/O Robert Russell (J10006) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 19 April 1908. Enlisted in Winnipeg, 31 December 1940 for General Duties (guard) and posted to No.2 Manning Depot. To Patricia Bay, 18 February 1941. Promoted AC1, 31 March 1941. To No.1 ITS, 22 April 1941; graduated and promoted LAC, 1 July 1941; to No.2 WS, 19 July 1941 for aircrew training; to No.3 BGS, 3 January 1942; graduated and promoted Sergeant, 2 February 1942; subsequently commissioned from that date. To "Y" Depot, 3 February 1942; to RAF overseas, 23 February 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 2 February 1944. Repatriated 8 August 1945. Retired 27 September 1945. Re-engaged at Trenton, 15 December 1952 in Primary Reserve as Air Cadet Officer (205974) with rank of Flying Officer. Promoted Flight Lieutenant, 1 May 1954. Associated with Trenton unit and No.303 Air Cadet Squadron. Released 4 February 1958. No citation in AFRO.

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ROSS, WO William Donald Fraser (R60211, later J23524) - **Distinguished Flying Cross** - No.148 Squadron - Award effective 1 February 1943 as per **London Gazette** dated 5 February 1943 and AFRO 373/43 dated 5 March 1943. Born 25 May 1921. Enlisted in Calgary, 20 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 15 August 1940; to No.5 EFTS, 18 August 1940; to No.4 SFTS, 10 November 1940; graduated and promoted Sergeant, 28 January 1941. Attached to RAF in Canada, 17 February 1941. To Embarkation Depot, 22 February 1941. To RAF overseas, 6 March 1941. Promoted Flight Sergeant, date uncertain. Repatriated, 31 December 1942. To "Y" Depot, 19 February 1943. Promoted WO1, 1 March 1943. To RAF overseas, 16

March 1943. Commissioned with effect from 19 February 1943. To No.428 Squadron, date uncertain; missing (POW), 13 July 1943 (Halifax EB209). Promoted Flying Officer, 14 August 1943. Promoted Flight Lieutenant, 19 February 1945. Safe in United Kingdom, 16 May 1945. Repatriated 6 July 1945. To No.10 Repair Depot, 20 July 1945. To No.7 Release Centre, 7 October 1945. Retired 15 October 1945. RCAF photo PL-2571 shows Sergeant W.D. Ross (Calgary) and Sergeant H.P. Hartridge (Nelson, British Columbia).

Since February 1942, Warrant Officer Ross has taken part continuously in operational flying. He has participated in fourteen bombing raids on Tobruk, pressing home his attacks regardless of opposition. On one occasion he attacked from 10,000 feet despite having a crippled aircraft. In addition this officer has made several raids on the enemy's transport in the battle area. At all times his devotion to duty has set a fine example to his crew.

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 pilot joined No.148 Squadron on 6th February 1942 and has operated continuously against the enemy since that date, carrying out in all 41 sorties.

His devotion to duty was an example to his crew. He carried out 14 bombing raids on Tobruk and despite difficulties encountered, always pressed home his attacks. On 7th August he bombed ships at Tobruk through 5/10s cloud and dropped two sticks. On 13th September, despite unserviceable intercommunication, he attacked the defences at Tobruk at 10,000 feet. On the 13th July, bombing Tobruk from 10,000 feet, he caused a large explosion and four fires developed from this. On 18th September he scored a direct hit on a ship in Tobruk harbour and debris was seen flying up into the air.

He has also carried out several successful attacks on motor transport in the battle area, causing four fires on 2nd July and another one in a raid on 4th September.

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ROSS, G/C William Waldon Scott (C638) - **Mention in Despatches** - Station Torbay - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Winnipeg, 13 June 1904. Home in Winnipeg; attended St. John's College, Kelvin High School, Earl Gray School and University of Manitoba. Salesman, 1925-1933. Joined RCAF 17 June 1933 as Pilot Officer, Non-Permanent General List, on strength of No.12 (Army Cooperation) Squadron. Qualified for pilot's wings, 27 April 1936. Active in summer camps at Shilo, 1935, 1936, 1937, 1938, and 1939, plus armament course (1937) and army co-operation

course (1938). To No.110 (Army Cooperation) Squadron, 16 December 1939 and proceeded overseas with it. To No.112 (Army Cooperation) Squadron, 16 July 1940. To Ottawa and AFHQ, 15 May 1941. To Eastern Air Command, 16 May 1941 and attached Debert. To AFHQ, 27 September 1941. To Rockcliffe, 14 October 1941 and assigned to No.123 (Army Cooperation) Squadron. To Debert, 19 February 1942 for continuing service with No.123 Squadron. To Moncton, 23 March 1942. Promoted Wing Commander, 1 December 1942. Posted overseas, 25 January 1943. Attached to No.39 Wing. Returned to Canada, and AFHQ, 31 May 1943. To Station Sydney, 30 November 1943. To Torbay, 1 December 1943. To Pennfield Ridge, 20 May 1944. Promoted Group Captain, 1 December 1944. Awarded Air Efficiency Award, 26 February 1945. Retired 24 October 1945. Died in Winnipeg, 23 March 1952, age 47 as per **Legionary**, May 1952.

Throughout his service in Eastern Air Command, Group Captain Ross has, by his enthusiasm, tact and leadership, contributed to a large extent to the high morale and good discipline prevalent in his Command. He has provided an inspiration and example to all personnel that is worthy of high praise. His devotion to duty has been of a very high order.

This was raised by Air Commodore W.A. Orr, Eastern Air Command Headquarters, 9 February 1945; text as above.

Notes: Flying in the Auxillary was not intense. In 1934 he flew only 80 minutes dual in a Moth. The figure for 1935 was 47 hours 20 minutes as pilot and 80 minutes as passenger (again in Moths). A report on his flying course (3 November 1934 to 26 April 1936) showed he had flown a total of 57 hours 15 minutes (three hours dual to first solo, seven hours dual thereafter, 47 hours 15 minutes solo).

In 1936 he flew 39 hours 20 minutes solo, six hours dual, and 55 minutes as passenger. This was on Moths and Fleets. "A keen young officer with good judgement. Has done a good job of handling the officers mess."

In 1937 he flew 43 hours 50 minutes as pilot and one hour 50 minutes as passenger (Moth 60, Fleet, Avro 621). "This officer has attended well and given close attention to his duties. He has done some excellent work in the armament section. He works quietly and effectively. A very useful officer." That year he took an Armament Course not Non-Permanent Officers (Camp Borden, 22 February to 6 March 1937) and was graded as "Exceptional." This involved flying as passenger in Fairchilds (seven hours 40 minutes) and Courier (25 minutes), with ground courses in bombing and gunnery. "Very enthusiastic. Obtained first place out of a total of six candidates. Camera gun satisfactory. Bombs released, 20. Results obtained HB.6, 64 yards, HB.7, 167 yards." (F/L C.R. Dunlap). He fired Lewis and Vickers machine guns.

In 1938 he flew only 28 hours 50 minutes as pilot and 20 minutes as passenger (Moth 60, Tiger Moth, Fleet, Avro 621, Avro 626). That year he took an Army Cooperation course at Trenton,

14 March to 26 March 1938. This involved flying in an Atlas aircraft (1.35 dual, 35 minutes as pilot, 45 minutes as passenger, total 2.55) with courses in Tactical Reconnaissance, Strategic Reconnaissance, and Artillery Reconnaissance - all indoors as no practical air work was carried out. "A very good grasp of Army Cooperation duties and displayed a keen interest in the course. Did not have a chance to do any practical work in the air but did well on the Haskard and Coryton Ranges." (S/L T.A. Lawrence)

His peacetime army cooperation background followed him for much of the war. On 22 November 1940, while at No.110 Squadron, S/L R.M.M. Kay wrote, "Flight Lieutenant Ross has been carrying out the duties of Air Staff Officer at the Armoured Division. He is very well liked there and his opinion is valued. His personality is pleasing and his appearance good. It is considered that he is well suited for Liaison jobs.

In the late summer of 1941 he was at Debert, working with the Third Canadian Division. On 23 July 1942, W/C E. Evans wrote, "Considered to know more about Army Cooperation and requirements than any other officer in this command. His long association with Armoured Division in England and at Debert should make him eligible for staff work with army formations, especially armoured division. Is keen on close support work and works well with all army commanders."

He was criticised on 6 April 1942 for a series of accidents, 10-11 March 1942 involving four Lysanders of No.123 Squadron, particularly lack of cross-country training. He was specifically instructed to raise navigation standards by intensive review of DR, Link Trainer courses, and practices, and the daily diary was to be completed in detail; the diary would be inspected carefully at AFHQ. These measures seem to have worked. On 31 October 1942, S/L G. Vadboncoeur noted, "This officer, now in command of No.123 ACT Squadron has organized his squadron on a sound basis and is carrying out his duties efficiently. His relations and cooperation with army officers has been excellent with a close liaison being maintained at all times."

On 17 October 1943, G/C Patrick Campbell ruefully remarked, "This officer is at present employed as Army Cooperation Ops, which is a vanishing job and does not give him much chance to show his abilities.

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ROTH, S/L Arthur Noel (C3592) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 31 July 1944. Born 25 December 1908 in Yorkshire, England. Educated in Vancouver, 1914-1919 and in England, 1919-1926. Subsequently completed Senior Matriculation in Vancouver. Trade of shipwright (B.C. Marine Shipbuilders, three years) before joining RCAF. Enlisted in RCAF in Vancouver, 26 September 1930 (number 1909) and posted to Camp Borden. Took advanced

technical course in Airframes (wood and metal) and Aero Engines. To Trenton, 18 November 1931, working with "B" Flight which eventually became No.1 (Fighter) Squadron. Classified as Rigger, 1 March 1931. Promoted AC1, 1 December 1932. Promoted LAC, 1 May 1934. Classified as Carpenter, 1 October 1934. To Camp Borden, 31 January 1935 (Air Gunner course, 4 February to 27 June 1935). To Trenton, 30 June 1935 for duty with No.2 (Army Cooperation) Squadron. He subsequently described duties as follows: "In 1936, 1937 and 1938 was a member of Detachments that toured Military Camps throughout Canada for three months or more during the summers to give demonstrations to Army Personnel of Army Cooperation work, such as bombing , gunnery, photography, message picking-up, etc. Duties as NCO aircrew and groundcrew." To Ottawa Air Station, 31 July 1937. Promoted Corporal, 1 May 1938. To No.3 (Bomber) Squadron, 18 October 1938 (unit subsequently renumbered No.10 Squadron, October 1939). Promoted Sergeant, 1 April 1939. Reclassified as Air Observer, 1 February 1940 and took a two-week course in General Reconnaissance (mandatory for all squadron aircrew). Proceeded to Gander with "A" Flight, spring 1940 as aircrew and Senior NCI in charge of Flight Ground Personnel. Promoted Flight Sergeant, 1 August 1940. To Trenton, 12 September 1940 (Specialist Armament Officer course, 17 September to 9 December 1940). . Reclassified as Armament Officer and commissioned, both on 9 December 1940. To No.3 SFTS, 12 December 1940. To No.11 SFTS, Yorkton, 11 April 1941 (armament officer and adjutant of Aircrew Squadron). Promoted Flight Lieutenant, 15 September 1941. To No.1 ANS, 21 September 1941 (instructor and Station Armament Officer). To AFHQ, 27 September 1942 for duty in Directorate of Armament). To "Y" Depot, 31 July 1943. To United Kingdom, 2 September 1943 for duty with No.6 (Bomber) Group (Station Armament Officer, Eastmoor). In September 1943 he took a two-week course in Frazer-Nash turrets. In January 1944 he took a course in Mark XIV Bombsight at Air Armament School, Manby. In February 1944 took a mines course at HMS **Vernon**. Promoted Squadron Leader, 15 May 1944 on posting to Headquarters, No.62 Base, Linton (Base Armament Officer). Attended one-week course in Boulton-Paul turrets, No.10 Technical Training School Kirkham, September 1944. Attended Chemical Warfare course (offensive), School of Chemical Warfare, Rollestone, November 1944. Attended Bombing Analysis course, Station Bruntingthorpe, January 1945. Repatriated through Eastern Air Command, 30 May 1945. Served in that command until 19 September 1945 when posted to AFHQ, Posted overseas again, 12 December 1945 for Empire Armament Staff Course, Empire Air Armament School, Manby, January to April 1946 with temporary duty at such locations as Malvern, No.91 Group Headquarters, and No.10 OTU. Repatriated 8 May 1945. Taken on strength of AFHQ, Ottawa, 18 May 1946. Remained in RCAF, reverting to Flight Lieutenant on 1 October 1946. Regained Squadron Leader rank, 1 June 1947. Qualified for Long Service and Good Conduct Medal, 30 January 1948. To Canadian Joint Staff, Washington, 15 May 1948. To AFHQ, 27 May 1951. Promoted Wing Commander, 1 October 1951. To Canadian Joint Staff, London, 15 July 1954. To AFHQ, Ottawa, 28 July 1957. Attended Atomic, Biological and Chemical Warfare course, Camp Borden, 21-25 October 1957. Retired 28 December 1959. Home given as London, Ontario when awards made. Died in North Vancouver, 15 September 1986 as per British Columbia Vital Statistics. Recommendation noted he had served in Canada 13 years, in UK ten months. Photo PL-38695 shows him after investiture with MBE.

Flight Lieutenant Roth is the Base Armament Officer at No.62 (RCAF) Base, having been employed as an Armament Officer at this Base since September 1943, when he arrived from Canada. This officer enlisted September 26, 1930 and made twelve operational flights with No.10 (BR) Squadron from Gander, Newfoundland, as an Air Observer. In the early hours of June 28th, 1944, Flight Lieutenant Roth arrived at the scene of an aircraft crash at RCAF Station Tholthorpe shortly after a bombed-up aircraft had exploded. In the dark and with a complete disregard for his personal safety, he conducted a search for unexploded bombs despite the fact that some bombs were known to have already exploded from the intense heat. He located several fuzed bombs, all of which were hot from the explosion and fire. He then, assisted by another officer and two non-commissioned officers, removed two hot bombs fuzed long delay to a safe area and assisted in their demolition. This officer courageously exposed himself to danger over a period of several hours and is extremely worthy of commendation.

ROTH, S/L Arthur Noel (C3592) - **Member, Order of the British Empire** - No.62 Base (AFRO gives unit only as "Overseas") - Award effective 17 July 1945 as per **London Gazette** of that date and AFRO 1453/45 dated 14 September 1945. Public Records Office Air 30/186 has citation as submitted to Buckingham Palace which is essentially the same as below except for the opening sentence, "On the morning of 8th March 1945, Squadron Leader Roth, the Base armament officer, was informed that a No.37 pistol with an anti-removal device..."

One morning in March 1945, Squadron Leader Roth, an armament officer, was informed that a delayed action anti-removal device fitted into a 500-pound bomb stored in the bomb dump showed red stains, indicating that it was in a precarious condition. He immediately conducted a swift examination and discovered that the missile had been placed on the bomb dump the previous evening, that it had a six hour delay, and that no one knew when the ampoule had been broken. Consequently there was no way of telling when the mechanism might be actuated, causing the bomb to explode. It was located in a storage bay with a 1,000-pound bomb fuzed with a long delay device and in one of the adjoining bays were 168,000 pounds of normally-fuzed bombs and a quantity of unfuzed bombs were in two other adjacent bays. It was apparent that the whole bomb dump and the station were in grave danger. Squadron Leader Roth decided that an attempt must be made to remove the bomb despite all hazards. He commandeered a mobile crane and, with the assistance of the driver, succeeded in lifting the missile on to a trolley. Others then assisted him to move the trolley by hand for some fifty yards. Squadron Leader Roth then obtained a tractor and towed the trolley to an open field about 800 yards away. In the meantime armament personnel had collected the necessary demolition equipment and the bomb was eventually successfully demolished. Squadron Leader Roth had displayed courage and initiative in the face of danger and, as a

result of his action, great damage and some loss of life were in all probability avoided.

This began with a letter dated 11 March 1945, Air Commodore J.L. Hurley (Commanding No.62 Base) to Air Officer Commanding, No.6 Group, subject "Bomb Demolition Commendation":

1. I have the honour to recommend for your commendation the following personnel who showed outstanding courage and initiative during a recent bomb demolition incident at RCAF Station Linton:

Squadron Leader A.M. Roth (C3592) - Base Armament Officer
Flight Lieutenant G.R. Hiam (C4007) - Station Armament Officer, Linton
Sergeant Hutchings, E.A.N. (1163283) - A.I.D.
Flight Sergeant Munsie, L.S. (R88247) - NCO in charge Linton Bomb Dump
LAC Kelley, I.S. (R191617) - D.E.T.

2. Briefly, the circumstances surrounding the incident were as follows:

"On Thursday, 8th March at approximately 1015 hours, S/L Roth was notified by telephone by F/L Hiam, the Station Armament Officer at Linton, that a No.37 pistol fitted with a anti-removal device and fitted into a 500-lb bomb stored in the bomb dump, showed red stains, which in his and Sergeant Hutchingsm an A.I.D, Inspector who also inspected the bomb, opinion left no doubt that the ampoule was broken and bomb fused. Further information given was that no one knew when the ampoule had been broken, and that it was a six hour delay and had been brought back to the bomb dump the evening before from a non-starter aircraft. The NCO who unloaded the bomb from a trolley at approximately 0900 hours on Thursday morning had been questioned and had stated that the bomb had been handled in such a manner that the ampoule should not have been broken while the bomb was being unloaded. It was further added that the bomb was in a storage bay with a 1,000-pound bomb fused with a long delay pistol and in one of the adjoining bays was 168,000 pounds of normally-fused bombs and in two other bays a quantity of unfused bombs. On receiving this information, S/L Roth gave instructions to clear the entire bomb dump and surrounding area as it was quite apparent should the 500-lb bomb explode and detonate the other bombs stored in that area the whole bomb dump and the station would have been in danger. After giving these instructions S/L Roth commandeered an M.T. vehicle and proceeded to the bomb dump when he encountered an NCO who had unloaded and inspected the bomb that morning and who again stated that the ampoule should not have been broken with th careful handling the bomb had received. S/L Roth then proceeded to the Control Tower to locate F/L Hiam and the crew that had unloaded the bomb from the aircraft and delivered it to the bomb dump the

evening before. The crew was interrogated and they stated that the bomb had received careful handling from the time it was lowered from the aircraft until it was left in the storage bay in the bomb dump. With the information available, no assurance could be given as to how long the ampoule had been broken or cracked and when the pistol would be likely to operate. Because of the large amount of explosives stored near the bomb, and what might happen if it exploded, S/L Roth decided that a chance had to be taken and an attempt made to remove it from the area.

S/L Roth, F/L Hiam, Flight Sergeant Munsie and Sergeant Hutchings then went to the bomb dump and the two NCO's proceeded to collect demolition equipment in preparation to demolish the bomb should it be removed from the bomb dump, and F/L Hiam went to arrange for a tractor to be sent to the dump. A mobile crane driven by LAC Kelley, I.S. , arrived at the dump at that time and he was told of the circumstances, and that he did not have to lift the bomb if he was not so inclined, and could explain the controls of the crane to S/L Roth and leave if he wished. He said he realized what he was doing and knew that the bomb was unsafe and would volunteer to accompany S/L Roth into the storage bay and lift the bomb onto a trolley. They went in and loaded the bomb. Sergeant Hutchings arrived back at that time to help S/L Roth pull the trolley to a place further away from the fused bombs where it was left. Very shortly after, the tractor and driver arrived at the dump, the driver handed the tractor over to S/L Roth who went and coupled it to the trolley and towed it approximately 800 yards to the rear entrance of the bomb dump. He was met there by F/L Hiam, Flight Sergeant Munsie and Sergeant Hutchings who assisted in making a hole in the barbed wire fence surrounding the aircraft dispersal so that the bomb could be towed into a field where S/L Roth directed the removal from the trolley, placing the demolition charges, and destruction of the bomb.

3. I wish especially to commend S/L Roth, as it was undoubtedly through his initiative and resourcefulness that the successful removal and demolition of the faulty bomb was made possible.

Notes:

On 16 December 1938, S/L A. Lewis (No.3 Bomber Squadron) described him as "A thoroughly efficient and reliable NCO. Is thorough and meticulous at his work. Organises and plans his work in an efficient manner. Is a good supervisor and disciplinarian."

On 18 January 1939 Squadron Leader A. Lewis, No.3 (Bomber) Squadron, wrote that Corporal Roth had qualified for an Air Observer Badge by token of having completed the long Air Gunner Course at Camp Borden (27 June 1935) and having been employed as an Air Observer in the squadron from 28 June 1935 onwards. Flying time as Air Observer was nine hours 35 minutes

(night) and 304 hours 45 minutes (day). "This time includes Air Firing, Photography, Camera Obscura, Camera Gun, Bombing, General Reconnaissance and Air Navigation Practice." It is worth noting that the Air Observer Badge was awarded for the following skills and experience:

Armament: (i) Operation and maintenance of the Lewis Gun, camera gun, bomb sights and air gun sights. (ii) Knowledge of small arms, ammunition, bombs, bomb components, pyrotechnics and bomb carriers (iii) Practical air firing, wind speed and direction finding and level bombing.

Navigation: (i) Navigation of an aircraft with skeleton map on a cross country flight of three hours duration. Demonstration of ability to check drift and determine wind velocity with the instruments provided. Maintenance of a satisfactory log of the flight on the form prescribed. (ii) Demonstration of ability to swing, test and adjust aircraft compasses.

Signals: (i) Be able to send and receive W/T at 15 words per minute, Aldis Lamp at eight words per minute and semaphore at twelve words per minute; (ii) Be able to operate the current G.P. and A/C wireless sets in the air, (iii) Understand the principles of all methods of direction finding used in the Royal Canadian Air Force; (iv) Be sufficiently conversant with W/T and R/T procedure to enable them to pass messages, air to ground.

Photography: (i) Knowledge of service photographic equipment. (ii) Ability to take satisfactory oblique and vertical photographs, pin points and overlaps.

In addition the airman had to have served satisfactorily as an Air Observer in a squadron during a probationary period, attained a satisfactory standard in the tests undertaken at annual armament training, and passed tests and examination in all branches of unit training including armament, navigation, signals and photography.

On 14 June 1939 he was described as "A most reliable NCO. Excellent tradesman and conscientious and good disciplinarian."

Course as Specialist Armament Officer, 17 September to 9 December 1940, entailed courses in General Armament (187/300), Armament Mathematics and Science (81/100), Lecturing (73/100), Oral and Practical (60/100), and Progress Examinations (389/500). Flew 16 hours five minutes in Fairey Battle. Placed fourth in a class of thirteen. "His keenness and interest were apparent throughout, and hard work produced good results. Reliance may be placed on his ability to perform the duties of an Armament Officer. Average ability in the air."

With No.10 (BR) Squadron he qualified for the Atlantic Star.

On a document circa summer of 1946 he stated he had flown 931 hours 15 minutes as Air Gunner, Bomb Aimer, Navigator, Second Pilot, Wireless Operator, Armament Instructor and on various courses.

Throughout his career he was praised as an efficient, tactful and knowledgeable armament and staff officer. Examples are as follows:

“This officer is the only one to whom I have ever given a perfect score. He is the most outstanding officer I have ever had under me. Conscientious, loyal and efficient to the extreme. An old Permanent Force Commissioned NCO.” (Commanding Officer, No.1 ANS, Rivers, 1 August 1942).

“In view of his being in complete charge of all armament work here at CJS it is necessary for him to develop relationships with American officers of much higher rank. This he has done with ease due to his pleasing personality and great efficiency in his trade. The resourcefulness which he has shown in the procurement of armament supplies despite the obstacles which are resident in this field further prove his capabilities.

“In the majority of cases, U.S. personnel are inclined to judge all Canadians and the RCAF by the staff of CJS whom they meet. It is for this reason that a high standard is required of the members of this Staff. S/L Roth has been an excellent example of all that could be desired and has created a most favourable impression on all with whom he has come in contact.” (Air Commodore R.C. Gordon, Air Member, Canadian Joint Staff Washington, 14 November 1949, these two paragraphs being part of a long memo recommending his promotion to Wing Commander).

“W/C Roth is an expert staff officer. He is able to accept and direct to speedy and successful conclusion, many simultaneous but unrelated tasks. Since the setting up of AAWS within this subdivision, and the consequent re-organization of this directorate into two branches instead of three, his technical responsibilities have broadened and increased, and he has set to with a will. He gets along well with others, and is very ably assisting DARME as technical advisor to the AMP Division Staff on armament engineering personnel.” (G/C K.C. Maclure, DARME, 27 January 1958).

A memo dated 12 November 1958 (G/C P.F. Peter, Director of Armament Engineering) to CAE, respecting Roth's request for an extension of service by six months, speaks volumes of the regard in which he was held:

(1) In general I am in favour of letting good horses out to pasture on schedule and this mainly with the thought of a well earned rest for dobbie. While this may be a good approach when dealing with horses, it is my firm belief that decisions concerning the employment of RCAF officers, while restricted by regulations of the service, must be made on the specific merits of the individual case.

(2) With this basic principle in mind, W/C Roth's application for a six-month extension of service has been reviewed and the following factors are submitted:

(a) This officer's experience extends from the classical air armament of guns and bombs through at least ten years of the newer weapons including fire control systems. In this broad technical field his career has covered almost all aspects culminating in successive tours as Staff Officer Armament, CJS (Washington), branch head and Assistant Director Armament Engineering at AFHQ and Staff Officer Armament, CJS (London) prior to his final tour.

(b) To my knowledge a six month extension of service for this officer does not delay the promotion of Tech/Arm squadron leaders, since two W/C Tech/Arm vacancies exist at present and a third occurs within approximately six months (May 1959).

(c) W/C Roth possesses first hand experience and technical capabilities in the important armament sub-field of Munitions and Weapons not equalled by other senior officers in the directorate at present or likely to be available in the period in question.

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ROTHENBUSH, F/L Jack Warren (J13048) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 20 March 1918 in Winnipeg; home in Vancouver (bookkeeper, labourer, ex-Royal Canadian Artillery). Enlisted in Vancouver, 25 August 1941 and posted to No.2 Manning Depot. To No.5 BGS (guard), 10 October 1941. To No.2 ITS, 23 November 1941; graduated and promoted LAC, 17 January 1942 when posted to No.19 EFTS; to No.10 SFTS. 11 April 1942; graduated and commissioned 31 July 1942. To No.2 Flying Instructor School, 28 August 1942; to No.3 SFTS, 25 October 1942. Promoted Flying Officer, 31 January 1943. To "Y" Depot, 30 November 1943. Taken on strength of No.3 PRC, Bournemouth, 21 January 1944. Promoted Flight Lieutenant, 31 July 1944. Repatriated 15 June 1945 with No.434 Squadron. Retired 5 September 1945. Obituary related that he had ferried a Lancaster back to Dartmouth, Nova Scotia where he reportedly "tossed the keys to the parking lot attendant and hopped a train back to his beloved Vancouver". Had a successful business career with American Can Company, then spent 20 years in golf, gardening, travel and dining. Died in North Vancouver, 23 January 2004. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.9 Vol.20612) has recommendation dated 3 April 1945 when he had flown 24 sorties (164 hours 15 minutes), 28 October 1944 to 31 March 1945.

Flight Lieutenant Rothenbush has completed numerous operations against the enemy, the majority of which were attacks carried out against heavily defended major German targets. Throughout his tour, Flight Lieutenant Rothenbush has at

all times displayed great keenness, determination and devotion to duty. On several occasions under harassing circumstances he has pressed home the attack with tenaciousness and unswerving determination. His skill, loyalty and gallantry has been an incentive and example to other members of the squadron.

The sortie list was as follows:

28 October 1944 - Cologne (4.50)
4 November 1944 - Bochum (6.00)
6 November 1944 - Gelsenkirchen (5.10)
16 November 1944 - Julich (6.00)
18 November 1944 - Munster (6.10)
21 November 1944 - Castrop Rauxel (6.30)
30 November 1944 - Duisburg (6.45)
2 December 1944 - Hagen (7.15)
4 December 1944 - Karlsruhe (7.15)
6 December 1944 - Osnabruck (6.35)
24 December 1944 - Dusseldorf (6.30)
14 January 1945 - Merseburg (9.35)
16 January 1945 - Zeitz (8.55)
28 January 1945 - Kornwestheim/Stuttgart (8.15)
21 February 1945 - Duisburg (7.00)
2 March 1945 - Cologne (6.55)
7 March 1945 - Dessau (8.50)
11 March 1945 - Essen (6.00)
14 March 1945 - Zweibrucken (7.00)
15 March 1945 - Hagen (7.35)
20 March 1945 - Hemmingstadt (6.00)
22 March 1945 - Hildesheim (6.25)
25 March 1945 - Hanover (6.45)
31 March 1945 - Hamburg (6.00)

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ROTHWELL, F/L Warren Randall (C22927) - **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 in Regina, 23 January 1917. Attended United College, Winnipeg. Cocoa Cola salesman. Enlisted in Toronto, 23 March 1942 as Radio Mechanic Under Training and posted to No.1 Manning Depot. To University of Toronto, 11 May 1942. Promoted LAC, 5 September 1942 when returned to No.1 Manning Depot. To No.31 Radio School, 30 September 1942. Commissioned 15 January 1943. To "Y" Depot, 7 February 1943. To RAF overseas, 8 March 1943. Promoted Flying Officer, 15 July 1943. Listed as being in "RAF Delegation", 30 November 1943. In Mediterranean Air Command, 10 January 1944. Promoted Squadron Leader, 1 May

1944. Repatriated 3 September 1945. Retired 24 October 1945. Helped form Canada Binding Corporation, an office supply firm representing General Binding Corporation of Chicago. Moved to Lake Forest, IL in 1963 when he joined the staff of General Binding Corporation, a worldwide company which manufactured and marketed a wide range of office machines and supplies. He retired as Chairman of GBC in 1984 but remained as a director until 2001 having served the company for over 50 years. Died in Naples, Florida, 6 November 2010.

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ROTSTEIN, F/L Lorne Albert (J21910) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December and AFRO 212/46 dated 1 March 1946. Born 2 October 1920 in Toronto; home there (clerk). Enlisted in Montreal, 4 December 1941 and posted to No.1 Manning Depot. To No.1 Training Command, 21 December 1941. To No.6 ITS, 15 March 1942; graduated and promoted LAC, 8 May 1942 but not posted to No.1 AOS until 6 June 1942. Graduated and commissioned 25 September 1942. To "Y" Depot, 9 October 1942. To RAF overseas, 27 October 1942. Promoted Flying Officer, 25 March 1943. Promoted Acting Flight Lieutenant, 25 March 1944. Repatriated 12 February 1945. To No.1 Air Command, 13 February 1945. To No.16 SFTS, 22 April 1945. Retired 3 September 1945. Re-engaged as Medical Officer, 25 March 1949; to Reserve again, 30 September 1949. Name changed to ROLSTON, 10 March 1950. 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-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). RCAF photo PL-29080 (ex UK-9924 dated 22 April 1944) depicts P/O M.D. McGill (Homewood, Manitoba, left) and F/O Lorne Rotstein (Toronto, right) inspecting tail assembly of a new Canadian-built Lancaster. No citation other than "completed...numerous operations against the enemy in which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 27 April 1945 when he had flown 31 sorties (178 hours), 2 October 1943 to 8 August 1944.

Flight Lieutenant Rotstein has completed 31 trips as Navigator on heavy bombers in a most praiseworthy and commendable fashion. His coolness and courage, coupled with his meticulous work carried out even under the most adverse circumstances, have safely brought his aircraft back from such targets as Hanover, Stuttgart, Leipzig, Aachen and Berlin. On at least three occasions he was faced [sic, **forced**], through the loss of other aids, to navigate deep into enemy territory solely on Astro.

Flight Lieutenant Rotstein's skill and determination on operations, coupled with his cheerful helping of junior crews, have done much to boost the efficiency and morale of the squadron. He is deserving of the highest praise...

The sortie list was as follows:

2 October 1943 - Baltic (8.25)
9 October 1943 - Hanover (4.50)
11 November 1943 - Cannes (10.15 - the target name is uncertain)
22 November 1943 - Berlin (7.50)
26 November 1943 - Stuttgart (8.35)
20 January 1944 - Berlin (8.20)
29 January 1944 - Berlin (9.10)
12 February 1944 - Gardening (4.20)
19 February 1944 - Leipzig (7.45)
3 March 1944 - Meulen (6.00)
4 March 1944 - Brest (5.40)
11 March 1944 - St. Nazaire (7.30)
18 March 1944 - Heligoland (4.45)
23 March 1944 - Laon (5.55)
8 April 1944 - Gardening (3.55)
12 April 1944 - Gardening (5.30)
23 April 1944 - Baltic (6.45)
27 April 1944 - Mentzen (4.10)
10 May 1944 - St. Valerie (3.45)
22 May 1944 - Dortmund (4.50)
24 May 1944 - Aachen (4.50)
7 June 1944 - Acheres (4.55)
10 June 1944 - Versailles (5.35)
16 June 1944 - Boulogne (4.40)
21 June 1944 - St. Martin l'Hortier (4.15)
27 June 1944 - Foret d'Eawt (4.55)
27 July 1944 - Hamburg (5.50)
1 August 1944 - Acquet (4.25)
3 August 1944 - Bois de Casson (5.25)
7 August 1944 - Caen (5.35)
8 August 1944 - Foret de Chantilly (5.05)

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/lk640.html> provides the following:

HALIFAX LK640 DAMAGED BY FLAK, RETURNED TO THOLTHORPE AIRFIELD.

On the night of 2nd / 3rd October 1943 the crew of this 431 Squadron aircraft took off at 19.01hrs to undertake a mine laying flight, during the flight the aircraft suffered from a number of the aircraft's navigation equipment failing and being rendered unservicable. The aircraft also

suffered damage to one of the engines as a result of a flak burst from fire from a flak ship but the crew however managed to make a safe return to Tholthorpe airfield on the three good engines and landed safely at 03.23hrs. The aircraft was quickly repaired and was being flown by the same pilot within a week operationally again. This was the crew's first operational flight with 431 Squadron. The aircraft appears to have carried nose art depicting "Q-Queenie" and was lost on Ops with 431 Squadron on 19th November 1943. Crew were - Pilot - S/L Wilbur Prevence Pleasance, RCAF (C1395); Navigator - F/O Lorne Albert Rotstein, RCAF (J21910); Wireless Operator/Air Gunner - Sergeant Robert Mark Emsley, RAFVR (1213524); Bomb Aimer - P/O David Robert Taylor, RCAF (J22498); Air Gunner - Flight Sergeant Edward H. Ihde, RCAF (R159397); Air Gunner - Sergeant Jack F. Tagg, RCAF (R193140); Flight Engineer - Sergeant Morley David McGill, RCAF (R166007). This crew were posted to 419 Squadron by the end of October 1943. Unfortunately 419 Squadron had lost its commanding officer W/C G. A. McMurdy on 23rd October 1943 on raid to Kassel and S/L (Acting W/C) Pleasance was posted to 419 Squadron (with his crew) to become the new 419 Squadron Commanding Officer.

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ROULSTON, F/O Kenneth Charles (J26466) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 1923 in London, Ontario; home there (student). Trained at No.5 ITS, No.10 EFTS and No.2 SFTS. Commissioned May 1943. Served in postwar RCAF (32646) including time with No.426 Squadron on Korean airlift. Died in Ottawa, 11 January 2005. RCAF photo PL-40053 (ex UK-16318 dated 9 November 1944) is captioned as follows: "Two Ontario boys who fly Canadian Lancs play with an orange they enveigled from their flight commander. F/O Ken C. Roulston, London, Ontario, calls this 13th trip his 'lucky trip'. The other handsome fellow, without the moustache, is FS Frank Gibbons, Hamilton. They fly with the Ghost squadron." No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 21 March 1945 when he had flown 32 sorties (198 hours 15 minutes), 12 August 1944 to 21 February 1945.

This officer has shown exceptional qualities as a leader and great coolness, courage and determination. Throughout his tour of operations he has evinced a desire to press home the attack and, although attacking many heavy defended targets, he has shown no regard for enemy opposition and has successfully dropped his bombs every time.

His obvious ability and great coolness tended to make his crew a valuable unit to the betterment of the squadron as a whole and contributed highly to the operational efficiency.

The sortie list was as follows:

12 August 1944 - Brunswick (6.30)
27 August 1944 - Mimoyecques (3.45)
29 August 1944 - Stettin (9.35)
25 September 1944 - Calais (4.20)
27 September 1944 - Bottrop (5.05)
28 September 1944 - Cap Gris Nez (3.35)
4 October 1944 - Bergen (6.45)
6 October 1944 - Dortmund (7.15)
9 October 1944 - Bochum (6.20)
14 October 1944 - Duisburg (5.00)
14 October 1944 - Duisburg (5.40)
15 October 1944 - Wilhelmshaven (5.10)
28 October 1944 - Cologne (5.50)
30 October 1944 - Cologne (6.15)
1 November 1944 - Oberhausen (6.10)
2 November 1944 - Dusseldorf (6.00)
4 November 1944 - Bochum (6.15)
6 November 1944 - Gelsenkirchen (5.05)
16 November 1944 - Julich (5.10)
18 November 1944 - Munster (6.00)
21 November 1944 - Castrop (6.20)
27 November 1944 - Neuss (5.45)
15 December 1944 - Ludwigshaven (6.35)
21 December 1944 - Cologne (6.35)
24 December 1944 - Dusseldorf (4.25)
29 December 1944 - Scholven (7.05)
30 December 1944 - Cologne (7.15)
1 February 1945 - Ludwigshaven (6.35)
7 February 1945 - Hassun (6.35)
13 February 1945 - Dresden (11.15)
20 February 1945 - Dortmund (7.25)
21 February 1945 - Duisburg (6.40)

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ROULSTON, F/L Robert Keith (J10395) - **Mention in Despatches** - No.161 Squadron (Canada) - now overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 24 June 1916 in London, Ontario; educated there; employed by Kelvinator Refrigerator Company there; enlisted there 15 April 1940. To No.1 ITS, 29 April 1940; graduated and promoted LAC, 24 May 1940, having been posted the previous day to London Flying Club; to No.1 EFTS, 23 June 1940; to No.2 SFTS, 3 August 1940; graduated and promoted Sergeant, 18 November 1940; to No.1 ANS, 23 November 1940; to No.2 SFTS (staff), 29 January 1941; commissioned 1 March 1942. Promoted Flying Officer, 1 October 1942. To

No.31 GRS, 4 December 1942. To Eastern Air Command, 13 February 1943. To Yarmouth, 22 February 1943. To No.10 (BR) Squadron, 30 April 1943. To No.161 (BR) Squadron, 4 May 1943. Promoted Flight Lieutenant, 1 September 1943. To "Y" Depot, 14 March 1944. Taken on strength of No.3 PRC, 30 March 1944. Repatriated 2 August 1945. Retired 24 September 1945. Rejoined in Vancouver as Armament Technician, 2 May 1949 with rank of LAC (14254). To Aylmer, 29 May 1949. To No.10 Repair Depot, 25 September 1950. Commissioned as pilot, 14 May 1951. To FIS, 16 May 1951. To No.2 Flying Training School, 14 August 1951. To FIS (E), 4 October 1952. Promoted Flight Lieutenant, 1 July 1956. To Training Command Headquarters, 1 April 1957. To Station Clinton, 19 June 1957. To Air Transport Command, Trenton, 21 January 1963. Retired in Trenton, 31 August 1964. RCAF photo PL-2255 shows him as Leading Aircraftman, climbing into Harvard aircraft. As of award had flown 2,270:50 hours, including 249 operational hours (33 sorties).

This officer has been a very keen and efficient operational pilot who has executed his duties under all conditions in a most cheerful manner, which has been a great inspiration to his comrades.

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ROUSSELL, F/L Joseph Ludger Aurele (J20230) - **Distinguished Flying Cross** - No.414 Squadron - Award effective 23 March 1945 as per **London Gazette** dated 3 April 1945 and AFRO 765/45 dated 4 May 1945. Born 1923 at Matapedia, Quebec; home there (farm labourer). Trained at No.3 ITS, No.11 EFTS and No.13 SFTS. Commissioned October 1942. In postwar RCAF and CAF (20113): awarded Officer, Order of Military Merit, as per **Canada Gazette** dated 22 June 1974 when he was a Colonel. RCAF photo PL-33017 (ex UK-15660 dated 9 October 1944) shows him on return from a sortie.

Since joining his present squadron this officer has taken part in a large number of sorties. Many of his missions have been completed in the face of strong enemy anti-aircraft fire from heavily defended areas. Prior to the invasion of France Flight Lieutenant Roussell flew on two outstanding fighter sorties against an enemy installation near Dieppe. These were successfully completed in the face of intense and accurate ground fire. Flight Lieutenant Roussell has proved himself on many occasions to be fearless and a skilful pilot.

RCAF Press Release No. 1500 dated January 18, 1944 has story about his becoming known as "Splash" Roussell:

Hailing from Montreal and now flying with Squadron Leader C.H. "Smokey" Stover's Mustang squadron in England, the French Canadian pilot went on an air-sea rescue course, part of which involved being set adrift in a dinghy and then rescued by a Walrus aircraft.

However, just when the Walrus began fitting nicely into the picture as far as Roussell was concerned, it had to whistle off on a bonafide rescue job and "Splash" spent the next four hours in the middle of a lot of water, hoping he'd be remembered.

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ROUTLEDGE, P/O George Arnold (J92661) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 4 October 1912 in Regina; educated at Qu'Appelle High School. Store clerk and Truck driver. Ten years experience with Militia (76th Field Battery). Enlisted in Regina, 30 January 1941 as Wireless Operator (Ground) and posted to No.1 Manning Depot. To No.1 WS. 1 March 1941. Reclassified as General Duties, 18 August 1941. To Air Force Headquarters, 13 November 1941. Promoted AC1, 18 November 1941. Promoted LAC, 18 February 1942. Remustered for aircrew and posted to No.5 ITS, 25 April 1942. To No.13 EFTS, 15 August 1942; to No.5 SFTS, 24 October 1942. Ceased training and posted to No.1 Composite Training School, 26 January 1943. To No.8 BGS, 1 May 1943. To No.1 Air Observer School, Malton, 27 July 1943. Graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 17 September 1943. Embarked from New York, 8 October 1943; disembarked in Britain, 16 October 1943. To No.2 (Observer) AFU, 14 December 1943.. To No.10 OTU, 1 February 1944. To No.41 Base, 18 March 1944. Promoted Flight Sergeant, 3 June 1944. To No.158 Squadron, 21 July 1944. Commissioned 14 November 1944. Repatriated 8 April 1945. To No.1 Air Command, 17 April 1945. Promoted Flying Officer, 14 May 1945. To No.3 Release Centre, Rockcliffe, 30 May 1945. To No.6 Release Centre, Regina, 1 June 1945. Released 6 June 1945. Photo PL-48163 shows him with his wife after being invested with DFC by the Governor General, November 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9070 has recommendation dated 15 February 1945 when he had flown 32 sorties (162 hours 23 minutes), 28 July 1944 to 4 February 1945. Died in Ottawa, 12 June 1992.

28 July 1944 - Foret de Nieppe (3.56) - Formation of bombers
30 July 1944 - Battle area (4.31) - Abandoned on orders of Master Bomber.
11 August 1944 - Etaples (3.51) - Bombed aiming point.
14 August 1944 - TRACTABLE 21A (4.07) - do.
16 August 1944 - Kiel (4.48) - Good bombing.
18 August 1944 - Sterkrade (4.49) - Many fires; bombed target indicators.
27 August 1944 - Homberg (4.20) - Bombed aiming point.
31 August 1944 - La Pourchinte (3.25) - Ordered by master bomber to abandon.
3 September 1944 - Soersterberg (2.55) - Bombed aiming point.
9 September 1944 - Le Havre (4.27) - Recalled by master bomber.
12 September 1944 - Gelsenkirchen (4.27) - Good results.
13 September 1944 - Gelsenkirchen (4.39) - Bombed as ordered.

15 September 1944 - Kiel (5.00) - Successful attack in cloud.
7 October 1944 - Kleve (4.25) - Bombed aiming point.
30 October 1944 - Cologne (6.10) - Bombed through cloud.
2 November 1944 - Dusseldorf (5.31) - Good attack; many fires.
4 November 1944 - Bochum (4.55) - Bombed target.
6 November 1944 - Gelsenkirchen (4.29) - Good attack.
16 November 1944 - Julich (4.45) - Bombed aiming point.
28 December 1944 - Opladen (5.26) - Successful.
29 December 1944 - Coblenz (5.56) - Bombed aiming point.
30 December 1944 - Cologne (6.21) - Bombed through clouds.
1 January 1945 - Dortmund (4.27) - Good attack.
2 January 1945 - Ludwigshaven (6.09) - Bombed aiming point.
5 January 1945 - Hanover (5.10) - Attacked through clouds.
6 January 1945 - Hanau (6.23) - Many clouds seen below clouds.
14 January 1945 - Saarbrucken (6.56) - Good attack.
22 January 1945 - Gelsenkirchen (5.01) - Bombed through cloud.
28 January 1945 - Stuttgart (8.02) - do.
1 February 1945 - Mainz (6.29) - Good bombing; cloud.
2 February 1945 - Wanne Eickel (4.58) - Successful sortie.
4 February 1945 - Gelsenkirchen (5.35) - Bombed through clouds.

Pilot Officer Routledge has completed 32 operational sorties as an air bomber with No.158 Squadron. He has bombed such heavily defended targets as Gelsenkirchen, Mainz, Stuttgart, Hanau, Hanover, Dortmund, Coblenz and Dusseldorf, and many other precision objectives in the battle areas and occupied territories.

Possessed of a fine offensive spirit, this officer has shown complete disregard for any personal safety in his determination to press home his attacks upon the enemy. His fearlessness in the face of the severest defences has set an example of the highest order and has contributed greatly to the high morale of the crew.

Pilot Officer Routledge has been a valuable member of his section in every way and his work on the ground and in the air is worthy of the highest commendation. It is recommended that this officer's fine operational record of courage and unflinching devotion to duty be recognized by the award of the Distinguished Flying Cross.

Notes: Application for Operational Wing dard 6 March 1945 stated he had flown 35 sorties (145 hours 35 minutes), 28 July 1944 to 3 March 1945.

On Repatriation Form dated 20 March 1945 he stated he had flown 35 sorties (181 hours 55 minutes), the last on 3 March 1945. He has also flown 245 hours 50 minutes non-operational

time. Types experienced overseas were Anson (26.55), Whitley (116.20), Halifax II (45.00) and Halifax III (239.30).

Crew were J87691 Vernon France Lewis (pilot, awarded DFC), 1078967 James John Bromfield, 1897460 Cyril L. Cook, R196577 Eugene Walter Erickson (air gunner, awarded DFC), R198938 Edward Earl Moore, J92661 George Arnold Routledge (BA, awarded DFC) and 1494005 James Matterson Stephenson (awarded DFM).

Training: Course at No.5 ITS was 27 April to 20 June 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill and Signals (written). Scored 697 of a possible 1,000 points. Placed 96th in a class of 140. "Quiet, steady airman, good service background, willing, co-operative."

Course at No.13 EFTS was 17 August to 9 October 1942. Fleet Finch aircraft - 10.50 dual to first solo, 33.50 total dual, 37.20 solo plus 4.25 night dual and 1.00 night solo/ Was 9.10 on instruments and logged 10.15 in Link. Courses in Navigation, Airmanship, Armament (written), Aircraft Recognition, and Signals (Practical). Scored 465 points of a possible 700. Placed 33rd in a class of 44. "Should make a service pilot. Rather slow in learning but tries hard. Not very good in aerobatics."

Course at No.5 SFTS was 26 October 1942 to 12 February 1943. Anson aircraft. Flew 6.45 dual to first solo, 42.50 day dual, 17.05 day solo. Was 9.10 on instruments and logged 20.10 in Link. Did not complete course. "A borderline case, slow to learn and very apt to be forgetful. Worries about his flying and realizes his shortcomings but has great difficulty overcoming them. Could possibly be made into a pilot but would definitely be below average as a service pilot. Dangerously erratic on steep turns."

Course at No.8 BGS was 3 May to 23 July 1943. Anson aircraft for bombing training (24.05 by day, 4.50 by night) and Battle aircraft for gunnery training (12.05 by day). Dropped 54 bombs by day and 24 by night. In gunnery he scored seven percent hits in Beam Test, 3.1 percent hits in Beam Relative Speed Test and 5.5 percent hits in Under Tail Test. Examined in Bombing, written (204/250). Bombing, oral (188/250), Proficiency as Bomb Aimer (242/400), Gunnery, practical (70/100), Gunnery, oral (74/100), Proficiency as Air Gunner (133/200), Aircraft Recognition (43/50 on supplemental) and Signals (38/50 on supplemental). Rated as good bomb aimer, average gunner. "Fair thinker, inclined to be slow."

Course at No.1 AOS was 26 July to 3 September 1943. Anson aircraft navigation training - 27.25 by day and 18.25 by night. Air work graded as follows - Air Navigation, day (202/300), Air Navigation, night (128/200), Bombing (177/300) and Photography (143/200). Ground work graded as follows - Air Navigation, Elements (102/200), Aircraft Recognition (163/250), Signals, practical (250/250), Reconnaissance (105/150) and Photography (93/150). "A stolid, unimaginative type who has not taken well to study. Works hard and continually tries but has trouble coping, Air and ground work proved fair. Needs more experience."

Course at No.2 (Observer) AFU was 21 December 1943 to 31 January 1944. Anson aircraft - 4.50 day bombing, 14.20 day combined exercises, 7.45 night combined exercises. Dropped 18 bombs. Took part in three daylight phonography exercises and three night infra-red exercises.

Course at No.10 OTU was 1 March to 9 May 1944. Whitley V aircraft. Was at controls for six hours by day and four hours by night. Day bombing exercises were High Level Grouping (one exercise, eight bombs), High Level Applied (two exercises, 12 bombs), Stick (ten exercises, 20 bombs) and seven photo simulations, Night bombing was one High Level Grouping (eight bombs), two High Level Applied (16 bombs), 13 Sticks (26 bombs) and four infra red simulations (three unsuccessful). Took part in five daylight air-to-sea/ground gunnery exercises (10,000 rounds) and three night air-to-sea/ground exercises (600 rounds). Air Work graded as follows - Bombing, Day (102/150), Bombing, Night (93/150), Map Reading, Day (110/200) and Map Reading, Night (105/200). On ground courses rated in CSBS simulator (67/100), Drill and Panel Manipulation (170/200), Map Reading in AMBT (115/200) and Operational Bomb Loads (71/100). "A reliable type who appears slow in the air but knows what he is doing and pays attention to detail. Crew cooperation fairly good." (W/C G.O.N. Fisher).

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ROUTLEDGE, P/O John Denison (J19988) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. Born Mission City, British Columbia, 30 March 1922; home there. Note - 2004 obituary gave his age as 79 which would have placed his birth year around 1925. Enlisted 28 December 1940 and posted to No.2 Manning Depot. To No.2 WS, 30 March 1941. To Composite Training School, Trenton, 13 September 1941. To No.7 BGS, Paulson, 12 October 1941. Further trained at No.19 OTU. Flew his first tour with No.49 Squadron. Commissioned 4 August 1944. Released 21 June 1945. Postwar with British Columbia Provincial Police and then the RCMP, retiring as Chief Superintendent. In 2003 he published a memoir, **Lancasters and Lanyards: Memoires of Chief Superintendent Jack Denison Routledge. DFC, Royal Canadian Mounted Police**. Died in Vernon, British Columbia, 11 February 2004. RCAF photo PL-15935 (ex UK-3946 dated 20 May 1943) shows crew of No.405 Squadron - FS G. Bellamy (RAF), Sergeant J. Gibbs (Bowmanville, later DFC), F/L J.R. McDonald, DFC (Saskatoon), FS R.W. Wright, DFM (Saskatoon), FS J.D. Routledge (Mission, British Columbia, later DFC) and Sergeant K.F. Stouffer (Fort Erie, Ontario). No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8780 has recommendation by W/C R.J. Lane dated 23 March 1944 when he had flown 46 sorties (308 hours 28 minutes) as follows:

* daylight sortie

20 June 1942 - Dinghy search, North Sea (6.15)

11 August 1942 - NICKELLING, Vichy (7.25)

15 August 1942 - GARDENING, Frisians (4.00)
27 August 1942 - Kassel (4.55)
28 August 1942 - Nuremburg (6.40)
6 September 1942 - Duisburg (4.00)
8 September 1942 - Frankfurt (6.25)
10 September 1942 - Dusseldorf (4.20)
13 September 1942 - Bremen (4.10)
14 September 1942 - Wilhelmshaven (4.10)
16 September 1942 - Essen (4.55)
18 September 1942 - GARDENING, Gulf of Danzig (9.35)
23 September 1942 - Wismar (6.35)
24 September 1942 - Kullen (7.25)
1 October 1942 - Wismar (6.15)
13 October 1942 - Kiel (5.35)
15 October 1942 - Cologne (4.50)
17 October 1942 - Le Creusot (10.15)*
22 October 1942 - Genoa (9.25)
24 October 1942 - Milan (9.35)*
15 November 1942 - Genoa (8.10)
28 November 1942 - Turin (8.40)
8 December 1942 - Turin (8.10)
9 December 1942 - Turin (3.15, early return)
20 December 1942 - Duisburg (4.35)
16 January 1943 - Berlin (7.25)
17 January 1943 - Berlin (7.00)
27 January 1943 - Dusseldorf (5.30)
30 January 1943 - Hamburg (6.30)
1 February 1943 - Wilhelmshaven (5.55)
13 February 1943 - Lorient (6.40)
20 December 1943 - Frankfurt (5.20)
23 December 1943 - Berlin (7.30)
29 December 1943 - Berlin (6.10)
1 January 1944 - Berlin (6.55)
2 January 1944 - Berlin (7.20)
5 January 1944 - Stettin (9.10)
20 January 1944 - Berlin (7.10)
21 January 1944 - Magdeburg (6.45)
27 January 1944 - Berlin (7.15)
28 January 1944 - Berlin (7.30)
30 January 1944 - Berlin (6.00)
15 February 1944 - Berlin (6.40)
25 February 1944 - Augsburg (6.45)
1 March 1944 - Stuttgart (6.55)

15 March 1944 - Stuttgart (6.30)

18 March 1944 - Frankfurt (4.50)

This officer is a highly efficient Air Gunner who has completed 46 operational sorties against such heavily defended enemy targets as Berlin, Frankfurt and Stettin. In the face of extreme danger this officer has shown courage of a high order and has not been deterred from successfully completing his missions. His fine example has been an inspiration to those less experienced than himself and to the squadron generally. Strongly recommended for the award of the Distinguished Flying Cross.

Public Record Officer Air 50/248 has a Combat Report for night of 20/21 January 1944, Lancaster R/405 (ND347). Crew consisted of J7978 F/L J.R. McDonald, DFC, 1280273 Warrant Officer G.G. Bellaway, DFM, R73288 Flight Sergeant R.W. Wright, DFM, J17590 P/O J.C. Gibbs, J17375 F/O R.M. Griffiths, R87577 Warrant Officer J.D. Routledge and 610741 Flight Sergeant E.R. Wright.

Whilst on operations 20/21st January 1944, on Berlin, Lancaster "R" (ND347) of 405 Squadron RCAF was attacked by a FW.190 over the target at 1940 hours, heading 244M, IAS 154 knots, at a height of 19,000 feet. Visibility excellent, 10/10 cloud at 12,000 feet. Our Lancaster was silhouetted by fighter flares.

The Wireless Operator first sighted the fighter on starboard quarter, down 400 yards. Mid-Upper Gunner [Griffiths] then also sighted the enemy aircraft. The enemy aircraft made one attack from the port beam down. Enemy aircraft broke away on the port quarter stern. Evasive action taken was a diving turn to port. Mid-Upper Gunner opened fire at 375 yards and ceased fire at 300 yards. Enemy aircraft did not open fire. No damage to our aircraft. Enemy aircraft is claimed as probably damaged.

The Mid-Upper Gunner fired approximately 25 rounds from starboard gun with a number one position stoppage and 75 rounds from port gun without any stoppages.

Public Record Office Air 50/248 has Combat Report for 17/18 March 1944, Lancaster V/405 Squadron (ND344). Crew consisted of J7978 F/L J.R. McDonald, DFC, 1280273 Warrant Officer G.G. Bellaway, DFM, R73288 Flight Sergeant R.W. Wright, DFM, J17590 P/O J.C. Gibbs, J16125 F/O T.H.N. Duff, J19988 P/O J.D. Routledge and 610741 Flight Sergeant E.R. Wright.

While on the return journey from Frankfurt on the night of March 17/18 and at a position of 49 48N 07 10E flying at an altitude of 21,000 feet at 2220 hours, Lancaster aircraft "V" Serial No.344 of 405 Squadron encountered a Ju.88 as

identified by the rear gunner [Routledge]. Visibility was good with no cloud and no moon.

The rear gunner first sighted the enemy aircraft at considerable range, aided by vapour trails. He held his fire until the enemy closed to 300 yards range dead astern when he identified it as a Ju.88 and directed the pilot to "turn hard to starboard", at the same time opening fire with one burst of two seconds. The fighter did not press the attack and disappeared immediately the bomber turned and dived. No damage is claimed to the fighter which did not open fire.

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ROUTLEDGE, F/O Robert Henry (J12275) - **Air Force Cross** - No.4 (Bomber Reconnaissance) Squadron - Award effective 6 January 1945 as per **Canada Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 24 April 1915. Enlisted in Calgary, 26 July 1941. Posted to No.3 Manning Depot, 30 August 1941. To No.4 SFTS (guard duty), 24 September 1941. To No.2 ITS, 27 October 1940; graduated and promoted LAC, 20 December 1941; posted that date to No.3 AOS; posted on 28 March 1942 to No.2 BGS; graduated and promoted Sergeant, 9 May 1942; posted that date to No.1 ANS; commissioned 9 June 1942; posted on 14 July 1942 to No.2 AOS. Promoted Flying Officer, 8 December 1942. To No.1 GRS, 30 April 1943; to No.3 OTU, 25 June 1943; to Western Air Command, 17 August 1943; to No.4 (BR) Squadron, 27 September 1943. Promoted Flight Lieutenant, 4 August 1944. To No.1 CNS, 25 March 1945; to Western Air Command Headquarters, 31 July 1945; to Release Centre, 3 September 1945; released 7 September 1945. Died in Fort Saskatchewan, Alberta, 20 April 1970. As of recommendation had flown 1,010 hours, 401 operational hours.

This navigation officer, since becoming a member of this squadron, has continued to display great keenness and ability in the execution of his duties and has set a splendid example as a navigator. His energetic and capable efforts have done much in maintaining the high standard of navigation in this squadron. The manner in which he has completed many arduous operational patrols is praiseworthy.

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ROW, F/L Daniel Nicholson (C16030) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 2 June 1944 and AFRO 1444/44 dated 7 July 1944. Born Smith Falls, Ontario, 4 September 1910; home in Almonte, Ontario. Enlisted in Ottawa, 20 January 1940 as Wireless Electrical Mechanic. To No.1 WS, 22 February 1940. Promoted AC1, 29 May 1940. Remustered to Wireless Operator (Air), 1 June 1940. Promoted LAC, 16 August 1940. To Royal Air Force overseas, 22 August 1940. Promoted Corporal, 15 August 1941. Promoted Sergeant, 1 July 1942. Commissioned 7 November 1942. Promoted Flying Officer, 7 May 1943. Promoted Flight Lieutenant, 23 November 1943. Repatriated to Canada, 24 August 1944. To "Y" Depot, Halifax, 19 October 1944. Taken on strength of No.3

PRC, Bournemouth, 6 November 1944. Repatriated 7 June 1945. Released 13 August 1945. Photo PL-36348 is a portrait. Photo PL-50454 shows him with wife following investiture in Ottawa, 1950. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty". Public Records Office Air 2/9149 has recommendation dated 20 February 1944 when he had flown 38 sorties (234 hours five minutes), 24 June 1943 to 15 February 1944. The sortie sheet lists only 35 trips, however.

24 June 1943 - Elberfeld (4.55)
28 June 1943 - Cologne (4.20)
13 July 1943 - Aachen (5.05)
25 July 1943 - Essen (4.00)
27 July 1943 - Hamburg (6.25)
29 July 1943 - Hamburg (6.00)
9 August 1943 - Mannheim (5.20)
12 August 1943 - Milan (7.55)
13 August 1943 - Milan (8.40)
15 August 1943 - Milan (7.55)
17 August 1943 - Peenemunde (7.10)
23 August 1943 - Berlin (6.45)
30 August 1943 - Munchen Gladbach (3.35)
31 August 1943 - Berlin (7.15)
3 September 1943 - Berlin (8.20)
5 September 1943 - Mannheim (5.50)
6 September 1943 - Munich (7.50)
22 September 1943 - Oldenburg (4.35)
23 September 1943 - Darmstadt (6.00)
27 September 1943 - Hanover (4.45)
29 September 1943 - Bochum (4.10)
2 October 1943 - Munich (8.15)
7 October 1943 - Friedrichshaven (6.20)
8 October 1943 - Hanover (4.35)
18 October 1943 - Hanover (4.50)
20 October 1943 - Leipzig (5.20)
22 October 1943 - Frankfurt (6.05)
3 November 1943 - Cologne (4.10)
26 November 1943 - Berlin (7.35)
2 January 1944 - Berlin (7.15)
21 January 1944 - Magdeburg (7.00)
27 January 1944 - Berlin (8.40)
28 January 1944 - Berlin (8.20)
30 January 1944 - Berlin (6.20)
15 February 1944 - Berlin (6.55)

Flight Lieutenant Row has completed 38 operational sorties with the Pathfinder Force, 29 of which have been as Marker.

Flight Lieutenant Row has been Wireless Operator to a crew which has carried out many successful sorties against all the recent targets in Germany. His cheerful confidence and ability are most praiseworthy and have set a fine example to the more junior Wireless Operators in the squadron, to whose training he has devoted much time and interest.

This officer has at all times displayed an exceptionally fine spirit and resourcefulness in the completion of his operational duties.

RCAF Press Release 2774 of 7 February 1944 read as follows:

Flight Lieutenant D.N. "Danny" Row, Smith's Falls, who used to be a trapper around the Vermilion River district in Northern Ontario, has set a new goal.

"Ambition ? Everyone has ambition. Mine is to cut the buttons off of Hitler's tunic," says the 33-year old wireless operator air gunner.

But while he's waiting for that day, he's willing to just keep protecting the rear of his Lancaster captained by Flight Lieutenant Dennis, DFC.

Flight Lieutenant Row has been attached to his present RAF squadron ever since he graduated after a course in England and went operational in November 1942. He has finished one tour of operations and started his second, bringing his total to 33 operations over enemy territory. Six of these were over Berlin and three last summer against Milan.

The Milan trios were a "piece of cake" compared with Berlin now, he admits.

Asked if he had any "tough" times over the target he casually told of "22 holes punched in us" while bombing Aachen and the last Berlin raid when the crew bagged a Nazi night fighter.

The only Canadian in his crew, Flight Lieutenant Row joined the RCAF shortly after the outbreak of war and was a member of the first class to graduate from No.1 Wireless School in Montreal. Arriving overseas as a wireless electrical mechanic on his 30th birthday, he served on a number of RAF squadrons in addition to one RCAF squadron as a WEM, before his remuster finally came through for aircrew training. From his course in England as a WOP/AG, he

emerged as the only commissioned graduate. He was the only Canadian on the course.

Public Record Office AIR 50/178 has two Combat Reports that bear upon his career:

2/3 January 1944 (report dated 5 January 1944)

Captain: F/L J. Dennis
Navigator: F/L R.V. Cutts
WOP: F/L D. Rowe [sic]
Engineer: Flight Sergeant A. Simpson
Air Bomber: WO P.J. Aldridge
Mid-Upper: Flight Sergeant R.L. Jones
Rear Gunner: Flight Sergeant C.S. Goodman

On the night of the 2nd/3rd January 1944 at 0128 hours - height 19,000 feet, Lancaster JB653, 7/R outward to Berlin, heading 085 (M), position 5242 N, 0550 E. Sighted Me.110.

Enemy aircraft seen by mid-upper on starboard quarter and mid-upper notified Captain and rear gunner. Enemy aircraft swung dead astern and then positioned itself on port quarter as if to attack from slightly underneath. Mid-upper and rear gunner opened fire and enemy aircraft was lost in clouds.

The whole of this action was fought in intermittent cloud tops.

No damage to 7/R.

No hits observed on enemy aircraft.

Boozer not fitted - indications on fishpond.

Rear gunner fired 400 rounds.

Mid-upper fired 200 rounds.

Rear gunner trained at No.9 BGS, Canada and No.12 OTU.

21/22 January 1944 (report filed 28 January 1944)

Captain: F/L J. Dennis
Navigator: F/L R.V. Cutts
WOP: F/L D. Rowe [sic]

Engineer: Flight Sergeant A. Simpson
Air Bomber: WO P.J. Aldridge
Mid-Upper: Flight Sergeant R.L. Jones
Rear Gunner: Flight Sergeant C.S. Goodman

7/R, night 21/22nd January 1944. Time 23.10 hours, height 19,000 feet, heading 215(N).

Lancaster 7/R over target Magdeburg was attacked by Ju.88 which appeared from port bow to starboard below, firing two short bursts to within 300 yards without hitting Lancaster 7/R. First burst passed above, second below. No reply by our gunners owing to violent evasive action given on instructions by gunners.

No boozier carried. No fishpond indication.

Note: Others in crew who were decorated were 1488306 Flight Sergeant Albert Simpson (DFM, 27 June 1944), 130587 Flight Lieutenant Ronald Victor Cutts (DFC, 11 February 1944), 1314490 Warrant Officer Percy Joel Aldridge (DFC, 25 May 1944) and 1393060 Warrant Officer Charles Stanley Goodman (DFC, 2 June 1944).

* * * * *

ROWAN, F/O Frank Harold (J19707) - **Distinguished Flying Cross** - No.514 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 133/46 dated 8 February 1946. Born 12 September 1921 in Winton, Ontario; home in Orillia (printer). Enlisted in Toronto, 15 July 1941 and posted to No.1 Manning Depot. To No.4 WS, 27 September 1941; promoted LAC, 29 October 1941; to No.1 BGS, 14 March 1942; graduated and promoted Sergeant, 14 April 1942. Posted that date to "Y" Depot; to RAF overseas, 30 April 1942. Promoted Flight Sergeant, 1 February 1943. Promoted WO2, 13 April 1943. Promoted WO1, 13 October 1943. Commissioned 14 January 1944. Promoted Flying Officer, 14 July 1944. Repatriated 8 June 1945. To No.4 Release Centre, 20 June 1945. Retired 20 July 1945. Died in Orillia, Ontario, 8 August 1992. RCAF photo PL-15998 (ex UK-3973 dated 24 May 1943) shows members of No.425 Squadron - Flight Sergeant F.H. "Frank" Rowan (WOP, Orillia, Ontario), Sergeant J.H. "Joe" Moreau (navigator, St. Norbert, Manitoba), Sergeant N. "Norm" Brousseau (pilot, Three Rivers), F/O D.B.J. "Denny" Hodgetts (bomb aimer, Birmingham, England) and Sergeant H.B. "Ben" Marceau (rear gunner, Montreal). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8749 has recommendation dated 20 April 1945 when he had flown 47 sorties (256 hours 55 minutes) in two tours.

First Tour

17 December 1942 - GARDENING, Frisians (5.35)
16 November 1942 - GARDENING, Norderny (6.05)
2 January 1943 - Brest (5.40)
9 January 1943 - Alemand (4.00)
14 January 1943 - Brest (6.00)
15 January 1943 - Lorient (4.40)
26 January 1943 - Lorient (6.30)
30 January 1943 - Oldenburg, DNCO
7 February 1943 - Lorient (6.15)
19 February 1943 - Wilhelmshaven (5.20)
20 February 1943 - GARDENING, Skiermonnikoog (5.05)
24 February 1943 - Wilhelmshaven (4.20)
26 February 1943 - Cologne (5.20)
28 February 1943 - St.Nazaire (6.00)
29 March 1943 - Bochum (DNCO)
4 April 1943 - Kiel (7.20)
8 April 1943 - Duisburg (5.15)
10 April 1943 - Frankfurt (7.45)
26 June 1943 - Criacca (4.05)
29 June 1943 - Messina (5.45)
1 July 1943 - Cagliari (5.15)
5 July 1943 - Gerbini (4.50)
8 July 1943 - Catania (4.25)
9 July 1943 - MANDREL Patrol (7.30)
14 July 1943 - Naples (6.00)
15 July 1943 - San Giovanni (5.30)
17 July 1943 - Montecorvino (5.35)
19 July 1943 - Capodichino (6.40)
26 July 1943 - Capodichino (6.05)

Second Tour

5 November 1944 - Solingen (4.20)
6 November 1944 - Coblenz (5.00)
8 November 1944 - Homberg (4.00)
11 November 1944 - Castrop-Rauxel (4.10)
14 November 1944 - Dortmund (4.20)
16 November 1944 - Heinsberg (4.10)
20 November 1944 - Homberg (4.20)
21 November 1944 - Homberg (4.45)
23 November 1944 - Gelsenkirchen (4.10)
15 January 1945 - Langendreer (5.30), with No.75 Squadron
22 January 1945 - Hamborn (4.55)

28 January 1945 - Cologne (5.45)
29 January 1945 - Krefeld (5.15)
26 February 1945 - Dortmund (5.35)
28 February 1945 - Gelsenkirchen (5.30)
1 March 1945 - Cologne (5.30)
6 March 1945 - Salzbergen (5.55)
7 March 1945 - Desau (9.15)
11 March 1945 - Essen (5.50)
9 April 1945 - Kiel (5.50)

This officer has completed forty-seven sorties as a wireless operator in heavy bomber aircraft. He has taken part in many attacks against heavily defended targets both in occupied territory and far into Germany.

On several occasions his aircraft was hit by anti-aircraft fire but nevertheless he has invariably carried on with his duty, remaining very keen and enthusiastic.

Flying Officer Rowan has at all times set a very good example to all his comrades and it is strongly recommended that he be awarded the Distinguished Flying Cross in recognition of his continued devotion to duty.

* * * * *

ROWAND, F/L James George (J8954) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 21 March 1944 as per **London Gazette** dated 28 March 1944 and AFRO 921/44 dated 28 April 1944. Born in Bethune, Saskatchewan, 9 December 1917; home there. Received his primary education there; following matriculation spent a year at commercial high school in Regina; moved to Hamilton, Ontario in 1938. Enlisted in Hamilton, 13 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 19 February 1941. To No.1 Manning Depot again, 18 March 1941. To No.1 BGS (guard), 23 March 1941. To No.1 ITS, 16 May 1941; graduated and promoted LAC, 30 June 1941 when posted to No.6 EFTS; to No.10 SFTS, 31 August 1941; graduated and commissioned, 21 November 1941. To "Y" Depot, 22 November 1941. To RAF overseas, 14 December 1941. Obituary states that after OTU training at Catfoss he was posted to No.404 Squadron, first on Blenheims, then Beaufighters. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 24 June 1943. Repatriated 9 February 1944. To No.164 (Transport) Squadron, 4 April 1944. To No.165 (Transport) Squadron, 13 May 1944. To No.4 Release Centre, 17 October 1945. Retired 25 October 1945. Attended Ontario College of Optometry, graduating with honours in 1948. He returned to Edmonton where he practiced for forty-five years. Also shown with Auxiliary number 60415 but no details of appointments or postings. Died in Edmonton, 12 November 2012.

Flight Lieutenant Rowand has completed a tour of operations during which he has consistently displayed courage, keenness and devotion to duty. On

numerous occasions he has led formations and has never failed, when a target was sighted, to press his attack with resolute determination and great skill, regardless of the opposition encountered. On one occasion, while on a reconnaissance flight off the Norwegian coast, this officer sighted the "Lutzow" escorted by five destroyers. Before withdrawing in the face of intense anti-aircraft fire, he obtained valuable information, thus enabling the attack to be made later.

* * * * *

ROWE, P/O Alfred George (J16574) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born in Toronto, 3 May 1920; home there (junior clerk in Bank of Nova Scotia). Enlisted there 3 May 1941. To No.4A Manning Depot, St. Hubert, 5 May 1941. To Station Trenton, 10 June 1941. To No.1 ITS, Toronto, 16 July 1941. Promoted LAC, 21 August 1941 and posted to No.1 Manning Depot. To No.1 AOS, 16 September 1941; to No.1 BGS, 21 December 1941. Promoted Sergeant, 31 January 1942 and posted to No.2 ANS. To "Y" Depot, Halifax, 3 March 1942. To RAF overseas, 19 March 1942. Taken on strength of No.3 PRC, 29 March 1942. To No.3 AOS, Bobbington, 25 April 1942. To No.22 OTU, 9 June 1942. To No.425 Squadron, 19 August 1942. Commissioned 30 November 1942. To No.432 Squadron, 1 May 1943. Promoted Flying Officer, 30 May 1943. To No.1659 Conversion Unit, 24 June 1943. Promoted Flight Lieutenant and posted to No.6 Group Headquarters, 17 January 1944. Special leave in Canada, 25 July to 18 September 1944. When returned to Canada he signed a form (19 July 1944) stating he had flown 29 sorties (168 operational hours) and that his total overseas flying was 392 hours. Set out for overseas again, being taken on strength of No.3 PRC on 25 September 1944. To No.61 Base, 10 October 1944. To No.434 Squadron, 31 December 1944. Killed in action, 11 March 1945 in attack on Essen as navigator to F/L R.J. Fern, No.434 Squadron.

This officer has displayed high courage, ability and efficiency during many operational sorties over enemy territory. His outstanding skill as a navigator has been an inspiration to his crew and, in a large measure, responsible for their success on operations. Pilot Officer Rowe, who has displayed gallantry and devotion to duty in the face of the heaviest opposition, has set up an excellent operational record.

DHH file 181.009 D.2617 (National Library and Archives RG.24 Volume 20627) has recommendation drafted 21 June 1943 when he had flown 29 sorties (159 operational hours). Sortie list and original submission as follows:

2 August 1942 - Aachen (6.30)
6 October 1942 - Osnabruck (6.30)
13 October 1942 - Kiel (6.25 - baled out in vicinity of Drifffield, crew okay).
9 November 1942 - Hamburg (6.40, landed Bodnay)

11 November 1942 - Gardening Frisians (5.40)
22 November 1942 - Stuttgart (3.40 - aircraft damaged by flak, mission abandoned)
17 December 1942 - Gardening Heligoland (5.30)
20 December 1942 - Duisburg (5.10 - coned for ten minutes over target. Landed Bircham Newton).
31 December 1942 - Gardening Brest (2.10 - diverted Station Harcourt)
9 January 1943 - Gardening Frisians (4.45)
14 January 1943 - Gardening Brest (6.05)
15 January 1943 - Lorient (5.00)
10 February 1943 - Gardening, Frisians (4.25)
13 February 1943 - Lorient (7.30 - landed Warmwell; returned to base).
16 February 1943 - Lorient (6.40)
19 February 1943 - Wilhelmshaven (5.15)
20 February 1943 - Gardening Frisians (4.15)
24 February 1943 - Wilhelmshaven (4.50)
26 February 1943 - Cologne (5.40)
3 March 1943 - Hamburg (6.55)
5 March 1943 - Essen (6.05)
29 March 1943 - Bochum (5.20)
4 April 1943 - Kiel (6.50)
26 April 1943 - Duisburg (5.35)
23 May 1943 - Dortmund (5.05)
25 May 1943 - Dusseldorf (5.10)
1 June 1943 - Gardening Frisians (3.20)
11 June 1943 - Dusseldorf (5.00)
14 June 1943 - Gardening Brest (7.00)

Pilot Officer Rowe has displayed a high degree of courage, ability and sense of duty under a calm and quiet manner. His splendid record during 29 sorties over enemy territory and his outstanding skill as a navigator has been an inspiration and in a large measure resulted in the successful operations of the crew of which he was a member.

For his ability as a navigator, his inspiring example and his dogged devotion to duty, this officer is recommended for the Distinguished Flying Cross.

The website "Lost Bombers" described the sortie of 13/14 October 1942. Wellington BJ783 of No.425 Squadron (KW-F), target Kiel. Airborne at 1830 hours of 13 October 1942 from Drifffield. Lost power on one engine while returning to base, and crashed 0055 in an emergency landing at Rectory Farm, one mile south of Beeford, ten miles south-southwest of Bridlington, Yorkshire. Crew were Sergeant R.S.Clinton, RCAF (injured; later commissioned and awarded DFC), Sergeant J.A.Delorme, RCAF (injured), Sergeant A.G.Rowe, RCAF, Sergeant

J.R.Latremouille, RCAF (injured, later commissioned and killed), Sergeant T.D.Copeland (later commissioned and killed), Sergeant S. Cuthbert.

The website "Lost Bombers" has the following on his last flight. Lancaster KB834, No.434 Squadron (WL-Y), target Essen, 11 March 1945. This machine was delivered to No.434 Squadron in December 1944 and took part in the following operations: Zeitz, 16/17 January 1945; Dortmund, 20/21 February 1945; Chemnitz, 5/6 March 1945; Essen, 11 March 1945 (daylight, lost). Airborne at 1138 hours from Croft. Hit by flak and crashed within seconds of completing its bombing run, plunging into the target area. Crew consisted of F/L R.J.Fern, RCAF (killed), P/O W.T. Jones (age 37, formerly of No.419 Squadron, killed), F/L A.G.Rowe, DFC, RCAF (killed), F/O T.D. Copeland, RCAF (killed), F/O J.R.Latremouille, RCAF (killed), F/O G. Scott, RCAF (killed), F/O J.A.H.B.Marceau, RCAF (badly injured by flak, shrapnel in head and left leg, confined in hospital until liberation and underwent extended postwar treatment). With the exception of Jones, all the crew were on their second tours.

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ROWE, F/O Charles Joseph (J18799) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 24 April 1916 in Newmarket, Ontario; home in Aurora, Ontario. Enlisted in Toronto, 9 October 1940. To No.3 Training Command, 29 October 1940; to No.1 WS, 3 January 1941; promoted Leading Aircraftman, 6 February 1941; to No.4 BGS, 26 May 1941. Promoted Sergeant, 23 June 1941. Warned for embarkation, 24 June 1941. To RAF overseas, 19 July 1941. Commissioned 29 August 1943. Promoted Flying Officer, 29 February 1944. Promoted Flight Lieutenant, 1 March 1945. Repatriated 8 April 1945. To No.1 Air Command, 17 April 1945. To No.10 EFTS, 19 May 1945. To No.1 Air Command, 4 July 1945. To Lachine, 26 September 1946. Reverted to Flying Officer in postwar RCAF, 1 October 1946 (20090). To Trenton, 22 November 1946. To No.9 (Transport) Group, 22 February 1947. To Rockcliffe, 25 February 1949. Retired 30 March 1950. Died 4 June 1966 as per DVA letter of 5 August 1966. 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 49 sorties (225 hours five minutes) in two tours - 30 May 1942 to 15 October 1942 and 20 September 1944 to 13 February 1945.

First Tour

30 May 1942 - Cologne (5.45)
1 June 1942 - Essen (4.50)
20 June 1942 - Emden (4.45)
22 June 1942 - Emden (4.50)
25 June 1942 - Bremen (5.35)
27 June 1942 - Bremen (3.30)

12 August 1942 - Mainz (6.50)
16 August 1942 - Bochum (3.25)
18 August 1942 - Flensburg (5.40)
20 August 1942 - La Rochelle (7.25)
27 August 1942 - Kassel (5.30)
28 August 1942 - Nuremberg (2.15) DNCO, nil sortie
8 September 1942 - Frankfurt (6.00)
10 September 1942 - Dusseldorf (3.50)
13 September 1942 - Bremen (4.50)
14 September 1942 - Wilhelmshaven (4.25)
16 September 1942 - Essen (5.00)
21 September 1942 - GARDENING, Baltic (6.00)
26 September 1942 - GARDENING, Baltic (3.40)
28 September 1942 - Bingen (2.40), DNCO, sortie counted
2 October 1942 - Krefeld (4.30)
5 October 1942 - Aachen (5.05)
6 October 1942 - Osnabruck (4.30)
10 October 1942 - La Rochelle (6.35)
13 October 1942 - Kiel (2.30), DNCO, nil sortie
15 October 1942 - Cologne (5.10)

Second Tour

20 September 1944 - Calais (2.20)
25 September 1944 - Calais (2.05)
27 September 1944 - Bottrop (3.15)
28 September 1944 - Cap Gris Nez (1.50)
30 September 1944 - Bottrop (3.15)
11 October 1944 - Fort Fredrick Hendrik (2.15)
14 October 1944 - Duisburg (3.20)
15 October 1944 - Duisburg (4.00)
19 October 1944 - Stuttgart (5.25)
23 October 1944 - Essen (4.00)
25 October 1944 - Homberg (3.15)
29 October 1944 - Walcheren (2.05)
2 November 1944 - Dusseldorf (4.15)
6 November 1944 - Gelsenkirchen (3.30)
18 November 1944 - Wanne Eickel (4.35)
21 November 1944 - Castrop (4.25)
30 November 1944 - Duisburg (4.10)
2 December 1944 - Hagen (5.25)
6 December 1944 - Merseburg (6.30)
12 December 1944 - Essen (4.30)

22 December 1944 - Bingen (6.50)
7 February 1945 - Cleve (4.00)
8 February 1945 - Wanne Eickel (4.00)
13 February 1945 - Bohlen (7.05)

Flying Officer Rowe is one of the most able Air Bombers of the squadron. His ability at his work in the air and his unfailing determination to fulfil his tasks to the best of his ability have been reflected in the results achieved by Flying Officer Rowe, which have always been of the highest standard. In addition, Flying Officer Rowe has aided very greatly in the instruction of other Bomb Aimers on the squadron.

The website "Lost Bombers" describes a crash landing in his career. Lancaster PB113, No.405 Squadron (LQ-J), target Bingen, 22/23 December 1944. This aircraft was delivered to No.405 Squadron on 1 July 1944. PB113 took part in the following operations: Caen, 7 July 1944 (dusk); Kiel, 23/24 July 1944; Stuttgart, 24/25 July 1944; Stuttgart, 28/29 July 1944; Normandy Battle area (tactical), 7/8 August 1944; Stettin, 29/30 August 1944; Frankfurt, 12/13 September 1944; Duisburg, 14 October 1944 (daylight); Stuttgart, 19/20 October 1944; Essen,, 23/24 October 1944; Cologne, 28 October 1944 (daylight); Bingen, 22/23 December 1944 (crashed on return). PB113 was one of two No.405 Squadron Lancasters lost on this operation; the other was PA977. Airborne at 1552 hours, 22 December 1944 from Gransden Lodge. Crash-landed at 2242 hours, its undercarriage jammed up, near Downham Market airfield, Norfolk. Crew were F/O V.T. Woods, DFC, RCAF; F/O W.F.Jolly, DFC; F/O R.G.Fisher, RCAF; F/O W.J.Gilchrist, RCAF; F/O C.J.Rowe (later DFC); F/O J.A.Lovasz, RCAF; F/O J.B.Kerleroux, RCAF; F/O D.J.Beckley RCAF (later DFC).

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ROWE, P/O Edward Lionel Llewellyn (J18597) - **Distinguished Flying Cross** - No.415 Squadron - Award effective as per **London Gazette** dated 11 February 1944 and AFRO 644/44 dated 24 March 1944. Born 3 September 1922 in Berkley, Ontario; home in Own Sound, Ontario. Enlisted in Toronto, 9 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 29 January 1941. To School of Technical Training, 19 February 1941. To No.1 ITS, 4 May 1941. To Trenton, 9 June 1941. Promoted Leading Aircraftman, 7 July 1941. To No.10 AOS, 20 July 1941. To No.4 BGS, 10 October 1941. Promoted Sergeant, 21 November 1941. To No.2 ANS, 22 November 1941. To "Y" Depot, Halifax, 23 December 1941. To RAF overseas, 7 January 1942. Promoted Flight Sergeant, 21 May 1942. Promoted WO2, 21 November 1942. Promoted WO1, 21 May 1943. Commissioned 29 August 1943. Repatriated 25 November 1943. To No.31 OTU, 7 January 1944. Promoted Flying Officer, 29 February 1944. To No.6 ITS, 12 April 1944. To No.20 EFTS, 19 May 1944. Does not appear to have graduated as a pilot; to No.6 OTU, 13 September 1944. To "Y" Depot, 23 February 1945. To United Kingdom, 10 March 1945. Repatriated 17 October 1945. Retired 4 November 1945. Photo PL-44893 shows him with F/O D.S. Wilkinson. Photo PL-44896 shows him after investiture.

Pilot Officer Rowe has taken part in numerous anti-shipping sorties during which his navigation, even in very adverse weather, has always been of the highest order. In February 1943, he was navigator in an aircraft detailed to attack an enemy convoy. Despite heavy anti-aircraft fire a successful attack was completed, but this officer's aircraft was badly damaged, all the navigating instruments being lost and one engine set on fire. Throughout the engagement Pilot Officer Rowe calmly directed his captain in evasive action and later, when the aircraft was forced down on the sea, his accurate positions passed to the wireless operator were largely responsible for the rescue of the crew. In April 1943, he again gave great assistance to his squadron commander in a daylight attack on a blockade runner in the Bay of Biscay. At all times this officer has displayed praiseworthy keenness, determination and devotion to duty.

NOTE: Incident when shot down was 18 February 1943. For more details see entry for F/L A.B. Brenner.

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ROWE, F/O Fred Leon (J16034) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 19 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 27 October 1919 in Vancouver; home there. Trained at No.1 ITS, No.7 AOS and No.7 BGS. Commissioned 1942. Remained in postwar RCAF (27165); retired in Vancouver, 30 January 1969. Incident described was on air test, 25 February 1944; pilot was P/O Pollard; see also F/O R.H. James, bomb aimer.

Flying Officer Rowe has completed two tours of operational duty during which he has taken part in very many attacks on targets in Germany. Throughout he has displayed a high standard of navigational ability, combined with great determination and devotion to duty. On one occasion his pilot was temporarily blinded by particles of glass from the shattered windscreen. On reaching an airfield in this country, Flying Officer Rowe proved his resource by assisting another member of the crew to make a safe landing. This officer is a most valuable member of aircraft crew.

RCAF photo PL-31854 (ex UK-14037, dated 18 August 1944) has the following caption: "Veteran of one tour with Coastal Command's RCAF Demon Squadron, and a second with the Canadian Bomber Group's Bluenose Squadron, Flying Officer Fred Rowe, DFC may well smile as he is considering the perils he has endured without harm. This 24-year old navigator from Vancouver flew his tour with the Demons at the same time as his twin brother and fellow navigator, Stan. The boys kept a coffee shop back on Tenth Avenue in Vancouver."

RCAF Press Release No. 6222 dated 16 August 1944 from Sergeant John Badger, transcribed by

Huguette Oates follows; associated with photo UK-14037 (Pollard and James are screened too):

WITH RCAF BOMBER GROUP OVERSEAS: -- Flying Officer Fred Rowe, DFC, of Vancouver, B.C. (2590 Trimble Street), instructor at an RCAF heavy conversion unit in Britain, is looking forward to seeing his twin brother, Flying Officer Stan Rowe, who is instructing on an operational training unit in Canada.

Fred and Stan each did a tour as navigators with the RCAF Demon Squadron in Coastal Command. Then Fred went into Bomber Command and completed a tour with the Bluenose Squadron of the Canadian group. Brother Stan was sent back to Canada to instruct there. Up to that point, their civil and air force careers had been virtually parallel. They even were partners in a coffee shop on 10th Avenue in Vancouver. Now that he's got two operational tours under his belt, Fred is itching to see Stan again and "rib" him about NOT getting in any bomber hours before taking up instruction. "Wait'll I see him," said Fred.

Fred's wildest op was a shipping 'strike' in which Stan also flew. It was a night operation against an enemy convoy off the Frisian Islands. The convoy was guarded by a number of heavily armed flak-ships. The several attacking Hudsons skimmed in over the dark waves. "After the first aircraft had whammed its bombs home, all hell broke loose with flak," Fred said.

As flak fragments by the score thudded into Fred's low-flying aircraft, it whipped over the deck of a transport of some eight or nine thousand tons. "Between flak explosions all around and the moon right in my face, I was too dazzled to see what happened," Fred relates, "but the bombs hit the deck and three seconds later the transport blew up. The terrific explosion shook our kite, but being low saved it to some extent."

The Hudson had "caught a packet" just the same; a hole in one wing the size of a spread newspaper; unserviceable hydraulics; and neither wheels nor flap to help it land. The skillful skipper, Flight Lieutenant Lorne Howey, DFC, of Exeter, Ontario, flew his aircraft back without trouble, crash-landing it safely. "Twelve kites attacked that night, and we figure we got eight ships," Fred says. He is proud of that operation because it is one of the few he flew with Stan.

Tour completed, Fred took courses at an operational training unit and a heavy conversion unit to prepare him for bomber flying. Then he went to the Bluenose Squadron where he flew on operations against such major targets as Hanover, Kassel, Berlin and many others, without incident. It was on a training flight in one of his squadron's Halifaxes that Fred's only real adventure in a four-engined aircraft occurred.

A flight of birds swept against the advancing bomber. One smashed through the windshield and the skipper, P/O Jack Pollard, Westlock, Alberta, was blinded as a bird hit him in the eye and flying glass finished the job. Knocked out and unable to see, he fell back while the big plane plunged out of control. As Fred dragged him away, the bomb-aimer, F/O Ray James, DFC, another Vancouverite (941 West 20th Avenue), crawled into the cockpit.

James had always hoped to fly as a pilot and now he had his chance with the lives of crew-mates depending on him. Veteran of an hour or so at the controls of a light trainer, he wrestled the mighty Halifax under control and steered for home. Fred worked the throttles and revolution-per-minute controls while the wireless operator established position and contacted flying control. From the rest bench amid-ships, the skipper gave advice.

With their help, James got over the home field and settled down to the task of landing, a ticklish job even for a skilled man. After flying around the field three times, he came in to land. Watchers on the ground stared as the air giant wriggled and bounced as it slanted down—to rise again into the air. He circuted the field and tried again. As the RAF flight engineer struggled with the flaps and undercarriage, James touched the aircraft down bumpily, but without injuring anybody. The boys raced out as soon as it stopped. They had the right idea, for the Halifax, damaged in the landing, caught fire and was gutted by the time the flames were put out.

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ROWE, F/O John Earl (J37072) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 16 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945. Born 22 February 1914 in St.Lambert, Quebec; home in Montreal (clerk). Enlisted there 1 September 1942 and posted to No.5 Manning Depot. To No.9 BGS (guard duty), 23 October 1942. To No.3 ITS, 20 February 1943; graduated and promoted LAC, 30 April 1943; posted next day to No.11 EFTS; to No.16 SFTS, 21 June 1943; graduated and commissioned 15 October 1943. To "Y" Depot, 29 October 1943; taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flying Officer, 15 April 1944. Repatriated 5 August 1945. Retired 11 September 1945. Died in Ottawa, 28 September 2015. Photo PL-42831 (30 March 1945) shows him.

One night in January 1945, Flying Officer Rowe, as captain of aircraft, took part in an attack on Magdeburg. On the outward journey one of the engine became unserviceable and the propeller had to be feathered. Some height was lost and Flying Officer Rowe was unable to maintain his place in the main bomber formation. Despite this he continued to the target and made a successful bombing attack. Flying Officer Rowe has participated in many attacks on enemy

targets, most of which have been heavily defended. He has at all times shown great coolness and skill, setting a fine example to all.

The original recommendation dated 18 January 1945 (when he had flown 13 sorties - 83 hours 45 minutes) is found in DHH file 181.008 D.2611 (Library and Archives Canada RG.24 Vol. 20627) as follows:

On the night of 16th-17th January 1945, Flying Officer Rowe, as captain of aircraft, was detailed to take part in an attack on Magdeburg. Before reaching the enemy coast, whilst at 12,000 feet, one engine of his aircraft became unserviceable and had to be feathered. He found that with his bomb and petrol load it was impossible to reach more than 14,000 feet and that he could not keep up with the bomber stream. He had been ordered to bomb from 20,000 feet and, knowing full well that he was taking grave risks, he determined to press on to the target which he reached six minutes after the end of the attack. Showing outstanding courage and determination to destroy the enemy, he bombed his objective and brought his aircraft safely back to base on three engines where he made a successful landing.

This pilot has participated in thirteen attacks on enemy targets, many of which have been against the heavily defended districts of the Ruhr and has at all times shown great coolness and skill, both as a pilot and as a captain of aircraft.

It is considered that this officer's outstanding and praiseworthy example of the highest courage, skill and determination to carry out his assignment fully merits the immediate award of the Distinguished Flying Cross.

Application for Operational Wing dated 28 April 1945 states he had flown 30 sorties (192 hours 35 minutes), 27 November 1944 to 25 April 1945.

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ROWLATT, F/L James Hugh (C3424) - **Mention in Despatches** - No.75 Wing (AFRO gives unit only as "Overseas") - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Home in Montreal; enlisted there 29 November 1940 in Signals Branch (commissioned). Proceeded overseas, 5 March 1941 and assigned to RCAF Overseas Headquarters. Promoted Flight Lieutenant, 15 July 1942. Promoted Squadron Leader, 27 February 1944. Repatriated 8 July 1945. To No.1 Air Command, 20 July 1945. To No.2 Release Centre, 21 August 1945. Retired 29 August 1945; living in Halifax as of June 1950. Postwar civil servant. Died in Toronto, 5 July 2008. RCAF photo PL-60319 (ex UK-19930 dated 12 April 1945) shows group of radio personnel in Calcutta at start of repatriation journey - Standing (left to right) are Sergeant A.C. McInnes (Iroquois, Ontario), W/C C.D. Gooderham (Maryfield, Saskatchewan) and S/L James A. Elliott (Brandon, Manitoba). Seated are (left to

right), S/L H 'Tony' Blondal (Winnipeg), Sergeant J.M. Younie (Edmonton), S/L J.H. Rowlatt (Montreal) and S/L A.H. Hill (Winnipeg). No citation.

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ROWLEY, F/L Ivan Harold (C17686) - **Mention in Despatches** - No.409 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 27 March 1912. Home in London, Ontario; enlisted there 13 September 1939 as Airframe Mechanic. To Technical Training School, St. Thomas, 24 October 1939. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Reclassified as Disciplinarian, 1 June 1940 and retained at St. Thomas. Promoted Corporal, 15 July 1940. Promoted Sergeant, 19 September 1940. Promoted Flight Sergeant, 1 April 1941. To "Y" Depot, 23 April 1942. To RAF overseas, 30 April 1942. Promoted WO2, 1 July 1942. Commissioned 24 June 1942. Promoted Flying Officer, 24 November 1942. Promoted Flight Lieutenant, 24 December 1944. Repatriated, 13 August 1945. Retired 3 October 1945. **Nighthawk: A History of 409 (Night Fighter) Squadron** lists ground personnel of No.409 which includes F/L I.H.F. Rowley as Squadron Adjutant. DHist file 181.009 D.5529 (RG.24 Vol.20667) has recommendation for MBE dated 9 June 1945.

This officer enlisted in the Royal Canadian Air Force on September 13th, 1939, and has never spared himself in the service of his country ever since. He joined this unit on 24th May 1944 and has welded his headquarters into a smooth running organization which has operated most efficiently ever since. His untiring efforts have contributed enormously to the success and high morale of the squadron through the difficult stages from D Day to VE Day.

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ROY, P/O Allan MacDougall (J29626) - **Distinguished Flying Cross** - No.119 (BR) Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Winnipeg, 28 January 1920. Educated at Maitland, Nova Scotia. Enlisted in Halifax, 23 August 1940. To No.1 BGS, 10 September 1940 (guard duty). To "T", 8 November 1940. To No.1 ITS, 28 November 1940. Promoted LAC, 4 January 1941 and posted to No.1 Manning Depot. To No.1 WS, 3 February 1941. Graduated 21 July 1941 when posted to No.6 BGS; graduated and promoted Sergeant, 18 August 1941; To No.119 (BR) Squadron, 19 August 1941. Promoted Flight Sergeant, 18 February 1942. Promoted WO2, 1 November 1942. Promoted WO1, 1 May 1943. Commissioned 31 May 1943. Promoted Flying Officer, 30 November 1943. To Eastern Air Command Headquarters, 9 June 1944. Promoted Flight Lieutenant, 1 March 1945. To No.1 Release Centre, 3 August 1945. Retired 24 August 1945. Died in Halifax, 24 June 2014. As of award had flown 1,283:30 hours (927 operational, 200 sorties).

This officer has served at his present unit as a Wireless Operator Air Gunner for over three years, in which time he has completed hundreds of hours of

operational flying. He cheerful enthusiasm and dependability have set an excellent example for all his associates and his skill and devotion to duty have been outstanding at all times.

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ROY, S/L Georges Albert (C1362) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 13 May 1943 and AFRO 1035/43 dated 4 June 1943. Born in Paris, France, 20 October 1914, son of the Honourable Philippe Roy, Canada's first Minister to France; educated in law; home in Westmount; enlisted in Montreal, 6 November 1939. Commissioned 1939. Trained at No.1 SFTS (graduated 15 July 1940). At No.13 EFTS as of 24 November 1940. To Ferry Command, 1 April 1942. To RAF overseas, 2 April 1942. Attained rank of Squadron Leader, 15 August 1942. Promoted Wing Commander, 19 April 1943. Presented by King George, 23 May 1943. Repatriated 19 October 1943. To "Y" Depot, 8 December 1943; to RAF overseas, 13 December 1943. Shot down by flak, 9 October 1944 on raid to Bochum while commanding No.424 Squadron (Halifax MX892, "Gallop in' Gerty), wounded, he succeeded in baling out but a leg was subsequently amputated. Repatriated 14 May 1945. To No.1 Composite Training School, 22 May 1945. Retired 18 December 1945. Photo PL-32448 shows W/C George Roy, DFC of Westmount (right) and F/L Dick Howard of Dundas. Rejoined RCAF Auxiliary (152100), 15 February 1952 as Group Captain, No.11 Operations Wing Headquarters. Retired again, 4 May 1953. Awarded Queen's Coronation Medal, 28 October 1953 (Group Captain, RCAF Auxiliary, retired, living in Senneville, Quebec). Practiced law in Montreal for 45 years after the war and was made a QC. Photo PL-32448 (ex UK-14361 dated 26 August 1944) taken as he assumed command of No.424 Squadron, with unit adjutant F/L Dick Howard (Dundas, Ontario). Photo PL-32451 shows S/L J.A. Westland, DFC (flight commander, No.424 Squadron), W/C G.A. Roy, DFC (Commanding Officer, No.424 Squadron) and S/L R.J. Lawlor (flight commander, No.424 Squadron). Died in Montreal, 9 January 1988 as per **Airforce Magazine** of July-August-September 1988.

Squadron Leader Roy is an outstanding captain of aircraft. He has taken part in many raids on heavily defended targets such as Bremen, Essen and Cologne, and on every occasion has pressed home his attack with good effect. When detailed for special reconnaissance work he has invariably produced accurate and thoroughly reliable reports. Squadron Leader Roy's good work and splendid example are worthy of high praise.

NOTE: Public Record Office Air 2/8950 has recommendation drafted by W/C J.M.W. St.Pierre about 15 March 1943 when he had flown 22 sorties (122 hours 12 minutes). The sortie sheet and more detailed text add to the record and are transcribed here.

* daylight operation

30 May 1942 - Cologne (2.15)

1 June 1942 - Essen (3.30)
8 June 1942 - Essen (4.35)
22 June 1942 - Essen (4.25)
5 October 1942 - Aachen (6.30)
6 October 1942 - Osnbruck (6.10)
13 October 1942 - Kiel (6.00)
23 October 1942 - Krefeld (3.00)*
9 November 1942 - Hamburg (6.52)
15 November 1942 - GARDENING, Nordeney (4.00)
20 November 1942 - Turin (7.30)
25 November 1942 - GARDENING, Brest (8.00)
6 December 1942 - Mannheim (5.30)
7 December 1942 - GARDENING, Brest (6.10)
17 December 1942 - GARDENING, Heligoland. (6.25)
15 January 1943 - Lorient (4.45)
15 January 1943 - Essen (4.50)*
16 February 1943 - Lorient (7.30)
19 February 1943 - Wilhelmshaven (5.40)
24 February 1943 - Wilhelmshaven (5.20)
26 February 1943 - Cologne (6.05)
3 March 1943 - Hamburg (7.10)

Squadron Leader Roy is an outstanding officer in all respects. On bombing sorties, he has set a very high standard for himself and expects the same from every bomber captain. He has taken part in raids against such heavily defended targets as Essen, Hamburg, Cologne and Bremen, and on every occasion has pressed home his attack with courage and determination. Whenever he has been ordered to carry out a special reconnaissance, his reports have been very accurate and thoroughly reliable. The consistent good work and the splendid example set by Squadron Leader Roy is most deserving of recognition.

On 20 March 1943, G/C J.L. Plant, Officer Commanding, RAF Station Dishforth, wrote:

Squadron Leader Roy proceeds on a bombing sortie with grim determination to see the job well done. His quiet manner and his keenness for operational flying raises the confidence and morale, not only of his own crew, but of all personnel of his Flight.

On 29 March 1943, Air Vice Marshal G.E. Brookes, Air Officer Commanding, No.6 Group, added his remarks:

Squadron Leader Roy has led his flight since the formation of the squadron, and his example has done much to foster a fine offensive spirit in the unit.

ROY, W/C Georges Albert, DFC (C1362) - **Croix de Guerre with Silver Star (France)** - Awarded as per **Canada Gazette** dated 20 September 1947 and AFRO 485/47 dated 12 September 1947. Pilot. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Wing Commander Roy served with distinction as Commanding Officer of a Night Bomber Squadron, which operated with outstanding success over France and other European countries.

Note: The website "Lost Bombers" has details of his being made a POW. He was in the crew of Halifax MZ802 (QB-G), No.424 Squadron, 19/20 October 1944, target Bochum. This machine, named "Gallopín Gerty", had nose-art that depicted a spectacular galloping elephant motif. There is a photograph of this art also depicting 31 mission markers and claiming three enemy aircraft shot down. This art-work was transferred after the loss of MZ802, to Halifax NR206 of No.415 Sqdn (6U-F) and re-named "Fi-Fi". This time the elephant survived the war to be scrapped in 1945. MZ802 was airborne at 1655 hours, 9 October 1944 from Skipton-on-Swale. Cause of loss and crash-site not stated on website. Crew consisted of P/O R.O. Hunter, RCAF (killed, buried in the Rheinberg War Cemetery), W/C G.A. W/C Roy, DFC, RCAF (POW; he had commanded No.424 Squadron since 15 August 1944), P/O R.O.Hunter, RCAF (killed), F/L G.A.Bumstead, RCAF (POW), F/L W.McIlhagga, RCAF (POW), F/O H.Grulkey, RCAF (POW), P/O A.J.Harvey, RCAF (POW), F/O M.A.B.Harding, DFC, RCAF (POW). Harding (POW number 8231) was held in Camp 3; W/C Roy was confined to hospital due to injuries.

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/bj652.html> (Yorkshire air accidents) details an incident involving himself and Wellington BJ652, 23 January 1943. Tasked with a daylight raid, either on the primary target of Essen or a target near Wilhelmshaven, they took off at 12.20hrs. Aircraft was slightly damaged by flak over Juist outbound; the crew turned round and made for home returning to England and almost certainly landing without further incident at Dishforth at 17.07 hours.

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ROY, FS Joseph Henri (R62694) - **Mention in Despatches** - Topcliffe - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in St.Luc, Quebec, 8 September 1911. Home in Sherbrooke, Quebec where he was a machinist and electrician; enlisted there 20 July 1940 as Aero Engine Mechanic. Reclassified as Disciplinarian, 1 October 1940. To No.2 SFTS, 2 November 1940. To AFHQ, 2 December 1940. Promoted Corporal, 15 March 1941. To Rockcliffe, 6 January 1942. To No.2 SFTS, 21 September 1942. To Boundary Bay, 30 November 1942. Promoted Sergeant, 11 February 1943. To No.5 Manning Depot, 1 May 1943. To "Y" Depot, Lachine, 31 December 1943. Taken on strength of No.3 PRC, Bournemouth, 16 June 1944 (date of embarkation from Halifax). Disembarked in Britain, 24 June 1944. To No.61 Base, 1 July 1944. Promoted Flight Sergeant, 1 November 1944. To No.62 Base, 4 June 1945. Repatriated via Greenwood, 18 June 1945. To No.8 OTU, 19 June 1945. To

Greenwood, 31 July 1945. To Lachine, 4 September 1945. Retired 29 September 1945. Enlisted in Canadian Army, 15 August 1950 for service in Korea (E-800082) and was in the Far East, 20 April 1951 to 3 September 1951; retired 12 March 1952 (Royal 22e Regiment Provost Unit; reported to have "performed his duties in a most efficient and conscientious manner" in the rank of Sergeant). Certificate sent to his home in Verdun, Quebec, 22 September 1948. Recommended for BEM, 19 June 1945 but granted the lesser award. DHist 181.002 D.225 gives following:

Flight Sergeant Roy has acted as Disciplinarian for Base Major Servicing since his arrival on this station in July of last year. With a pleasing personality and excellent appearance he combines a keen enthusiasm and loyalty to the Service. A strong disciplinarian, he is also an excellent organizer, and has contributed greatly not only to the good discipline of his section, but also to the morale of the men. Flight Sergeant Roy has a broad service interest and far from confining his time and energies to his section work, he has devoted many of his off duty hours to station activities, and for many months was this station's official reporter for "Wings Abroad", as well as taking an active part in promoting sports and entertainment on the station. The splendid co-operation, loyalty and untiring efforts of this excellent non-commissioned officer are responsible to no small extent for the high morale and keen efficiency of his section.

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ROY, F/O Patrick Denson (J29845) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 11 February 1921 in Lethbridge, Alberta; home there (stenographer). Enlisted in Calgary, 29 April 1942. To No.3 Manning Depot, 30 August 1942. To No.7 SFTS (guard duty), 23 October 1942. To No.4 ITS, 9 January 1943; graduated and promoted LAC, 19 March 1943 but not posted to No.2 AOS until 3 April 1943. Graduated and commissioned, 20 August 1943. To "Y" Depot, 3 September 1943; to United Kingdom, 12 September 1943, embarking from Halifax, 13 September 1943 and disembarking in Britain, 19 September 1943. To No.1 (Observer) AFU, 9 November 1943. To No.82 OTU, 19 January 1944. Promoted Flying Officer, 20 February 1944. Attached to No.30 OTU, 16-25 April 1944. Posted from No.82 OTU to No.61 Base, 7 May 1944. Attached to No.1659 Conversion Unit, 7 May to 3 June 1944. To No.425 Squadron, 3 June 1944. To No.415 Squadron, 28 August 1944. Repatriated 15 November 1944. To No.2 Air Command, 10 January 1945. Attached to TCA for duty, 23 January 1945. Retired 14 August 1945. Presented in Montreal, 25 November 1949. Killed at Karachi, Pakistan, 3 March 1953 in crash of CPA Comet CF-CUN (he was Chief Navigator of the company). 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." Recommendation dated 15 November 1944 credited him with 35 sorties, 160.45 operational hours.

This officer has completed a large number of sorties against some of the enemy's most strongly defended targets. He has displayed skill of a high order and his

devotion to duty and courage have been most commendable. His praiseworthy co-operation, initiative and complete disregard of personal safety have contributed in a large measure to the success of many operational flights. Flying Officer Roy has proven himself to be an outstanding member of a gallant crew.

The sortie list was as follows:

13 June 1944 - St. Pol (3.35)
15 June 1944 - Sautrecourt (4.35)
16 June 1944 - Oisemont (4.05)
27 June 1944 - Foret d'Eauvy (4.20)
1 July 1944 - Biennais (4.20, day)
4 July 1944 - Biennais (4.30, day)
6 July 1944 - Coqueraux (4.15, day)
7 July 1944 - Caen (4.30, day)
11 July 1944 - Thiverney (4.40, day)
15 July 1944 - Nucourt (4.45)
18 July 1944 - Caen (4.30, day)
20 July 1944 - Foret de Forestel (4.30, day)
25 July 1944 - Stuttgart (8.15)
28 July 1944 - Hamburg (5.25)
30 July 1944 - Amaye sur Seulles (4.40, day)
3 August 1944 - Foret de Nieppe (4.05, day)
5 August 1944 - St. Leu d'Esserent (3.20, day)
7 August 1944 - La Hogue (4.20)
8 August 1944 - Foret de Chantilly (5.15, day)
9 August 1944 - Foret de Nieppe (3.45)
10 August 1944 - La Pallice (6.35)
12 August 1944 - Foret de Montrichard (5.00, day)
25 August 1944 - Brest, Fort de Cornouailles (4.10)
3 September 1944 - Volkel (3.15, day)
9 September 1944 - Le Havre (4.00, day)
13 September 1944 - Osnabruck (4.30, day)
15 September 1944 - Kiel (1.30, incomplete, two engines failed)
17 September 1944 - Boulogne (3.50, day)
25 September 1944 - Calais (4.05, day)
26 September 1944 - Calais (3.30, day)
27 September 1944 - Bottrop (5.00, day)
28 September 1944 - Cap Gris Nez (4.00, day)
30 September 1944 - Sterkrade (4.45, day)
6 October 1944 - Dortmund (5.30)
14 October 1944 - Duisburg (5.15, day)

On repatriation he stated he had flown 35 sorties (160 hours 45 minutes) plus 243 hours ten minutes in training. Last sortie was 14 October 1944. Types and hours at various units as follows: No.1 (Observer) AFU, Ansons, 59.45; No.82 OTU, Wellingtons, 79.50; No.1659 Conversion Unit, Halifax, 34.50; No.425 Squadron, Halifax, 154.30; No.415 Squadron, Halifax, 75 hours.

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ROY, F/O Paul Jean (J17397) - **Distinguished Flying Cross** - No.278 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 3 December 1919 in Campbellton, New Brunswick; home in Moncton. Trained at No.1 WS and No.6 BGS. Commissioned 1943. Remained in postwar RCAF (26288), retiring 15 May 1969 and retiring to Ottawa.

As wireless operator (air) Flying Officer Roy has participated in a large number of air/sea rescue operations. On these missions many personnel have been saved, a result in which Flying Officer Roy has played his part worthily. He has displayed commendable courage, fortitude and resolution.

NOTE: Public Record Office Air 2/9157 has recommendation drafted 24 July 1944 when he had flown 122 sorties (210 hours).

Flying Officer Roy has been in this squadron since 1st March 1942. He has flown in over 120 operational sorties resulting in over 31 lives being saved. On two occasions he has been Wireless Operator/Air Gunner of a Walrus aircraft which was unable to take off owing to the roughness of the sea and the extra weight of the survivors on board. The Walrus on the first occasion was to taxi for nine hours, and on the second occasion for five hours throughout the night. During all this time Flying Officer Roy was administering to the wounded and exhausted aircrew and pumping the Bilge pump to keep the aircraft afloat. He has at all times worked very hard; his great devotion to duty and cheerfulness in the face of almost hopeless conditions are outstanding. I very strongly recommend him for the award of the Distinguished Flying Cross.

ROY, F/L Paul Jean, DFC (J17397) - **Medal of Merit, First Class (Czechoslovakia)** - No.12 Communications Squadron - November 2nd, 1946. Believed to be for penicillin flight after the war.

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RUBIN, F/O Harold (J27115) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 21 February 1911 in Minah, Russia; home in Ottawa (credit manager).

Former member, Royal Canadian Artillery; enlisted in Halifax, 21 June 1942 and posted to No.5 Manning Depot. To No.6 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942 but not posted to No.1 BGS until 23 January 1943; graduated 30 April 1943 and posted next day to No.9 AOS; graduated and commissioned 11 June 1943. Returned to No.1 BGS, 26 June 1943. To "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943. Promoted Flying Officer, 11 December 1943. Repatriated 9 March 1945. Retired 19 April 1945. Award presented at Government House, 7 November 1949. Photo PL-48193 shows him after investiture with his wife and daughter Sorrell, aged 16. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 28 February 1945 when he had flown 31 sorties (184 hours 55 minutes), 17 July 1944 to 2 February 1945, Sortie list notes that on 12 September 1944 (Dortmund) he had backed up PFF, "few holes in wings and nacelles". Member of W/C Blackburn's crew.

Flying Officer Rubin as Bomb Aimer has completed a tour of operations, the majority of which were attacks against heavily defended major German targets. He has at all times displayed skill, devotion to duty and courage of a very high order. His fine offensive spirit and coolness under fire has proven a splendid example worthy of emulation by all. His helpful instruction and direction to new crews has contributed greatly to the operational success of the squadron,

The sortie list was as follows:

17 July 1944 - Caen (4.35)
18 July 1944 - Wesseling (6.10)
23 July 1944 - Donges (5.45)
24 July 1944 - L'Hey (3.40)
1 August 1944 - Acquet (4.05)
3 August 1944 - Foret de Nieppe (4.30)
16 August 1944 - Kiel (5.35)
18 August 1944 - Bremen (5.30)
12 September 1944 - Dortmund (5.05, backed up PFF. Few holes in wings and nacelles)
20 September 1944 - Calais (3.30)
25 September 1944 - Calais (4.10)
27 September 1944 - Duisburg (5.20)
14 October 1944 - Duisburg (5.20)
14 October 1944 - Duisburg (6.05)
15 October 1944 - Wilhelmshaven (5.05)
23 October 1944 - Essen (5.35)
25 October 1944 - Hamburg (4.35)
30 October 1944 - Cologne (6.00)
1 November 1944 - Oberhausen (6.20)
21 November 1944 - Castrop Rauxel (7.00)
5 December 1944 - Soest (7.15)
20 December 1944 - Cologne (6.25)

24 December 1944 - Dusseldorf (5.50)
29 December 1944 - Opladen (6.20)
5 January 1945 - Hanover (5.50)
6 January 1945 - Hanau (7.05)
7 January 1945 - Munich (9.00)
14 January 1945 - Nuremberg (8.55)
16 January 1945 - Zeitz (9.10)
28 January 1945 - Stuttgart (7.35)
2 February 1945 - Wiesbaden (6.40)

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RUBIN, P/O Hector Bernart (J16411) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 13 May 1943 and AFRO 1035/43 dated 4 June 1943. Born in Winnipeg, 24 June 1915. Home in Winnipeg (clerk in family business). Enlisted in Regina, 3 January 1941 and posted to No.2 Manning Depot. To No.36 SFTS, Swift Current, 10 February 1941 (guard). To No.2 ITS, Regina, 30 March 1941; graduated and promoted LAC, 2 May 1941; to No.5 EFTS, Lethbridge, 3 May 1941; skidded on landing Tiger Moth 4039, 22 May 1941; ceased training and posted to Trenton, 6 June 1941; to No.6 AOS, 4 August 1941; graduated and promoted Sergeant, 6 December 1941 when posted to No.5 BGS, Dafoe; to No.1 CNS, Rivers, 7 December 1941; graduated 6 January 1942; posted next day to "Y" Depot. To RAF Trainee Pool, 23 January 1942. Taken on strength of No.3 PRC, 10 February 1942. To No.2 (Observer) AFU, 9 April May 1942; to No.22 OTU, 4 May 1942.. Promoted Flight Sergeant, 6 June 1942. No.101 Squadron, 21 August 1942. Commissioned 17 December 1942. To No.1662 Conversion Unit, 13 March 1943. Promoted Flying Officer, 17 June 1943. To RCAF Overseas Headquarters, 10 May 1944 for special leave in Canada, 18 May to 20 August 1944. Returned to United Kingdom, arriving 5 September 1944. To No.61 Base, 2 October 1944. Attached to No.1664 Conversion Unit, 25 October to 18 December 1944. Promoted Flight Lieutenant, 17 December 1944. Attached to No.76 Base, 18-31 December 1944. To No.419 Squadron, 31 December 1944. Killed in action as Flight Lieutenant, 20/21 March 1945 (Lancaster KB786, No.419 Squadron). RCAF photo PL-24862 shows him on Canadian leave, intending to visit brother in Kamsack, Saskatchewan.

Throughout his many operational sorties Pilot Officer Rubin has proved to be a navigator of great ability, resourcefulness and determination. He has set and maintained a high standard which has been an inspiration to his comrades. His fine example and determined efforts have contributed in no small measure to the excellent results achieved by his squadron.

NOTE: Public Record Office Air 2/8950 has recommendation dated 23 March 1943 when he had flown 30 sorties (181 hours 30 minutes). Document includes a very detailed sortie sheet:

4 September 1942 - Bremen (6.05) - Duty carried out.
6 September 1942 - Duisburg (4.14) - Target bombed.
10 September 1942 - Duisburg (3.30) - Fires started near railway yards.
13 September 1942 - Bremen (5.40) - 20 minutes over target; aircraft hit by flak.

14 September 1942 - Wilhelmshaven (5.35) - Successfully carried out.
 16 September 1942 - Essen (3.05) - Returned early; complete electrical failure; crashed on landing.
 19 September 1942 - Saarbrucken (6.25) - Ground haze; target bombed.
 21 September 1942 - GARDENING (6.10) - Duty carried out.
 20 November 1942 - Turin (8.00) - Target bombed; burst seen.
 22 November 1942 - Stuttgart (7.40) - 10/10 cloud; 27 minutes over target.
 28 November 1942 - Turin (8.20) - Target bombed; bursts seen.
 11 December 1942 - Turin - Reached objective under very bad weather conditions.
 20 December 1942 - Duisburg (4.20) - Duty carried out; rear turret became unserviceable.
 21 December 1942 - Munich (7.55) - Successful trip; reflections of fires seen on cloud.
 3 January 1943 - GARDENING (7.30) - Mines laid.
 4 January 1943 - Essen (3.40) - Target bombed; aircraft hit by heavy flak; wireless operator wounded,
 13 January 1943 - Essen (5.25) - No results observed; intense heavy flak.
 16 January 1943 - Berlin (7.50) - Successful trip.
 21 January 1943 - Essen (5.00) - Target bombed.
 23 January 1943 - Dusseldorf (4.30) - Bombed from 20,000 feet; attacked by Me.110.
 2 February 1943 - Cologne (5.20) - Successfully carried out.
 4 February 1943 - Turin (8.55) - Fires started.
 11 February 1943 - Wilhelmshaven (5.30) - Duty successfully carried out.
 13 February 1943 - Lorient (5.30) - Bombed from 12,000 feet.
 14 February 1943 - Milan (8.20) - Good trip
 16 February 1943 - Lorient (5.50) - Target bombed; bursts seen.
 18 February 1943 - Wilhelmshaven (5.00) - Successfully carried out.
 21 February 1943 - Bremen (4.45) - Very satisfactory sortie.
 25 February 1943 - Nuremburg (7.45) - Duty carried out.
 26 February 1943 - Cologne (4.50) - Target bombed.

Throughout his operational tour with this squadron Pilot Officer H.B. Rubin, a Canadian, has at all times carried out his duties with great efficiency, and his ability and determined efforts have contributed in a large degree to the excellent results achieved by his crew.

On several occasions after bad weather and heavy opposition had been encountered his good navigation and steadiness made a big impression on the other members of his crew, and thereby spurred them on to greater achievements.

Under a calm and quiet manner this officer has a fine offensive spirit in action which inspires confidence, and by his skill and courage he has always set a splendid example to the squadron. His resourcefulness, determination and devotion to duty fully merits his recommendation for an award of the

Distinguished Flying Cross.

On 24 March 1943 the Commanding Officer, RAF Station Holme-on-Spalding Moor added his comments:

Pilot Officer Rubin has proved himself to be a navigator of great ability and has displayed a strong sense of duty throughout his operational tour worthy of praise. He has set and maintained a high standard which has been an inspiration to his comrades who hold him in high esteem. His example and behaviour have contributed in no small measure to the high morale of his squadron. I regard his fine record of achievement as worthy of recognition by the award of the Distinguished Flying Cross.

This was duly supported by the Air Officer Commanding, No.1 Group, on 30 March 1943 and passed to Air Ministry for approval.

John Harvey Gillmore (RCAF, DFM and later DFC), Hector B. Rubin (RCAF, later DFC), Douglas J.A. Buchanan (RCAF, later DFC), and Gordon Leonard Glover (RCAF, later DFC) probably arrived at No.101 Squadron about the same time in late August or early September 1942 and crewed together. See Gillmore entry for operational details including notes provided by Dave Wallace.

The website "Lost Bombers" has the following on his last sortie. Lancaster KN786, No.419 Squadron (VR-P), target Heide, 20/21 March 1945. KB786 was delivered to No.419 Squadron in August 1944. Incomplete operational history; early operations not recorded; however, it is recorded that KB786 also took part in the raids against Osnabruck, 6/7 December 1944 and Wiesbaden, 2/3 February 1945. Airborne at 0151 hours of 21 March 1945 from Middleton St.George to bomb the oil plant at Heide. Shot down by a night-fighter and crashed at Odderade, 7 km east-southeast of Hemmingstedt. Crew were F/O R.W.Millar; RCAF (killed); Sergeant S.D.Booth (killed); F/L H.B.Rubin, DFC, RCAF (killed); F/O A.J.Palanek, RCAF (killed); Flight Sergeant C.A.Elliott, RCAF (killed); F/O L.C.Croucher, RCAF (killed); Flight Sergeant J.W.Aitken, RCAF (thrown clear as Lancaster exploded and made POW, held in hospital).

In June 1944, on leave in Canada, he stated he had flown 225 hours on operations with No.101 Squadron. Types experienced overseas were Anson (125 hours), Wellington IC (60), Wellington III (50), Manchester (20) and Lancaster (275).

Application for Operational Wing dated 25 November 1943 stated he had flown 28 sorties (174 hours), 24 August 1942 to 13 March 1943.

Training: Interviewed in Regina, 13 August 1940; described as "Intelligent, well educated, quick, organized and accurate. Pleasant and mature. Good observer material."

Course at No.2 ITS was 23 March to 29 April 1941. Graded in following subjects: Mathematics (71/100), Armament, practical and oral (66/100), Signals (93/100), Drill (76/100), Law and Discipline (44/60), Hygiene and Sanitation (35/40). Link score was 75. Placed 79th in a class of 167. "Former general store clerk, one year University, ambitious, determined, confident, moderate activity in sports."

At No.5 EFTS described as follows: "This student's air work at first was average. Towards six hours he became sloppy. On take-off was very rough on rudder. Had tendency to land with rudder on and very heavy on controls." (R.W.E. Stone, 30 May 1941). "Could not make good landings; inclined to stall at about 15 feet; in attempting to correct same would move control column fully forward. I recommend Flying Training be discontinued." (J.E. Palmer, 30 May 1941).

Course at No.6 AOS as 4 August to 25 October 1941. Flew in Anson aircraft (32 hours ten minutes as first navigator by day, 30.30 as second navigator by day, 5.25 as first navigator by night, 2.50 as second navigator by night - total 70 hours 55 minutes). Ground school courses in DR Plotting (105/150), DR and DF, W/T, written (147/200), Compasses and instruments (120/150), Signals and Lamp (100/100), Maps and Charts (80/100), Meteorology (67/100), Photography (82/100), Reconnaissance (90/100). Placed 23rd in a class of 43. "His ability seems to be greater than the above marks indicate. Missed three Navigation flights due to sickness."

Course at No.5 BGS was 27 October to 5 December 1941. Flew in Battle aircraft (15.05 bombing, 4.20 gunnery and 6.25 as passenger. Dropped 52 bombs (high level) and 16 bombs (low level). Fired 1,225 rounds air-to-air. Described as "a little above average bomb aimer" and "a little above average air gunner." Graduated 7th in a class of 33. "Is bright and alert but possible a little too sure of himself. Will make a good air observer." (G/C R.A. Delhaye, 7 December 1941)/

Course at No.1 ANS was 8 December 1941 to 5 January 1942. Flew in Anson aircraft (8.15 as first navigator by day, 7.55 as second navigator by day, 3.10 as first navigator by night, 8.20 as second navigator by night). Ground courses in Astro Navigation (93/100 in plotting, 82/100 in written tests). Placed 28th in a class of 34. "Would have done considerably better with more effort. Ability but lacks interest."

Further note: Excerpt from letter, W/C M.E. Ferguson to his father, 28 March 1945. "Hector was with this squadron for three and one-half months. He came as a very experienced and capable navigator, having completed one tour of duty before arriving here. In his section he was recognized as a good natured, enthusiastic worker, who was anxious to take part in operations. His experience and fine personal qualities made him a very popular and valuable squadron member. During his stay with us, your husband [sic] took part in one attack on the enemy against a main German industrial target. Before this fateful trip he had been engaged on instructional duties with his section. I can assure you that we will all feel the loss of Hector very deeply."

* * * * *

RUBLEE, P/O William Orson (J16205) - **Distinguished Flying Cross** - No.142 Squadron - Award effective 17 March 1943 as per **London Gazette** dated 13 April 1943 and AFRO 809/43 dated 7 May 1943. Born in Bradwell, Saskatchewan, 18 July 1922. Home in Wilkie, Saskatchewan (student, pharmacy clerk in father's store); enlisted in Saskatoon, 4 March 1941. To No.2 Manning Depot, Brandon, 24 April 1941. To No.4 SFTS, Saskatoon, 16 May 1941 (guard). To No.4 ITS, Edmonton, 28 July 1941; graduated and promoted LAC, 12 September 1941; posted next day to No.6 EFTS, Prince Albert; graduated 7 November 1941 and posted next day to No.11 SFTS, Yorkton; graduated and promoted Sergeant, 27 February 1942. To "Y" Depot, 1 March 1942. Taken on strength of No.3 PRC, 29 March 1942. To No.2 (Pilots) AFU, 16 May 1942. Attended No.1525 Beam Approach Training Flight, 23 June to 27 June 1942. To No.27 OTU, 7 July 1942. Promoted Flight Sergeant, 27 August 1942. To No.150 Squadron, 27 September 1942. Proceeded with that unit to Africa. Commissioned 25 November 1942. Embarks from Mediterranean for United Kingdom, 27 March 1943. To No.23 OTU, 28 April 1943. Promoted Flying Officer, 25 May 1943. To No.24 OTU, 15 March 1944. Promoted Flight Lieutenant, 5 June 1944. Attached to OATS (whatever that is), 16 August to 6 September 1944. To RCAF Overseas Headquarters, 8 October 1944. To Overseas Repatriation Depot, 8 October 1944 and sent to Canada on special leave. To No.6 Release Centre, Regina, 8 February 1945. Retired 15 February 1945. Invested with award by King George, 21 March 1944. Died at Dodsland, Saskatchewan, 1982, aged 61 as per **Legion Magazine** of June/July 1983 and **Airforce Magazine** of March/April 1984 - the latter stating "January."

Pilot Officer Rublee has completed 34 operational sorties against targets in Germany, Italy and Tunisia, always pressing home his attack with great determination. On one occasion, when over Sicily, his aircraft was hit repeatedly. The petrol tank caught fire and the hydraulic system was put out of action. After the fire had been extinguished Pilot Officer Rublee flew the aircraft back to base and made a successful crash landing. This officer's fine record of constant devotion to duty is worthy of the highest praise.

Note: Application for Operational Wing dated 31 December 1943 stated he had flown 36 sorties (220 hours) with No.150 Squadron, 10 September 1942 to 12 March 1943.

Assessed 22 April 1943 by W/C A.A.N. Malan on posting from No.150 Squadron, "A sound, reliable operational pilot who has completed a successful tour."

Assessed 20 July 1944 by W/C C.S.P. Russell, No.24 OTU, noting he had flown 1,109 hours, of which 163 were in previous six months. "This officer is carrying out his duties as a deputy flight commander in an efficient and satisfactory manner."

Assessed 5 October 1944 by W/C H.H.J. Miller, No.24 OTU, noting he had flown 1,200 hours,

120 in previous six months. "An officer possessing definitely above the average qualities in respect of loyalty and common sense. A pilot of above average ability and a thoroughly reliable deputy flight commander. Possesses lots of energy and uses it to good advantage."

RCAF Press Release No. 1453 dated 27 April 1943 (by F/L John Clare, PR Officer Overseas:

It's a far cry from the farm lands of Saskatchewan to the desert wastes of North Africa, but Pilot Officer Bill Rublee, D.F.C. of Wilkie, Saskatchewan at age 20, has had his share of adventure over both.

His story starts back on the farm near Allen, Saskatchewan when Bill was only sixteen – and badly bitten by the flying bug. But age was no deterrent and he and his pal bought a Waco. They each put \$250.00 into it and flew it up to Allen from Saskatoon where bill had gotten his pilot's licence. They thought he was seventeen.

Finally the Waco wound up in a slough and the other day Bill had a letter from the farmer on whose land it came to rest. The cows have stopped peering at the Waco hesitantly and have been taking experimental munches at it the past few years. They seem to like it too, Bill hears.

"You sure do some crazy things when you're young," said Bill, who had been telling his story about the Waco. He now has many trips out of Great Britain and North Africa on Wellingtons to his credit and wears the Distinguished Flying Cross won a few weeks ago. Bill was off operational flying for a while and was acting as orderly officer, when he was interviewed at the North African station from which he now flies.

"Imagine being order officer every two or three days. I asked to be put back on ops," he said.

As far as Bill can remember his love of flying goes back to the time a couple of barnstormers sat down in a field near Allen and began to take the local boys for flips. Bill decided then that he was going to fly so he took \$300.00 he had in the bank and tried to get some more from his dad but his father didn't think much of the idea of flying for boys not yet out of high school and he wouldn't increase the ante. Bill went ahead with what he had and went up to Saskatoon and lived in a tent right at the air field of the flying club and ate and drank and breathed flying for a whole summer. He got his licence with the \$300.00.

Then he saw the Waco Ten in the hangar. "I guess it wasn't much of a plane. But boy it looked good to me. Remember, it was one of those jobs with two seats in front and one behind. It had been kicking around for quite a while and the fellow

only wanted \$500.00 but I didn't think of the bad features of it. I wanted that plane for my own. There was another boy who lived on a farm near Allen, and he was crazy about flying, too.

Only he couldn't fly. But he had \$250.00 in the bank. I had used all my money to learn to fly so I went to work for a farmer driving a truck and I got the \$250.00 I needed and we went up to Saskatoon and bought the old Waco. It had been standing in the hangar for a long time and it was hard to get it started but finally it ticked over and away we went with my pal and me behind with about ten hours solo and fourteen dual behind me."

Word of arrival beat us to Allen and when we set down there was a great crowd in the field near the town where kites usually landed. Airplanes were still something of a novelty and everyone wanted to have a ride and I was making promises right and left. About this time I was having a little trouble with my partner who wanted to learn to fly because he had put \$250.00 into the machine. One attempt with him at the stick was enough. He was worse than I was. He almost wrote us off.

"There were a few shaky trips like the time I took my brother up and the motor cut at about 200 feet. I don't know how I got the thing in and after we landed he asked me if that was a usual thing. I waved my hand carelessly as if to say "Nothing to it" but when I took my hand from the plane my knees almost buckled and let me fall. Boy, I was scared.

"One day my partner and I were landing and I brought it in just over a slough. I always brought it in that way but this time I must have misjudged it because we went into the soft ground at the edge of the slough. We left it there and that night I had a phone call from my friend asking me to come out and see the plane quick. He had a phone call from my friend asking me to come out and see the plane quick. He had tried to taxi it out and it had gone nose over and smashed the prop. It's still there. Both of us are in the air force now. My partner is in ground crew in England."

There have been adventures in the air since then that have paled the first thrill of flying in his own airplane. There was the time at Essen that Bill had to twist and spin down the bright and sickening beams of searchlights at Essen to get near the ground and head for home.

There was the time since coming to North Africa when "Y" for "Yorker" was hit over the target and set on fire. Bill has a memento of that trip – a piece of "flak" that came in through the side of the lane and hit the pilot's seat not three inches from his shoulder.

It was after this adventure that Bill was awarded his “gong”. His citation to the D.F.C. speaks of his “fine record of constant devotion to duty, worthy of the highest praise.”

“There didn’t seem to be much “flak” that night. The target was Trapani, Sicily. When we did see some, I swung to avoid it and I think it was my fault that we were hit for I think we swung into it. A gas tank was hit and the kite was on fire as we started home. Some of the wires leading to the instrument panel from the port motor were cut and the hydraulics were knocked out. The navigator got to work with a fire extinguisher and he put out the fire and when we got home we had to make a belly landing. There was a big chunk of fabric gone by this time but the old wimpy kept ticking over all right.”

Bill doesn’t look much the way a veteran bomber pilot is supposed to look but then veteran bomber pilots rarely do look that way except in magazine illustrations. He is blond and razors probably don’t bother him much yet. Sometimes he feels a bit tired, feels all those trips, but he’s still the red-cheeked kid who used to work on the farm in the summer holidays in Saskatchewan. Bill likes the farm. A friend of his who is a big farmer in the Allen district told Bill when he joined up that he would give him a half section when he came back.

“I like farms and everything about them,” said Bill enthusiastically. “See that fellow over there.”

A big flight lieutenant observer was walking across the mess with the long strides of a farmer.

“I liked him the minute I saw him. He’s in our squadron. He walks Just like a farmer.”

(Ruble’s former partner is LAC Rigger D.R. Smith of Allen, Saskatchewan)

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RUDDY, WO1 (now P/O) Lawrence Patrick (R125949/J94592) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 6 September 1922 in Pakenham, Ontario; home in Ottawa (mail clerk); enlisted there 22 September 1941 and posted to No.1 Manning Depot. To No.5 ITS, 28 March 1942; graduated and promoted LAC, 23 May 1942. To No.2 AOS, 6 June 1942. To Trenton, 31 July 1942. To No.2 BGS, 23 August 1942; graduated 24 October 1942 when posted to No.3 AOS; graduated and promoted Sergeant, 4 December 1942 but not posted to “Y” Depot until 27 December 1942. To RAF overseas, 4 January 1943. Promoted Flight Sergeant, 4 June 1943. Commissioned 30 March 1945.

Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To No.14 SFTS, 27 June 1945. To No.3 Release Centre, 2 August 1945. Retired 9 August 1945. Award sent by registered mail 8 March 1946. DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C M.E. Ferguson dated 18 April 1945 when he had flown 30 sorties (220 hours 45 minutes). On 29 January 1944 he had flown one sortie with No.433 Squadron; the aircraft ditched. He resumed operations with No.419 Squadron, 27 November 1944, continuing on to 25 March 1945. Died in Ottawa, 16 December 1996.

Warrant Officer Ruddy has completed a tour of operational duty during which he has attacked most of the major targets in Germany. On one occasion when returning from an attack against Berlin his aircraft was forced down onto the sea and he spent ten days adrift in a dinghy. Undaunted by this hazardous experience, he resumed operational flying with undiminished enthusiasm. This Warrant Officer has at all times displayed a fine fighting spirit and by his outstanding courage and devotion to duty he has set an inspiring example to the other members of his squadron.

The original recommendation including sortie list was as follows:

29 January 1944 - Berlin (8.15, ditched; No.433 Squadron; only sortie in a Halifax)
27 November 1944 - Neuss (5.50)
30 November 1944 - Duisburg (7.45)
2 December 1944 - Hagen (8.10)
4 December 1944 - Karlsruhe (6.55)
5 December 1944 - Soest (6.55)
6 December 1944 - Osnabruck (6.40)
15 December 1944 - Mannheim (6.25)
17 December 1944 - Duisburg (6.30)
21 December 1944 - Cologne (6.55)
24 December 1944 - Dusseldorf (5.15, day)
5 January 1945 - Hanover (5.05)
6 January 1945 - Hanau (6.55)
14 January 1945 - Merseberg (9.25)
16 January 1945 - Zeitz (9.00)
20 January 1945 - Stuttgart (7.50)
1 February 1945 - Mannheim (7.55)
2 February 1945 - Wiesbaden (6.40)
13 February 1945 - Dresden (9.40)
28 February 1945 - Neuss (2.50, recalled)
1 March 1945 - Mannheim (7.50, day)
2 March 1945 - Cologne (5.55, day)
5 March 1945 - Chemnitz (10.25)
7 March 1945 - Dessau (8.55)

12 March 1945 - Dortmund (6.05, day)
14 March 1945 - Zweibrucken (7.30)
15 March 1945 - Hagen (7.20)
20 March 1945 - Heide (6.00)
22 March 1945 - Hildesheim (5.50, day)
24 March 1945 - Bottrop (6.30, day)
25 March 1945 - Hanover (7.10, day)

WO1 Ruddy has completed a tour of 30 operational trips against the majority of Germany's most heavily defended targets. On returning from his first operational trip, which was Berlin, his aircraft ditched and he spent ten days adrift in a dinghy. On returning to operations this Warrant Officer through his undaunted courage and aggressiveness over the target proved a great inspiration to his crew mates. Prior to screening WO1 Ruddy was considered one of the most efficient Air Bombers in the squadron. I consider that this Warrant Officer's consistent devotion to duty and the courageous example he set at all times fully merits the award of the non-immediate Distinguished Flying Cross.

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RUDEEN, F/O Howard Melvin (J12980) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 21 October 1943 as per **London Gazette** dated 29 October 1943 and AFRO 2457/43 dated 26 November 1943. Born 8 January 1921; home in Parker, Saskatchewan; enlisted in Regina, 22 August 1941 and posted to No.3 Manning Depot. To Calgary, 10 October 1941 To No.4 ITS, 10 November 1941; graduated and promoted LAC, 3 January 1942 when posted to No.2 AOS; to No.8 BGS, 11 April 1942; graduated and promoted Sergeant, 23 May 1942; to No.1 ANS, 6 June 1942; graduated and commissioned 20 July 1942. To Ferry Command, 6 August 1942. To RAF overseas, 20 August 1942. Promoted Flying Officer, 20 January 1943. Promoted Flight Lieutenant, 17 October 1943. Repatriated 21 December 1944. To No.2 Air Command, 31 December 1944. To AFHQ, 6 February 1945. To Western Air Command, 29 October 1946. Retired 6 November 1946. Award presented 6 November 1948. Died in Salmon Arm, British Columbia, 12 March 1992 as per **Airforce Magazine**, issue of July-August-September 1992, Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1992.

Flying Officer Rudeen has participated in numerous attacks against German and Italian targets. As bomb aimer he has consistently pressed home his attacks in the face of the strongest opposition and invariably obtained an excellent photograph of the aiming point. Much of the success attained by his crew has been attributable to his courage and skill.

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RUDMAN, P/O Stephen David (J87734) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 293/45 dated 16 February 1945. Born 10 March 1911 in Harris, Saskatchewan; home in Kindersley, Saskatchewan. Served two years in Royal Canadian Army Service Corps; enlisted in RCAF, 10 August 1942 in Calgary. To No.2 Manning Depot, 25 August 1942. To No.2 BGS (guard), 8 October 1942. To No.4 Manning Depot, 5 March 1943. To No.9 BGS, 17 April 1943; graduated and promoted Sergeant, 28 May 1943. To "Y" Depot, 11 June 1943; to RAF overseas, 15 June 1943. Further trained at No.28 OTU and No.1656 Conversion Unit. Commissioned 29 June 1944. Promoted Flying Officer, 29 December 1944. Repatriated 12 March 1946. To No.8 Release Centre, 20 March 1946. Retired 24 April 1946. Award presented at Government House, February 1956.

This officer has completed a tour of operational duty during which he has participated in attacks on such heavily defended targets as Stuttgart and Frankfurt. On one occasion in March 1944, while over Stuttgart, his aircraft was attacked by two Focke Wulfs. Largely owing to his able directions to his pilot and accurate fire the attackers were driven off. Another time when returning from a mine-laying operation Pilot Officer Rudman's aircraft was attacked by a Messerschmitt 410. His turret was put out of action. He was wounded and lost consciousness. Nevertheless, immediately he revived he returned to his post. On many occasions this officer's skilful handling of his guns and coolly calculated defensive manoeuvres have extricated his aircraft from perilous situations.

Public Record Office Air 50/292 has Combat Report relevant to him. Note that both gunners were RCAF - Sergeant (at the time) S.D. Rudman and WO R.J. Booth, DFM:

1. Report No.677 - Night 9/10th April 1944. Lancaster III U/100, JB557. Danzig Bay, homeward.
2. 5540 North 0800 East, 21,000 feet. 0345 hours. 175 I.A.S., 243. 243°
3. Full moon, clear visibility. 10/10 cloud below.
4. No searchlights.
5. No unusual phenomena.
6. Me.410
7. No lights.
8. Four or six cannon
9. Fine starboard quarter down, 400 yards.
10. Fine starboard quarter down, 400 yards. Breakaway port quarter up 200 yards.
11. Diving turn starboard ordered by Mid-Upper Gunner.
12. Enemy aircraft opened fire at 400 yards. Mid-Upper Gunner opened fire at 300 yards.
13. No claim.
14. 200 rounds from Mid-Upper. No stoppages.

15. Mid-Upper, R128254 Wo Booth; 7 AGS, 26 OTU, 166 Squadron; Rear Gunner, Sergeant Rudman, 9 BAGS, 26 OTU, 1656 CU.

16. Boozer or Monica not fitted.

17. Rear Gunner was searching port as attack came from starboard; otherwise enemy aircraft would have been seen earlier.

18. Mid-Upper Gunner [Booth] sighted ME.410 at 400 yards range on fine starboard quarter down. He ordered diving turn to starboard as enemy aircraft opened fire. He then opened fire himself. Me.410 broke away port quarter up at 200 yards. Lancaster damage to tail fin and rear turret. Rear Gunner [Rudman] wounded. No claim.

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RUE, S/L David Roderick Hilton (J10118) - **Distinguished Flying Cross** - No.435 Squadron - Award effective 27 March 1946 as per **London Gazette** dated 5 April 1946 and AFRO 497/46 dated 17 May 1946. Born 28 August 1920 in Winnipeg; home in Eastview (Vanier), Ontario; enlisted in Winnipeg (where he may have returned to live immediately before the war), 26 May 1941 and posted to No.2 Manning Depot. To No.2 Training Command, 19 June 1941. To No.4 ITS, 15 July 1941; graduated and promoted LAC, 30 August 1941 when posted to No.19 EFTS; graduated 24 October 1941 when posted to No.12 SFTS; graduated and commissioned 16 January 1942. To Trenton, 28 February 1942. Next posting unclear. To No.31 GRS, date uncertain; to No.31 OTU, date uncertain. To Eastern Air Command, 12 December 1942. To No.145 (BR) Squadron, 25 December 1942. To "Y" Depot, 14 May 1944. Taken on strength of No.3 PRC, 25 May 1944. Repatriated via No.10 Group, 3 August 1947. To Winnipeg, 8 August 1947. Retired 11 September 1947. Award presented 11 June 1949. Re-engaged as Primary Flying Training Instructor, 16 March 1954 with rank of Squadron Leader (230004); assigned to Ottawa Flying Club, 1956; retired 31 March 1958. Died in Ottawa, 3 September 1999. RCAF photo PL-60986 (ex UK-23198 dated 19 August 1945) shows (left to right) S/L D.R.H. Rue (Ottawa, Chinthe flight commander). W/C T.P. Harnett (Chinthe commanding officer) and S/L R.J. Clement (Winnipeg, Chinthe flight commander).

Squadron Leader Rue has shown fine qualities of leadership as a flight commander resulting in a very high standing [standard ?] of work by the squadron. Flying during the monsoon, Squadron Leader Rue has shown great skill and determination in completing his missions despite extremely adverse weather. This officer has proved himself to be a very capable leader and his devotion to duty has set an example to all.

RCAF Press Release dated 22 May 1945 from F/L W.B. Spears, transcribed by Huguette Oates, reads:

INDIA: -- Snake-hunting in India is a sport carried out on horse-back, with a lasso at the end of a pole; but F/L D.R.H. Rue ignored the rules of the game when he

looked up from a book to see a four-foot cobra coiled on the floor of his room. F/L Rue (J10118), whose home is at 73 Muriel Street, Ottawa, Ontario, is a flight commander in the RCAF Chinthe squadron.

When he saw the cobra within two feet of his ankles, he leaped back, upsetting his chair, and shouted for his neighbor in the next room to bring a club. The snake, however, slithered under the bed and concealed itself in the bamboo-and-matting wall. The two men were unable to bring it out. "I left it there and went to dinner," said Rue. "When I came back, I sat down to read again with my revolver beside me in case it reappeared. Then I got interested in the book and forgot the snake until there was a rustling sound, and there it was again. It raised its hood and hissed at me as I grabbed for the gun. I missed the first shot because it was swaying from side to side, but the second shot broke its back. That skin is going to make a cigarette case."

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RUFFELL, F/O Harvey Lorne (J28185) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 25 October 1919 in Listowell, Ontario; home in Berkley, California or Olympia, Washington (student; may have been studying at Berkley); enlisted in Vancouver, 21 November 1940 and posted to No.2 Manning Depot. To Prince Rupert, 19 December 1940. To No.2 ITS, 5 February 1941; graduated and promoted LAC, 27 March 1941 when posted to No.8 EFTS; may have graduated 16 May 1941 but not posted to No.3 SFTS until 27 May 1941; graduated and promoted Sergeant, 20 August 1941. To Trenton, 21 August 1941. To No.17 EFTS, 22 November 1941. Promoted WO2, 1 February 1942. To No.10 EFTS, 22 May 1943. To No.2 SFTS, 12 June 1943. Commissioned 7 July 1943. To "Y" Depot, 8 July 1943. To United Kingdom, 2 August 1943. Promoted Flying Officer, 7 January 1944. Repatriated 22 January 1945. To Western Air Command, 26 February 1945. To No.3 Repair Depot, 15 March 1945. To No.5 OTU, 8 June 1945. To No.9 Release Centre, 23 September 1945. Retired 26 September 1945. Died in San Lorenzo, California, 4 January 2010. Award presented 7 October 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." DHist file 181.009 D.1729 (RG.24 Vol.20607) has recommendation dated 17 December 1944 when he had flown 30 sorties (167 hours five minutes) from 18 July to 6 December 1944.

This captain has completed thirty heavy operational bombing attacks against the enemy. His work at all times has been exceptional and his coolness and devotion to duty has been an inspiration to his crew.

The sortie list was as follows:

18 July 1944 - Wesseling (5.25, co-pilot)

20 July 1944 - Foret de Grand Bois (4.00, second pilot)
30 July 1944 - Amaye (4.45)
31 July 1944 - Coquereau (4.10)
3 August 1944 - Foret de Nieppe (4.15)
4 August 1944 - Bois de Casson (5.00)
5 August 1944 - St. Leu (4.55)
7 August 1944 - L'Hogue (5.00)
8 August 1944 - Chantilly (5.10)
12 August 1944 - La Breteque (4.35)
14 August 1944 - Aisy (4.50)
15 August 1944 - Soesterburg (4.15)
16 August 1944 - Kiel (6.00)
25 August 1944 - St. Mathieu (5.20)
31 August 1944 - Cezembre (5.05)
12 September 1944 - Dortmund (5.25)
14 September 1944 - Wilhelmshaven (4.05, duty not carried out)
15 September 1944 - Kiel (6.10)
6 October 1944 - Dortmund (6.20)
9 October 1944 - Bochum (6.25)
12 October 1944 - Wanne Eickel (5.35)
14 October 1944 - Duisburg (5.55)
16 October 1944 - Wilhelmshaven (4.50)
28 October 1944 - Cologne (5.45)
1 November 1944 - Oberhausen (5.55)
2 November 1944 - Dusseldorf (6.10)
4 November 1944 - Bochum (5.50)
6 November 1944 - Gelsenkirchen (5.15)
16 November 1944 - Julich (4.50)
21 November 1944 - Castrop Rauxel (6.05)
6 December 1944 - Osnabruck (5.45)

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RUGIENIUS, F/O Anthony Vincent (J17512) - **Distinguished Flying Cross** - No.113 Squadron
- Award effective 26 January 1945 as per **London Gazette** dated 6 February 1945 and AFRO
508/45 dated 23 March 1945. Born 1922 in Montreal; home there; enlisted there 24 January
1941. Trained at No.1 ITS (graduated 14 July 1941), No.20 EFTS (graduated 13 September
1941) and No.13 SFTS (graduated 19 December 1941). Commissioned April 1943. Award sent
by registered mail 6 May 1949. In postwar RCAF (30722). Public Records Office Air 2/9046
notes that he was recommended when he had flown 225 sorties (251 operational hours).

Flying Officer Rugienius has been almost continuously engaged on operational
flying since early in 1943. Many of his sorties have been flown over jungle

covered mountains and in monsoon weather. He has always displayed outstanding keenness and devotion to duty. Most of his flying has been on operations in support of the 14th Army.

Public Record Office Air 2/9046 has original recommendation drafted 14 November 1944 when he had flown 225 sorties (251 hours 25 minutes) flying long range Hurricane IIc. Sortie list and submission as follows:

No.615 Squadron

21 March 1943 - Scramble; 26 + Japanese bombed Feni; no height; no interception (45 minutes)
23 March 1943 - Scramble (55 minutes)
27 March 1943 - Dawn patrol (50 minutes)
28 March 1943 - Dawn patrol (50 minutes)
28 March 1943 - Bomber escort; Blenheims turned back by bad weather (1.00)
29 March 1943 - Scramble (30 minutes)
30 March 1943 - Escort to Blenheims. Much too much talking; bombers turned back (2.25)
31 March 1943 - Dawn patrol (55 minutes)
1 April 1943 - Dawn patrol (45 minutes)
1 April 1943 - Scramble; 30 + Japanese intercepted south of base; five destroyed, seven damaged; Feni bombed.(1.40)
3 April 1943 - Scramble (1.15)
4 April 1943 - Escort to Blenheims; bombed Buthidaung (2.20)
5 April 1943 - Escort to Blenheims (2.40)
5 April 1943 - Scrambled from Chittigong (1.10)
6 April 1943 - Scramble (25 minutes)
6 April 1943 - Scramble (25 minutes)
6 April 1943 - Scramble (15 minutes)
7 April 1943 - Escort to Blenheim (3.15)
8 April 1943 - Scramble (20 minutes)
8 April 1943 - Escort to Blenheims (2.35)
9 April 1943 - Scramble (1.05)
9 April 1943 - Scramble (50 minutes)
11 April 1943 - Scramble (35 minutes)
19 April 1943 - Dawn patrol (35 minutes)
19 April 1943 - Escort to Blenheims (2.25)
21 April 1943 - Escort to Blenheims, Alethangyaw (2.20)
21 April 1943 - Escort to Blenheims, Alethangyaw (2.20)
23 April 1943 - Rhubarb (2.45)
25 April 1943 - Dawn patrol (50 minutes)
29 April 1943 - Dawn patrol (50 minutes)

1 May 1943 - Dawn patrol (15 minutes)
3 May 1943 - Escort to Blenheims (2.25)
4 May 1943 - Scramble (50 minutes)
5 May 1943 - Dawn patrol (1.10)
5 May 1943 - Scramble (50 minutes)
10 May 1943 - VIP escort - Viceroy of India (1.25)

No.113 Squadron

9 January 1944 - Scramble (1.00)
26 March 1944 - Army support - bombed road junction at Chassad (1.20)
26 March 1944 - Army support - time bombs on road near Homalin (1.20)
26 March 1944 - Army support - bombed and strafed north of Tamu (1.15)
26 March 1944 - Palel to Silchar West - F/Os Hillman, Herbert, FS Clements missing (35 minutes)
28 March 1944 - Silchar West to Imphal - 30 + Jap fighters in area (45 minutes)
28 March 1944 - Army support - bomb and strafe Zampi; army reported 30 Japs killed, 25-30 wounded. Town destroyed (1.45)
29 March 1944 - Army support - bomb and strafe Khualbem; return fire (1.30)
31 March 1944 - Army support - bomb and strafe Malton Jang (1.20)
31 March 1944 - Army support - bomb and strafe Lang. Landed Pathkandi (1.15)
2 April 1944 - bomb and strafe, Mangwe (1.20)
2 April 1944 - bomb and strafe, Gaziphema; villege burnt (1.20)
2 April 1944 - bomb and strafe, Making; village destroyed (40 minutes)
3 April 1944 - bomb and strafe, Kasom and Sokpac (40 minutes)
3 April 1944 - attacked Jap divisional headquarters near Kasom (1.00)
8 April 1944 - bomb and strafe, Melabon (1.05)
10 April 1944 - bombed American Baptist Mission (1.05)
10 April 1944 - bomb and strafe bridge, Tiddim Road; got one truck (1.15)
12 April 1944 - bomb and strafe, hill feature northwest of Imphal (45 minutes)
16 April 1944 - bomb and strafe, Laimanai; return fire (1.00)
16 April 1944 - bomb and strafe northwest of Imphal (1.10)
20 April 1944 - bomb and strafe; P.P. target, Longe; weather very bad (1.20)
22 April 1944 - Patharkandi-Tulihal; diverted because Jap fighters strafed Tulihal (1.30)
22 April 1944 - bomb and strafe gun positions southwest of Imphal; weather very bad; felt bomb blast (45 minutes)
24 April 1944 - bomb and strafe gun positions, Ekban-Ekwan; artillery fire seen to east (45 minutes)
24 April 1944 - bomb and strafe, Thinnungei; started fire; very bumpy and hazy (1.10)
5 May 1944 - bomb and strafe, gun positions (45 minutes)
5 May 1944 - bomb and strafe, enemy positions, Ekban-Ekwan (1.20)
10 May 1944 - bomb and strafe, PT.5755; good bombing; dropped leaflets (1.00)
10 May 1944 - bomb and strafe, Toupokpi (1.10)

12 May 1944 - bomb and strafe, Auangkhnou (45 minutes)
13 May 1944 - bomb and strafe, gun positions, Khoirentak (55 minutes)
13 May 1944 - bomb and strafe, Potsangbam (1.15)
14 May 1944 - Base to Advanced Landing Ground (1.00)
14 May 1944 - bomb and strafe, Mayuron (45 minutes)
18 May 1944 - bomb and strafe, Khoirentak (50 minutes)
19 May 1944 - bomb and strafe, Upokpi (40 minutes)
19 May 1944 - bomb and strafe, Kom Keirap (45 minutes)
23 May 1944 - bomb and strafe, Lamdal feature (35 minutes)
23 May 1944 - bomb and strafe, Lamdal feature (50 minutes)
25 May 1944 - bomb and strafe, troops at Sadu (1.05)
29 May 1944 - bomb and strafe, Seina (35 minutes)
2 June 1944 - Strawberry for bombing and strafing, Bungte (1.00)
4 June 1944 - bombed position southwest of Laimaton (1.10)
4 June 1944 - Rhubarb of Tiddim Road; one MT damaged by bombs; six strafed; aircraft hit by small arms fire (1.00)
6 June 1944 - bombed and strafed area south of Ukhruul with 1,000 Japs (time ?)
8 June 1944 - bombed positions south of Magabon; diverted due to enemy fighters (25 minutes)
8 June 1944 - bombed positions south of Magabon (50 minutes)
10 June 1944 - bomb and strafe, bunkers, Lamda (1.15)
10 June 1944 - bomb and strafe, road junction, RK 592123; heavy artillery; aircraft hit by shell fragment (20 minutes)
13 June 1944 - bomb and strafe, Ningthoukhong Kha Khunou (35 minutes)
17 June 1944 - bomb and strafe, Maibi Khunou; landed because of enemy aircraft (10 minutes)
17 June 1944 - bomb and strafe, Maibi Khunou; "strawberry" from army (35 minutes)
17 June 1944 - bomb and strafe, Yong Phu; cloud over target (1.00)
17 June 1944 - bomb and strafe, Maibi Khunou; "strawberry" from army (50 minutes)
21 June 1944 - bomb and strafe northeast of Safamaina (1.30)
21 June 1944 - bomb and strafe northeast of Safamaina (1.30)
21 June 1944 - bomb and strafe northwest of Nunggand (45 minutes)
23 June 1944 - reconnaissance of Jap positions, Ningthoukhong, Potsangbam, Moirang, Shuganu, Base (1.15)
23 June 1944 - bomb and strafe, Lanngol; dropped leaflets; "strawberry" from army; many bodies (55 minutes)
24 June 1944 - bomb and strafe hill feature near Aimol; "strawberry" from army (45 minutes)
24 June 1944 - bomb and strafe, Upper Thawai; fires started (45 minutes).
27 June 1944 - bomb and strafe stores near Tengnoupal; "strawberry" from army (35 minutes)
27 June 1944 - bombed bridge near Shwegyin; leaflets dropped (1.30)
28 June 1944 - Rhubarb, Humine-Uhrul Road; hit Japs; found Jap 31 Division

Headquarters and bombed (1.25)
28 June 1944 - bomb and strafe motor transport park south of Ukhrul (1.10)
28 June 1944 - bomb and strafe west of Lone Tree Hill; bunkers hit (40 minutes)
29 June 1944 - bomb and strafe bunkers, Rajputhill; "strawberry" from army (30 minutes)
30 June 1944 - bomb and strafe positions near Rajput Hill; 30-40 Jap bodies found by army after strike (40 minutes)
30 June 1944 - Rhubarb, Humine-Nampesha Road; saw two motor transport (1.20)
30 June 1944 - bomb and strafe Jap camp near Tamu (50 minutes)
1 July 1944 - bomb and strafe bunkers southwest of Lamlai (1.05)
2 July 1944 - bomb and strafe, New Lamlai; did not bomb; weather bad (40 minutes)
3 July 1944 - bomb and strafe, Yamun Khunou; fires started (1.30)
4 July 1944 - bomb and strafe, Maini Khunou (35 minutes)
5 July 1944 - bomb and strafe, Langgol; bombing run through cloud; "strawberry" from army (50 minutes)
5 July 1944 - bomb and strafe, Thawai; hit bunker (1.00)
5 July 1944 - bomb and strafe, Chepu (1.10)
5 July 1944 - bomb and strafe, Shorbung; bunkers hit (1.15)
7 July 1944 - bomb and strafe near Maibi Khunou; bunkers hit; "strawberry" from army (45 minutes).
8 July 1944 - bomb and strafe, Ningthoukong Kha Khana; aircraft hit by debris (1.00)
8 July 1944 - bomb and strafe, Village Hill (55 minutes)
10 July 1944 - bomb and strafe, Kha Khunou; direct hit on tank; blew up (55 minutes)
10 July 1944 - bomb and strafe, Kha Khunou (1.00)
11 July 1944 - bomb and strafe, Kha Khunou (45 minutes)
11 July 1944 - bomb and strafe, Kha Khunou (40 minutes)
11 July 1944 - bomb and strafe, Kha Khunou, hole in wing (1.00)
12 July 1944 - bomb and strafe, Thinunggei, started fire (50 minutes)
12 July 1944 - bomb and strafe, Thinunggei, burned one basha and one lorry (50 minutes)
12 July 1944 - bomb and strafe, motor transport park, Myothit; strafed and killed two elephants (1.20)
14 July 1944 - bomb and strafe, Thinunggei; did not bomb; army shelling (30 minutes)
15 July 1944 - bomb and strafe near Humine; wounded elephant and ran out of ammunition (1.30)
15 July 1944 - strafe, Nampesha (1.00)
18 July 1944 - bomb and strafe, Naran Seina (40 minutes)
19 July 1944 - message dropping, Maibi Khunou (35 minutes)
21 July 1944 - bomb and strafe, "Crete", Ramu Road (50 minutes)
21 July 1944 - bomb and strafe, "Cyprus", Ramu Road (30 minutes)
22 July 1944 - bombing; Stairway to Crete, Tamu (1.00)
22 July 1944 - bombing, Dead Mule Gulch (35 minutes)
22 July 1944 - bombing, Morgan's Hill (45 minutes)
24 July 1944 - bomb and strafe, Pt 3404, Tamu Road (55 minutes)

27 July 1944 - bomb and strafe, Hill, RK 717028; aircraft hit (1.05)
27 July 1944 - bomb and strafe, supply dump south of Moreh (1.05)
1 August 1944 - bomb and strafe, Nambasha (1.00)
1 August 1944 - bomb and strafe, Asany Khulen (50 minutes)
1 August 1944 - locate patrol (1.15)
1 August 1944 - direct patrol (30 minutes)
2 August 1944 - Rhubarb, Chindwin River; bombed Thaungdut (1.30)
4 August 1944 - Reconnaissance, weather over Chindwin; strafed raft and country boat (1.00)
4 August 1944 - bomb and strafe, Yuwa (1.25)
4 August 1944 - bomb and strafe, Mogaung; direct hit on three-storey building; strafed and hit staff car and bridge; staff car burned through bridge and fell in water (1.40)
5 August 1944 - bomb and strafe, Mu-Lam (55 minutes)
5 August 1944 - bomb and strafe, Taunbaw; eight fires started (55 minutes)
7 August 1944 - Rhubarb, bomb and strafe, Chindwin and Linpha; started four fires (1.10)
8 August 1944 - Wehek - Rhubarb Chindwin (1.15)
6 September 1944 - bomb and strafe, Mualkawi (1.30)
6 September 1944 - bomb and strafe, Myaungbintha; direct hit on Godow; large explosion (1.20)
7 September 1944 - bomb and strafe, MS.114, Tiddim Road (1.20)
7 September 1944 - bomb and strafe motor transport park near Manton (1.25)
9 September 1944 - bomb and strafe Jap camp south of Tonzang (1.30)
10 September 1944 - weather reconnaissance, Kalewa-Kalemyo. Dropped leaflets (1.15)
11 September 1944 - bomb and strafe, Tonzang (1.10)
11 September 1944 - bomb and strafe, Tiddim (1.25)
11 September 1944 - strafed crashed aircraft (55 minutes)
12 September 1944 - bomb and strafe, MS.120, Tiddim Road (1.15)
12 September 1944 - bomb and strafe stores, Kelawa (1.25)
12 September 1944 - bomb and strafe stores, Kelawa (1.40)
13 September 1944 - bomb and strafe, Mezali (1.10)
13 September 1944 - bomb and strafe bunkers, Tuitum Ridge (1.20)
24 September 1944 - bomb and strafe junction southeast of Fort White; weather unsuitable (40 minutes)
24 September 1944 - bomb and strafe junction southeast of Fort White (1.30)
25 September 1944 - bomb and strafe south of Fort White (1.25)
26 September 1944 - bomb and strafe, Pinlebu; weather unsuitable (1.15)
28 September 1944 - weather reconnaissance, Fort White; weather unsuitable (1.20)
28 September 1944 - bomb and strafe, Haupi; weather unsuitable (1.10)
30 September 1944 - bomb and strafe bunkers northeast of Tiddim; weather unsuitable (50 minutes)
1 October 1944 - bomb and strafe, Pinelbu (1.30)
1 October 1944 - bomb and strafe southwest of Mount Kennedy (1.15)

1 October 1944 - bomb and strafe, Pinlebu (1.35)
2 October 1944 - bomb and strafe south of Fort White; weather unsuitable (1.00)
4 October 1944 - bomb and strafe, Ngennung (40 minutes)
6 October 1944 - bomb and strafe bunkers north of Tiddim (1.35)
6 October 1944 - bomb and strafe bunkers north of Tiddim (1.30)
7 October 1944 - bomb and strafe bunkers, Sezang (1.40)
7 October 1944 - bomb and strafe gun positions north of Tiddim (1.25)
8 October 1944 - bomb and strafe Jap positions north of Mount Kennedy (1.25)
8 October 1944 - bomb and strafe track junction north of Tiddim (1.20)
9 October 1944 - bomb and strafe bunkers north of Tiddim (1.25)
9 October 1944 - bomb and strafe bunkers north of Tiddim (1.10)
9 October 1944 - bomb and strafe positions, Pinlebu (1.25)
12 October 1944 - bomb and strafe, Thazi (1.40)
12 October 1944 - bomb and strafe, Mawlaik; weather unsuitable (45 minutes)
13 October 1944 - bomb and strafe, Vital Corner; weather unsuitable (30 minutes)
13 October 1944 - bomb and strafe, west of Vital Corner; weather unsuitable (30 minutes)
14 October 1944 - bomb and strafe north of Tiddim (1.20)
14 October 1944 - bomb and strafe bunkers north of Tiddim (1.10)
14 October 1944 - bomb and strafe bunkers north of Tiddim (1.15)
15 October 1944 - bomb and strafe bunkers north of Tiddim (1.25)
15 October 1944 - bomb and strafe positions north of Tiddim (1.20)
15 October 1944 - bomb and strafe bunkers northwest of Tiddim (1.10)
16 October 1944 - bomb and strafe, Pyinthazeik (1.30)
16 October 1944 - bomb and strafe, Thazi (1.45)
18 October 1944 - bomb and strafe, Lea am Muai, weather unsuitable (1.25)
20 October 1944 - bomb and strafe northeast of Dimlo (1.30)
20 October 1944 - bomb and strafe northwest of Dimlo; weather unsuitable (1.10)
20 October 1944 - bomb and strafe, Kindat (1.10)
21 October 1944 - bomb and strafe, Imbaung (1.40)
21 October 1944 - weather reconnaissance, Kabaw Valley (1.55)
24 October 1944 - bombing, Indaingyi (1.35)
24 October 1944 - bombing, Pyinthazeik (1.30)
24 October 1944 - bombing, Wyongon (1.30)
26 October 1944 - bombing, Indaw (1.15)
26 October 1944 - bombing southwest of Suangdaw (1.20)
27 October 1944 - bombing bunkers east of Dimlo (1.35)
27 October 1944 - bombing positions west of Mawku (1.05)
27 October 1944 - bombing bunkers east of Dimlo (1.25)
29 October 1944 - bombing positions east of Indainggale (1.20)
29 October 1944 - bombing positions northeast of Kangyi (1.15)
31 October 1944 - bombing west of Mawku (1.10)
31 October 1944 - bombing, Tonmakeng (1.25)

31 October 1944 - bombing west of Vital Corner (1.20)
1 November 1944 - bomb and strafe bunkers north of Vital Corner (1.15)
1 November 1944 - bombing Vital Corner (1.25)
3 November 1944 - bomb positions, Mawku Chaung (1.10)
3 November 1944 - bombing, Mawku Chaung (1.10)
5 November 1944 - bomb and strafe, Hpaungzeik Bridge; direct hit (1.30)
5 November 1944 - bombing Jap camp north of Myitha River (1.15)
5 November 1944 - bomb and strafe bunkers, MS.52, 8,000 feet (1.25)

Flying Officer Rugienius has been almost constantly engaged on operational flying in this theatre since March 1943. Since that time he has flown 225 sorties involving 250 hours operational flying.

Although he has been ill on several occasions, he has always returned to the squadron with undiminished keenness, and has built for himself a reputation as an accurate and extremely able ground attack pilot, unsurpassed in the squadron.

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

On 21 November 1944 the Officer Commanding, RAF Wing Headquarters, Palel, wrote:

This pilot has been outstanding in a squadron whose work on this front in support of the 14th Army has evoked a regular flow of complimentary messages from Army sources expressing admiration and appreciation. Flying Officer Rugienius has contributed largely to the efficiency and high standard of morale of this squadron.

On 25 November 1944 the Air Officer Commanding, No.221 Group, wrote:

This officer has done well in a good squadron. To have done over 250 hours, over jungle covered mountains, including flying through monsoon conditions, represents distinguished flying of the highest order. Recommended for the award of the DFC.

This was further endorsed on 29 November 1944 by Air Marshal W.A. Coryton, Commanding , Third Tactical Air Force, and on 4 January 1945 by Air Marshal Garrod, Allied Air Commander-in-Chief, South-East Asia.

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RUNCIMAN, P/O Donald Richard (J88894) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 4 February 1925 in Brockville, Ontario; home there (student); enlisted

in Toronto, 5 May 1943 and posted to No.5 Manning Depot. To No.12 Equipment Depot, 20 June 1943. To No.6 ITS, 28 June 1943. To Air Gunner Ground Training School, 20 August 1943; graduated and promoted LAC, 2 October 1943; to No.3 BGS, 5 October 1943; graduated and promoted Sergeant, 12 November 1943. To "Y" Depot, 26 November 1943; taken on strength of No.3 PRC, 13 December 1943. Commissioned 20 August 1944. Repatriated 9 February 1945. To No.16 SFTS, 15 April 1945. To No.3 Release Centre, 29 April 1945. Retired 7 May 1945. Award presented 19 November 1948. The April 2002 issue of **Short Bursts** (Air Gunner Association newsletter) stated that he had flown his first five sorties with No.433 Squadron before going to No.427, and that he had died in Belleville, Ontario in February 2002. RCAF Press Release 8108 dated 9 January 1945 states he was a spare gunner, flew with 12 different captains and never had to fire at an enemy fighter. 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.1729 (RG.24 Vol.20607) has recommendation dated 17 December 1944 when he had flown 30 sorties (221 hours ten minutes) between 18 March and 6 December 1944.

This gunner has completed thirty operational bombing sorties against the enemy. Pilot Officer Runciman has been an example of cheerful courage, unselfishness and sacrifice on the squadron in view of the fact that he was uncrewed for a considerable length of time. He has shown at all times great willingness to fly with any crew that might need a spare gunner and his splendid co-operation, coolness and devotion to duty have contributed in a large measure to the success of these operational flights.

The sortie list was as follows:

18 March 1944 - Frankfurt (6.25)
22 March 1944 - Gardening (6.20)
31 May 1944 - Au Fevre (4.50)
5 June 1944 - Houlate (4.55)
12 June 1944 - Arras (4.45)
14 June 1944 - Cambrai (4.15)
28 June 1944 - Metz (1.10, aborted sortie)
12 July 1944 - Acquet (4.05)
14 July 1944 - Anderbelck (3.25)
18 July 1944 - Wesseling (5.35)
20 July 1944 - Grande Bois (3.55)
28 July 1944 - Hamburg (5.15)
31 July 1944 - Coquereau (4.10)
3 August 1944 - Nieppe (4.10)
5 August 1944 - St. Leu (5.00)
7 August 1944 - L'Hogue (4.40)
25 August 1944 - St. Mathieu (5.00)

27 August 1944 - Minoyecques (3.20)
11 September 1944 - Le Havre (4.10)
12 September 1944 - Gardening (6.50)
17 September 1944 - Boulogne (4.05)
14 October 1944 - Duisburg (5.35)
16 October 1944 - Wilhelmshaven (4.45)
22 October 1944 - Gardening (6.35)
23 October 1944 - Essen (5.50)
25 October 1944 - Homburg (4.35)
1 November 1944 - Oberhausen (6.10)
2 November 1944 - Bochum (5.50)
21 November 1944 - Dusseldorf (6.10)
21 November 1944 - Castrop Rauxel (6.05)
30 November 1944 - Duisburg (3.10, abortive sortie)
6 December 1944 - Osnabruck (5.45)

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RUNKLE, F/L John Daniel (C6448) - **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 in Vancouver, 11 October 1917. Home in Vancouver. Graduated in metallurgical studies, University of British Columbia, 1940. Enlisted in Vancouver, 1 August 1941 in Aero Engineer Branch and commissioned that date. Promoted Flying Officer, 17 January 1942. To No.7 BGS, 25 January 1942. To No.126 (Fighter) Squadron, 21 May 1942. To "K", 6 August 1942. To AFHQ, 28 December 1942. Promoted Flight Lieutenant, 1 September 1943. To "Y" Depot, 7 November 1943. Taken on strength of No.3 PRC, 23 November 1943. Promoted Squadron Leader, 8 August 1945. Repatriated 22 December 1945. Retired 7 February 1946. Technical Officer to "several Spitfire wings." Postwar he joined Alcan, spending his career in Vancouver, Montreal and Australia. Moved to Victoria in 1976 and retired in 1980, taking up farming on Denman Island. Died in Victoria, 4 December 2009.

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RUNNER, Sergeant Joseph Moore (R58820) - **Distinguished Flying Medal** - No.115 Squadron - Award effective 13 March 1942 as per **London Gazette** of that date and AFRO 611/42 dated 24 April 1942. Born in Winnipeg, 28 October 1917. Home in Trehearne or Morden, Manitoba. Forestry worker and firefighter in 1938; also reported as being an athletic coach. Enlisted in Winnipeg, 9 May 1940 and posted to No.1 Manning Depot, Toronto. To No.1 ITS, Toronto, 27 May 1940; graduated and promoted LAC, 21 June 1940 when posted to No.1 WS Montreal. To No.1 Manning Depot again, 5 December 1940; to No.1 BGS, Jarvis, 18 February 1941; graduated and promoted Sergeant, 15 March 1941. To Embarkation Depot, Debart, 27 March 1941. Embarked for United Kingdom, 5 April 1941. Taken on strength of United Kingdom, 20 April 1941. To No.20 OTU, 27 April 1941. To No.115 Squadron, 30 June 1941. Promoted

Flight Sergeant, 1 December 1941. Commissioned 27 January 1942 (J15172). Missing, presumed dead, 8/9 March 1942 (Wellington X3419). Award presented to net of kin, 9 April 1944. See Public Records Office Air 2/9262; recommended when he had flown 27 sorties (174 operational hours).

This airman has proved himself to be a cool and courageous air gunner when flying over well defended areas in difficult conditions. Apart from his duties as rear gunner, Sergeant Runner has always taken a keen interest in map reading and in obtaining intelligent [sic] information whilst over enemy territory. On several occasions it has been largely due to his excellent pin pointing that his crew have been able to identify and bomb their objective. The sorties in which he has participated have included many of the most important targets in Germany and occupied territory.

Note: He failed the course at No.1 WS, having been unable to pick up Morse. "The School reports that he was not interested in Wireless and exhibited no application." He had been very disappointed at not being chosen for pilot training. On 17 January 1941, Lieutenant H.R. Brillinger (RCAMC) recommended him for straight Air Gunner training, remarking:

I found subject a forceful type of lad, with plenty of self-confidence. At the beginning of the interview, he had a chip on his shoulder, and his tone of voice bordered on the insolent, but he responded well to rebuke, and thereafter cooperated much better. He feels that he has ample justification for his dissatisfied attitude at the present time. The lad has plenty of fortitude, and I would consider him the fighter type of individual. He is not lacking in intellectual ability, and might have done well as a Pilot in the single-engine planes.

Course at No.1 BGS was 17 February to 17 March 1941. Flew in Battle aircraft (six hours 30 minutes plus two hours ten minutes as passenger. Scored five percent hits in Beam Test, 6.5 percent in Beam Relative Speed Test and 12.6 percent in Under Tail Test. On written exam scored 75/100, Practical and Oral Test was 75/100, Ability as Firer graded as 180/250, and Qualities as NCO at 112/150. Placed 15th in a class of 28. "Keen and bright, has done very well in air firing. During this Airman's stay at No.1 BGS, his deportment and interest shown in the course have been beyond reproach."

The website "Lost Bombers" gives the following on his last sortie. Wellington X3419 of No.115 Squadron (KO-T), target Essen, 8/9 March 1942. This aircraft was airborne at 1910 hours, 8 March 1942 from Marham and lost without trace. Crew (all killed) were P/O R.P.Runagall, DFC, Sergeant H.J.Hickman, P/O R.L.G.Hosea, DFC, RCAF, Sergeant S.W.Stevenson, Flight Sergeant J.A.Chamberlain, and P/O J.M.Runner DFM RCAF.

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RUNNING, S/L Kenneth Hewitt (C4070) - **Mention in Despatches** - No.127 Wing - Award

effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 26 May 1912 in Smiths Falls, Ontario; COTC at Queen's University Medical School, 1930-1936. Practiced at Memorial Hospital, Albany, New York (1936-37), St. Mary's Hospital, Niagara Falls (1937-1938), Peck Memorial Hospital, New York City (1938, four months), Williamsville, New York (1938, six months) and Smiths Falls in general practice, 1939-1940; joined Royal Canadian Army Medical Corps, March 1940; enlisted in RCAF in Vancouver, 16 November 1940. Student in first course in Canada re aviation medicine. Granted rank of Squadron Leader, 1 September 1941. To No.3 WS as Senior Medical Officer, 21 March 1941; to No.5 BGS, Dafoe, Saskatchewan, 10 February 1943 for similar duty. To "Y" Depot, Lachine, 19 April 1944; taken on strength of No.3 PRC, 29 April 1944 (date of embarkation); disembarked in United Kingdom, 7 May 1944; to No.62 Base, 13 May 1944; to No.9 Personnel Despatch Centre, 11 October 1944; to No.127 Wing, 24 October 1944; to Repatriation Depot, 27 July 1945; to RCAF Overseas Headquarters, 25 September 1945; repatriated 26 September 1945. To No.1 Air Command, 29 September 1945. To No.4 Release Centre, 30 November 1945. Retired 2 November 1945. Practiced in Carleton Place, Ontario but rejoined RCAF, 4 June 1952 with rank of Squadron Leader (204638); to Station Trenton, 3 August 1952. Part of Coronation Contingent to London, April to June 1953. To Station Cold Lake, 29 June 1954. To Canadian Joint Staff, London, 3 July 1956 for purposes of attending University of London, Jul 1956 to July 1958 (Physical Medicine and Rehabilitation). Promoted Wing Commander, 1 January 1957. To No.1 Air Division, 1 August 1958. Returned to Canada, 6 August 1960. To AFHQ, 17 July 1961. Retired 31 October 1962. RCAF photo PL-45582 (ex UK-24092 dated 22 August 1945) taken at VJ celebrations, Repatriation Depot, Torquay when Nursing Sisters and Medical staff were the waiters; he is shown as Head Waiter. RCAF photo PL-45852 (ex UK-24140 dated 8 August 1945) taken as Torquay as personnel learn tennis while waiting for repatriation - Section Officer Pat Annand (Truro, Nova Scotia), Section Officer Lou LeClair (North Rustico, Prince Edward Island) and S/L K.H. Running (Smith Falls, senior medical officer at Repatriation Depot). Photo PL-130526 is a portrait taken October 1953. Died in Carleton Place 31 July 1964 as per **Legionary** of October 1964. Although with No.127 Wing at the time of the award, he was obviously honoured for services as Station Tholthorpe, as the recommendation originates with G/C J.L. Hurley of that base on 4 September 1944 (DHist file 181.009 D.1730, PAC RG.24 Box 20607).

Squadron Leader Running was posted to this station on the 13th May 1944 as Station Medical Officer. His energetic application of his duties was immediately apparent. He has entered into all Station affairs, showing a keen interest in the physical and moral welfare of all personnel. He is a leader in station sporting events, especially track and field events. On a recent field meet he competed as a representative from this station.

To cite an outstanding example of this officer's efficiency and devotion to duty, I would refer to a most serious crash at this station.

On the night of 27/28 June 1944, an aircraft on a three-engine landing crashed

into another aircraft at dispersal and both aircraft immediately burst into flames. Squadron Leader Running, who was on duty at the control tower, immediately proceeded to the scene with his staff. Squadron Leader Running entered the burning aircraft and with assistance removed the pilot who was seriously injured. Squadron Leader Running continued the rescue and as the last occupant was being removed the Squadron Leader and his staff were thrown to the ground by the explosion of ten 5-cwt bombs from the aircraft in dispersal. Despite this, Squadron Leader Running continued with his rescue and first aid, being subjected to a further explosion a few minutes later. When all personnel were safely removed the Squadron Leader proceeded to Station Sick Quarters and carried out an emergency amputation on one of the injured. Other seriously injured men were given treatment and removed to the Military Hospital in York. During all of this work, Squadron Leader Running displayed the greatest coolness and efficiency and he was unquestionably responsible for saving lives of all personnel...

Selected Assessments:

“Strongly recommended that he be appointed to rank of Temporary Squadron Leader immediately. Duties performed by him have been exceptional while employed as Acting Rank. Has maintained the Station Hospital in a very efficient manner and his work in all branches of administration and organization have been well above the average. Personality excellent and his general department highly satisfactory at all times.” (W/C H.B. Godwin, No.3 Wireless School, 16 January 1942)

“S/L Running is a very conscientious officer and possesses a very pleasing personality. He has carried out his duties as SMO at this Station in a very efficient manner and takes a keen interest in the health and welfare of all Service personnel and also does not hesitate to help dependents in emergencies. S/L Running’s wartime experience together with his civilian experience has been on great assistance in his position of SMO and as a consequence the hospital at this Station is considered to be run very efficiently with all personnel under him working harmoniously together. It is felt that S/L Running is an above average medical officer and accordingly I strongly recommend that he be granted accelerated promotion to the rank of Wing Commander.” (W/C A.T. Mason, Station Trenton, 9 April 1954)

“S/L Running has been in charge of the hospital at this station since its inception during the summer of 1954. During this time the station strength has grown from just over 200 to over 2,000 RCAF personnel plus some 1,500 dependents. The task of providing medical services in this semi-isolated area was further complicated by shortages of equipment and staff at various stages. Nevertheless, S/L Running accomplished all and more than could be expected and amply demonstrated his capabilities as a Senior Medical Officer in charge of a large station.” (W/C J.H. Watts, Cold Lake, 20 June 1956)

“This officer has done an above average job as SOMS. A heavy workload at all units, combined with staff shortages, have posed many problems of a unique nature. Our dependence upon American and British assistance in certain specialist fields requires close and friendly liaison. The excellent service we receive from outside medical facilities, and our own facilities, is due in no small measure to W/C Running’s efforts and his keen interest in and up to date knowledge of his own profession.” (G/C C.L. Olsson, No.1 Air Division, 24 May 1960.

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RUSH, F/L Francis John (J23331) - **Distinguished Flying Cross** - No.502 Squadron - Award effective 23 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 26 June 1923 in Saskatoon, Saskatchewan; educated in Plenty, Saskatchewan, 1928-1940; home in Spiritwood, Saskatchewan (druggist apprentice with one year of studies in Pharmacy); enlisted in Saskatoon, 29 September 1941. Posted to No.3 Manning Depot, Edmonton, 19 November 1941. To No.15 SFTS, Dunnville, 1 February 1942 (guard duty). To No.7 ITS, Saskatoon, 26 March 1942; graduated and promoted LAC, 22 May 1942; to No.6 EFTS, Prince Albert, 18 June 1942 (flew 82 hours 30 minutes on Tiger Moths); graduated 14 August 1942 and posted on 15 August 1942 to No.4 SFTS, Saskatoon; graduated and commissioned on 5 February 1943, having flown 174 hours 35 minutes on Cranes. To No.1 GRS, Summerside, 20 February 1943 (37 hours ten minutes on Ansons, navigational training). To “Y” Depot, Halifax, 23 May 1943. Embarked for overseas, 16 June 1943. Taken on strength of No.3 PRC, Bournemouth, 24 June 1943. Posted to No.3 (Pilots) Advanced Flying Unit, Lulsgate Bottom, 14 July 1943 (took Standard Beam Approach Course and flew 64 hours 55 minutes on Oxfords). On strength of No.502 Squadron, 6 September 1943 to 24 June 1945 (Halifax II and III aircraft, 841 hours plus six hours on Ansons plus two hours 20 minutes on Oxfords. His commanding officer thought him brave but not interested in administration and a lightweight in terms of influence. To RAF Blackpool, 10 May 1945 to 25 May 1945, taking BABS course with ten hours on Ansons. At Holding Unit, Bircham Newton, waiting for repatriation, 26 June to 7 July 1945. At Repatriation Depot, Torquay, 7 July to 1 August 1945. Repatriated to Canada and at Release Centre, Regina, 15-19 September 1945. Opted for postwar RCAF and with No.1 Air Command, Trenton, 4 April to 4 September 1946 (flying control duties, recruiting). On strength of Station Trenton, 4 September to 11 November 1946 (training in flying control). On strength of Station Whitehorse, 11 November 1946 to 4 October 1947 (flying control duties and station librarian). On strength of Station Toronto, 4 October to 5 December 1947 (trainee at No.1 Composite Training School). Requalified as a pilot on Cansos, Vancouver, July 1948. Joined No.111 Composite Flight, 14 August 1948 and considered an excellent pilot, especially on instrument flying. DFC and Bar presented 30 October 1948. Killed in crash of Canso 11057, 111 "K" Flight, 21 August 1949 near Norway House (53.43N 90.00W), en route Churchill to Winnipeg; see below for particulars. . At the time of his death he had flown 775 hours (dual) and 1,342 hours (solo or captain of aircraft). Photo PL-35888 is a portrait. PL-2331 also shows him; PL-41283 shows him with his wireless operator, F/O R. Zumar of Ottawa. PL-41463 (ex UK-17720 dated 20 December 1944) shows RCAF members of an anti-shipping Halifax squadron - FS L.W. Barker (R191837, London, Ontario), P/O Reuben

Zumar (J86118, Ottawa), FS H.F. Terry (R169481, Ottawa), F/L F.J. Rush (J23331, Spirit Wood, Saskatchewan), FS J.C. Whebby (R137514, Dartmouth, Nova Scotia), F/O G.E. Tapping (J35252, Vancouver) and FS J.C. Hall (R178268, Trail, British Columbia). PL-43930 dated 6 May 1945 has following caption: "Perched high on the nose of a Halifax bomber, these Canadian pilots are top scorers in RAF Coastal Command attacks on enemy shipping in the Skaggerak. Among them, the trio already have rolled up 22 attacks. From left to right they are: Flight Lieutenants Frank Rush, DFC, Spiritwood, Saskatchewan, eight attacks; W. Earl Umpherson, Perth, Ontario, seven attacks, and J. Spence Shiach, DFC, seven attacks". Photo PL-43941 dated 6 May 1945 has the following caption: "These Canadian pilots fly with the night-prowling Halifax bombers of Coastal Command which are driving away enemy shipping from the sea lanes to Norway. From left to right they are F/L J. Spence Shiach, DFC, Winnipeg, F/O C.A. McLennan, Birtle, Manitoba, F/L W. Earl Umpherson, Perth, Ontario, F/O Gordon Ormston, (pointing), Unionville, Ontario, F/O K.J. Thompson, Vancouver, F/O L.G. Thacker, Saint John, New Brunswick, and Warrant Officer (1) Alan Dallas, Winnipeg." PL-43934 also shows him again Zumar. Cited with P/O J.P. Lucy (RAAF).

Flight Lieutenant Rush and Pilot Officer Lucy as pilot and navigator-bomb aimer respectively have participated in very many operational missions. Within recent months they have completed several attacks on enemy shipping and the good results obtained are an excellent testimony to their skill and co-operation. One night in November 1944 they successfully attacked one of four enemy vessels. Some nights later they attacked another medium sized merchantman and obtained hits which caused much smoke to pour from various parts of the vessel. Flight Lieutenant Rush and Pilot Officer Lucy have at all times displayed exceptional keenness and devotion to duty.

RUSH, F/L Francis John, DFC (J23331) - **Bar to Distinguished Flying Cross** - No.502 Squadron - Award effective 13 April 1945 as per **London Gazette** of that date and AFRO 824/45 dated 18 May 1945.

As pilot and navigator respectively, Flight Lieutenant Rush and Flying Officer Lucy have displayed the highest standard of skill and determination in attacks on enemy shipping. One night in February 1945 they successfully attacked a large merchantman sailing in convoy. In spite of fierce anti-aircraft fire from a number of enemy ships a perfect bombing run was executed. Several hits were obtained on the target which soon became enveloped in flames. This officer displayed great skill and courage and set a splendid example throughout.

Excerpts from Coastal Command Operational Summaries (DHH 181/003 folioD.886):
Halifax V/502 - F/O Rush - 0225, 6th July 1944 - 0225, 6th July 1944 - 47.30 N 03.28 E, Castelli Point. Aircraft on anti-shipping patrol obtained radar contact 14 miles and homed onto two M/Vs. On sixth run over target "V" attacked dropping six 500-lb M.C. bombs spaced 50 feet, from 6,500 feet. Bursts were not

observed, but rear gunner saw bomb disturbances which straddled wake of larger ship. Flak was experienced ten to fifteen seconds after attack, and vessels increased speed and altered course.

Halifax Q/502 - F/O Rush - 0245, 27th July 1944 - 45.23 N 02.32 W, Bay of Biscay - Aircraft on anti-shipping patrol obtained radar contact and subsequently sighted three escort vessels and attacked from 2,500 feet with five 600-lb A/S bombs spaced 50 feet. Bombs exploded just ahead of leading ship and were probably very close to the vessel as flak appeared to become erratic. After the attack the captain sighted the leading vessel which appeared to be enveloped in clouds of smoke.

Halifax M/502 - F/O Rush - 0715, 12th August 1944 - Royal Harbour - Aircraft on anti-shipping patrol sighted three M/V including one of 6,000 tons, together with eight auxiliaries. "M" attacked the 6,000 ton M/V, dropping three 600 pound A/S bombs from 6,000 feet. A direct hit was scored with one bomb aft of amidships and a column of smoke and flames was seen. After attack flak from vessel ceased.

Halifax F/502 - Captain F/L Rush - 2145, 28th October 1944 - 58.57 N, 10.38 E, Islo Fjord. Aircraft on anti-shipping patrol sighted two believed destroyers and four escort vessels on a northerly course. "F" approached to attack but encountered intense flak. "F" climbed and it was decided to carry out a blind bombing attack. Six 500-lb M.C. bombs, Air burst pistol, 75 feet spacing were dropped from 6,000 feet. Results were not observed owing to low cloud and evasive action.

Halifax T/502 - Captain F/L Rush - 2330, 8th November 1944 - 58.04 N 09 N 07 E. Aircraft on anti-shipping patrol homed on a radar contact and sighted one tanker of 1/2,000 tons and three merchant vessels of 6/7,000 tons in scattered formation. Aircraft attacked the tanker in a dive from 3,500 feet dropping six 500 lb M.C. bombs, spaced 90 feet, which are estimated to have straddled the target. No results were observed. Aircraft witnessed attack by B/502; bomb flashes seen, but no results.

Halifax C/502 - Captain F/L Rush - 1814, 24th November 1944 - 58.55 N 10.35 E. Skagerrak. Aircraft on anti-shipping patrol homed on a radar contact and sighted three merchant vessels which opened fire. Evasive action taken and attack then made on the largest of the vessels with six 500-lb M.C. bombs, air burst pistol, from 3,500 feet. Three bombs fell to port, two hit the target and the sixth fell to starboard. In light of flares dropped with the bombs, smoke was seen issuing from several parts of the vessel when the aircraft left.

Halifax H/502 - Captain F/L Rush - 0720, 5th December 1944 - 62.28 N 06.09 E, Aalesund. Aircraft on anti-shipping strike attacked a merchant vessel of 6,000 tons, stationary, dropping six 500-lb M.C. bombs, air burst pistol in pairs from 7/8,000 feet. Bomb explosions seen, last two being ten yards from the side of the vessel. No further results seen.

Halifax X/502 - Captain F/L Rush - 1950, 2nd February 1945 - 1 ½ miles N.E. of Rorvik. Aircraft on anti-shipping patrol sighted a tanker 2/3,000 tons and one M/V 2/3,000 tons stationary. Aircraft attacked the tanker dropping six 500-lb M.C. bombs, .025 seconds tail delay, 80 feet spacing, from a height of 3,000 feet. No results were observed owing to evasive action

Halifax X/502 - Captain F/L Rush - 2100, 11th February 1945 - 58.07 N 08.37 E, off Kristiansand. Aircraft on anti-shipping patrol obtained radar contact indicating two vessels (see below) course and speed unknown and dropped six 500-lb M.C. bombs, spaced .80 feet, tail fused only, from 1,200 feet. No results observed due to 10/10 cloud. [Target also attacked by N/58, F/L McFadyen, no results seen].

Halifax G/502 - Captain F/L Rush - 0300, 21st February 1945 - 57.59 N 09.18 E, Skagerrak. Aircraft on anti-shipping patrol homed on a radar contact at 20 miles and sighted an M/V 5,000 tons, M/V 1,000 tons, and three E/Vs [escort vessels], course changing continuously. Aircraft attacked M/V 5,000 tons, dropping six 500-lb M.C. bombs, tail fused, from 2,000 feet. Four direct hits are claimed and two near misses. The ship was enveloped in flames and smoke, with what appeared to be ammunition exploding. Target later seen stationary, burning furiously and down by the stern. Central superstructure was observed to have been destroyed. Ship still blazing when aircraft left at 0125, and could still be seen when aircraft was 25 miles away. Considerable flak experienced from target and escort. Aircraft only slightly damaged. RESULTS: One M/V 5,000 tons probably destroyed.

Halifax K/502 - Captain F/L Rush - 2137, 1st March 1945 - 57.37 N 11.23 E. Kattegat. Aircraft on anti-shipping patrol sighted one Merchant Vessel on 2,500 tons, course 070, 8-10 knots. The vessel was showing masthead and riding lights which were extinguished when flares dropped. "K" attacked from 1,800 feet with seven 500 lb M.C. bombs, nose plugged, .025 seconds tail delay, spaced 70 feet, which straddled track 60 yards astern of target. No results observed.

Halifax K/502 - Captain F/L Rush - 2025, 6th March 1945 - 58.17 N 08.20 E. Skagerrak Aircraft on anti-shipping patrol obtained radar contact homed and sighted with the aid of flares two M/Vs (3,000 tons) course 240 degrees, speed 12 knots. "K" attacked dropping seven 500-lb M.C. bombs nose plugged .025

seconds delay spaced 80 feet from 2,000 feet. A direct hit was observed on the stern of one of the M/Vs, followed by a large column of smoke which rose to 1,800 feet. Later more flares were dropped and the target was seen to be stationary and the other M/V appeared to be circling. Flak from the target vessel ceased after the attack.

Halifax B/502 - Captain F/L Rush - 0240, 11th March 1945 - 57.40 N 11.20 E. Kattegat. Aircraft on anti-shipping patrol homed on a radar contact and illuminated one M/V 5/6,000 tons, one believed small M/V, one D.r. [destroyer] and two TTAs, course 180 degrees at 8 knots. "B" attacked the M/V from 3,000 feet with seven 500 lb M.C. bombs, nose plugged, .025 second tail delay, spaced 80 feet. Bomb plumes seen to straddle the vessel amidships and one hit is estimated. Accurate flak from all vessels experienced during the attack. Following the attack only the bow guns of the M/V continued firing.

Halifax Q/501 - Captain F/L Rush - 2335, 13th March 1945 - 58.45 N 10.52 E, Skageerak. Aircraft on anti-shipping patrol homed on radar contacts 10 miles, illuminated tanker 5,000 tons, one tanker 2,500 tons and two escorts, course 170 degrees and attacked the larger tanker, dropping seven 500 lb M.C. bombs, tail fused from 2,200 feet. Bombs overshot. Flak experienced. [The same target attacked at 2348 hours by M/502, F/L F.J. Mair, RCAF].

Halifax K/502 - Captain F/L Rush - 2355 hours, 11th April 1945 - 58.33 N 10.43 E, Skagerrak. Aircraft on anti-shipping patrol obtained radar contact 15 miles, homed and by the light of flares dropped by another aircraft [probably Halifax C/58] sighted two destroyers and a merchant vessel of 2,000 tons on course 360 degrees, 15 knots. Intense light and heavy flak was experienced from the destroyers and aircraft sustained some damage but an attack was made on the merchant vessel from 1,700 feet with seven 500-lb M.C. bombs, nose plugged, .04 seconds tail delay, spaced 80 feet. Bombs were not seen to burst but rear gunner saw the merchant vessel enveloped in white smoke. A greenish white flickering light, resembling a small fire was seen on the vessel and persisted for five minutes. After the attack the vessel was seen to have stopped.

Halifax F/502 - Captain F/L Rush - 0215, 15th April 1945 - 58.33 N 10.33 E., Skagerrak. Aircraft on anti-shipping patrol homed on a radar contact and illuminated one M/V 2,000 tons and an M/V 1,500 tons on southerly course at ten knots. Aircraft "F" attacked M/V 2,000 tons from 1,800 feet with seven 500-lb M.C. bombs, nose plugged, .04 seconds tail delay, spaced 80 feet. Bombs fell 30 yards to port of vessel, and parallel but no results observed.

Halifax A/502 - Captain F/L Rush - 0055, 20th April 1945 - 56.45 N 11.15 E. Kattegat. Aircraft on anti-shipping patrol homed on radar contacts 30 miles and

sighted M/V 4,000 tons, two M/Vs 3,000 tons, one vessel 1,300 tons, course 170, ten knots. Accurate flak experienced from all vessels. Aircraft attacked M/V 4,000 tons with seven 500-lb M.C. bombs, tail fused from 1,800 feet. No results seen due to evasive action.

Halifax M/502 - Captain F/L Rush - 0315, 23rd April 1945 - 58.12 N 09.18 E., Skagerrak. Aircraft on anti-shipping patrol homed on radar contact and sighted two M/Vs 1,500/2,000 tons on course 120, six knots and attacked the rear M/V from 2,000 feet with seven 500-lb M.C. bombs nose plugged, .04 seconds tail delay, spaced 80 feet. Bombs straddled vessel amidships and two hits estimated. S small fire was observed which suddenly developed into a series of brilliant explosions lasting 3-4 minutes. Flak experienced.

Halifax F/502 - Captain F/L Rush - 0032, 26th April 1945 - 57.13 N 10.43 E. Kattegat. Aircraft on anti-shipping patrol sighted M/V of 3,000 tons, course 250, ten knots. Aircraft made level attack from starboard beam to port beam from 1,700 feet with seven 500-lb M.C. bombs, nose plugged, tail delay .04 seconds spaced 80 feet. Straddle estimated, rear gunner saw two overshoot to port. Further observations impossible due to bomb smoke. Flashes along port side recorded small amount of flak.

NOTE: Particulars of death: Killed in crash of Canso 11057, , 111 "K" Flight, 21 August 1949 near Norway House (53.43N 90.00W), en route Churchill to Winnipeg. Casualties were:

1. 20167 F/L F.J. Rush, DFC and Bar - Pilot
2. 13557 F/O D.O. Shumay - Co-pilot
3. 27121 F/O A.G. Eden - Navigator
4. 19773 F/L W.W. Robson, DFC - Radio Navigator
5. 27168 F/O G.W. Lineker, DFC - WOP
6. 22148 Corporal G.R. Mitchell - Aero Engine Tech
7. 23561 LAC F.G. Bull - Aero Engine Tech
8. Mackenzie, Cecil Dawn - DoT radio operator
9. Neill, Addison Bruce - DoT radio operator
10. McManus, Burris Francis - DoT radio operator
11. Groff, William Niles - cook
12. Beattie, Constance - Department of Indian Affairs
13. Aveson, John - Canadian Press
14. Anuyasee, Agnes - Eskimo, age 10
15. Annartosi, Elizabeth - Eskimo, age 10
16. Arandluktitr, Hiiरण - Eskimo, (age 5 ?)
17. Akrolayak, Jean Baptiste - Eskimo, age 26
18. Femal, Unlareak - Eskimo, age 15
19. Oohotok - Eskimo

20. Eskimo ?

Aircraft departed Churchill 2123Z estimating Winnipeg, 2203Z. Reported overdue and search begun on 22nd with Dakotas; an RAF Hastings sent to Churchill. Last position report was 5546N 9512W. By end of 22nd 5 Dakotas, 1 Hastings and 1 Canso on search with more backup ready. By early 23rd a North Star at Winnipeg prepared to take part. By late 23rd more aircraft being sent from Trenton - Lancasters 221, 22 and 949, Mitchell 246, Dakota 102. By late in 23rd more aircraft deployed including possible USAF (two C-54s and one C-47).

Aircraft located on 23rd by F/L F.D. Avent (aircraft type ? unit ?).

It must be admitted that the evidence reveals that F/L Rush did commit a breach of regulations in that he continued the flight under conditions of weather [low cloud, rain] which were such that he should have adopted an alternate procedure. However, there is the known extenuating circumstance that this was a mercy flight involving the transportation to hospital in Winnipeg of seven sick persons. There may well have been other circumstances which are not known. In any event, it is to be remembered that there will always be instances where the pertinent regulations cannot be applied and F/L Rush, as captain of the aircraft, was charged with arriving at the decision he felt was in the best interests of his crew and passengers.

The AIB is of the opinion that the action of F/L Rush cannot be construed as deliberate or wilful disobedience of orders, or as negligence.

Aircraft seemed to be in level flight when it struck rising ground.

He had married Maureen Joan Hayes, 10 September 1945 in Saskatoon. At the time of his death they had two children (Michael John, born 2 December 1946) and Eileen Joan, born 27 February 1948). His wife was expecting in four months.

Note: RCAF Press Release 7997, cleared by censor on 22 December 1944, read as follows:

With the RCAF in Coastal Command - A 6,000-ton enemy merchant vessel riding at anchor in Aalesund harbour, Norway, although strongly protected by shore-based anti-aircraft batteries, has been attacked at night by a Coastal Command Halifax bomber crew led by 21-year old F/L Frank Rush, DFC of Spiritwood, Saskatchewan.

The Nazi ship is believed to have suffered serious damage when bombs dropped from the aircraft hit the water within ten yards of the target. Although forced to fly through an intense flak barrage, F/L Rush completed his attack by moonlight and returned to base in Great Britain with his bomber undamaged and none of the

crew injured. [Transcriber's note: This would have been the action of 5 December 1944].

This attack at Aalesund harbour was one of the latest moves to be made by Coastal Command aircraft which have been preventing the evacuation of German troops and supplies by striking at enemy shipping all along the Norwegian coast.

Helping to score this latest Coastal Command victory was P/O Peuben Zumar, Marlborough Avenue, Ottawa, 29-year old RCAF wireless operator/air gunner who previously had completed a tour of operations with an RCAF Hampden torpedo squadron. He and F/L Rush were the only two Canadians in the Halifax crew which was otherwise comprised of RAF and Australian personnel.

Only a few night previous to the Allesund harbour attack, F/L Rush had been on patrol over Oslo Fjord when what appeared to be two Nazi destroyers and four escort ships proceeding towards Oslo in close formation. All six ships opened fire as the aircraft closed to attack so the Canadian skipper took evasive action, went into a climb, and carried out a blind bombing attack from a high level. No results were observed owing to low cloud. [Transcriber's note: This would have been the action of 28 October 1944].

Patrolling over the Skagerrak in Halifax "T for Thomas" a few nights later, F/L Rush and his crew located a small Nazi tanker proceeding with three small merchant vessels in scattered formation. Encountering no enemy flak, the RCAF captain estimates a perfect straddle by bombing the tanker in a dive from 3,000 feet. [Transcriber's note: This would have been the action of 8 November 1944].

Returning to Oslo Fjord a few nights later in Halifax "C for Charlie", F/L Rush located three more enemy merchant vessels, each of medium tonnage. Bombing by moonlight, despite an intense ack-ack barrage thrown up by all three vessels, the Canadian skipper got direct hits on one of the Nazi ships which immediately exploded and burst into flames. [Transcriber's note: This would have been the action of 24 November 1944].

F/L Rush, prior to enlisting in the RCAF, was a pharmaceutical apprentice with Sitter's drugstore in Wilkie, Saskatchewan. Having won his wings at No.4 SFTS, Saskatoon, he came overseas in June 1943 and completed his first half of his Coastal Command tour on anti-submarine warfare.

RCAF Coastal Command Release dated 14 April 1944 (transcribed by Huguette Oates) reads:

Returning from the Atlantic shipping lanes to be re-equipped at a port, a Nazi U-

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

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

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

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

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

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

The exact extent of the damage caused to the enemy could not be ascertained because the Halifax, twenty minutes after the attack, had used up all its extra gasoline supply and barely had sufficient to take it back to its home base.

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

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

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

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

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

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RUSSEL, F/O Blair Dalzell (C1319) - **Distinguished Flying Cross** - No.1 (C) Squadron - Award effective 25 October 1940 as per **London Gazette** of that date. Born in Toronto, 9 December 1917. Enlisted 15 September 1939. Trained at Trenton and Camp Borden. Appointed Flying Officer, 18 May 1940. With No.1 (F) Squadron, 28 May 1940 to 26 February 1941. To No.14 (Fighter) Squadron, 28 February 1941. To Rockcliffe, 26 March 1941. Promoted Flight Lieutenant, 1 August 1941. Promoted Squadron Leader, 1 January 1942; to No.14 (Fighter) Squadron, 25 March 1941. To “Y” Depot, 26 November 1942. Overseas commanding Nos.411, 402, and 416 Squadrons. To RCAF Overseas Headquarters, 15

December 1942. Promoted Wing Commander, 8 July 1943. Headed Nos.17 and 127 Wings, July to October 1943. At RCAF Overseas Headquarters, 20 October 1943 to 1 May 1944. Reverts to Squadron Leader, 1 May 1944, to command No.442 Squadron (1 May to 15 July 1944). Promoted Wing Commander again, 15 July 1944 and made CO of No.126 Wing (15 July 1944 to 27 January 1945). Returned to Canada, 25 May 1945; released 3 July 1945. Associated with postwar RCAF Auxiliary, 19 November 1946; assumed Wing Commander rank, 13 July 1948 and assigned to Class "A" Reserve. See Volume II of **Profiles of the Few** (Profile Press). Died at home, in Knowlton, Quebec on November 20th, 2007. For good photos see PL-3093 (beside Hurricane), PL-6911 (portrait), PL-19372 (waist up in battledress, 1943), PL-22169 (with Alsatian mascot), PL-42559 (portrait). King George VI presented him with DSO, DFC and Bar to DFC on 10 October 1944. Photos PL-33443 (ex-UK15747, 11 October 1944) and PL-33444 (ex UK-15748, same date) shows G/C P.Y. Davoud (left) and W/C B.D. Russel soon after investiture of DSO at Buckingham Palace. PL-51780 shows Paul Davoud and Dal Russel receiving Dutch awards.

Flying Officer Russell [sic] has personally destroyed five enemy aircraft and has assisted in the destruction of a sixth. He has shown great keenness to attack the enemy.

RUSSEL, W/C Blair Dalzell (C1319) - **Bar to Distinguished Flying Cross** - No.126 Wing - Award effective 11 November 1943 as per **London Gazette** dated 16 November 1943 and AFRO 113/44 dated 21 January 1943.

This officer as Wing Leader has led his wing on a large number of escort sorties without the loss of a single bomber to enemy fighters. The high praise earned by the wing for its skill is largely due to the great devotion to duty and ability displayed by Wing Commander Russel.

NOTE: Public Records Office Air 2/8992 has recommendation dated 2 September 1943. He was credited with a total of 91 sorties (169 hours 25 minutes operational time, of which 64 sorties (91 hours) had been flown since previous award.

Prior to the middle of April, the Redhill VB squadrons had operated as an appendage of the Kenley IX wing. Squadron Leader Russel as Commanding Officer of 411 was deputed to act as VB Wing Leader by the Station Commander in the middle of April. Since then, Squadron Leader Russel has built up the VB squadrons at Redhill into a most efficient escort wing which, since the middle of April, has carried out 64 sorties as close escort or escort cover, in which over 500 medium bombers and [on] one occasion 30 Fortresses have been taken into and out from targets from Rotterdam to Cherbourg without the loss of a single bomber to enemy fighters. Although, as close escort and as cover, the wing has been bounced several times, the fine formation and discipline for which Wing Commander Russel is largely responsible have discouraged the enemy on most occasions from pressing home his advantage, and the wing has lost only two

pilots against two Huns destroyed and three damaged.

The Air Vice-Marshal commanding the Group added (26 September 1943):

The wing this officer has led has been almost solely employed on close escort or cover duties and has carried out these duties with much efficiency and success. Although less spectacular than other fighter roles, the Wing has earned high praise for its devotion to its task and its skill, the credit for which is largely due to Wing Commander Russel.

RUSSEL, W/C Blair Dalzell, DFC (C1319) - **Distinguished Service Order** - No.126 Wing - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944.

In recent intensive air operations the squadrons under the command of Wing Commander Russel have completed a large number of sorties. Within a period of three days a very large number of enemy transport vehicles were attacked of which 127 were set on fire and a bigger number were damaged. In addition, four hostile aircraft were destroyed and seventeen tanks and nineteen other armoured vehicles were damaged. By his masterly leadership, sound judgement and fine fighting qualities, Wing Commander Russel played a good part in the success achieved. His example inspired all.

NOTE: Public Record Office Air 2/9159 has recommendation drafted by G/C G.R. McGregor on 15 August 1944 when he had flown 290 sorties (460 operational hours) of which 73 sorties (110 hours) had been since his previous award.

During daylight of August 12th, 13th and 14th, pilots of the fighter wing led by this officer flew 420 sorties over enemy territory in Northwestern France. In attacks on enemy transport vehicles, the Wing amassed the outstanding score of 127 Flamers, 77 Smokers and 199 damaged. In addition during this three-day period, four enemy aircraft were destroyed and 17 tanks, 19 armoured fighting vehicles and two aircraft were damaged.

These exceptional results are very largely due to this officer's excellent leadership, sound judgement and courageous fighting spirit. These qualities have inspired every pilot in the Wing.

He is most strongly recommended for the Distinguished Service Order as an immediate award.

This was endorsed by successive officers and approved on 26 August 1944 by Air Chief Marshal Trafford Leigh-Mallory, Air Officer Commanding-in-Chief, Allied Expeditionary Air Force.

RUSSEL, F/O Blair Dalzell, DSO, DFC (C1319) - **Officer, Order of Orange-Nassau with Swords (Netherlands)** - Awarded as per **London Gazette** dated 23 January 1948 and AFRO 81/48 dated 6 February 1948. Public Records Office Air 2/9293 has recommendation drafted when he was a Wing Commander:

In operational command of No.126 Wing, Royal Air Force [sic], stationed at the aerodrome Volkel from September 1944 until February until April 1945, through his excellent work has greatly contributed to the liberation of the Netherlands.

RUSSEL, F/O Blair Dalzell, DSO, DFC (C1319) - **Croix de Guerre with Silver Star (France)** - Award as per **Canada Gazette** dated 20 September 1947 and AFRO 485/47 dated 12 September 1947. NOTE: The rank requires explanation; Russel reverted to Flying Officer on 19 November 1946 and was not reappointed to Wing Commander rank until 13 July 1948. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

This officer has completed three tours of operations during the period from the Battle of Britain to the crossing of the Rhine. His work as a squadron commander and wing leader has been outstanding as evidenced by the tremendous successes his wing achieved during the battle for the liberation of France.

RUSSEL, F/O Blair Dalzell, DSO, DFC (C1319) - **War Cross, 1939 (Czechoslovakia)** - **Canada Gazette** dated 24 January 1948, AFRO 81/48 dated 6 February 1948.

Note: The following was published in the **Telegraph**, 18 December 2007.

Wing Commander "Dal" Russel, who has died aged 89, was a highly decorated wartime Canadian fighter pilot whose log book recorded kills in the Battle of Britain and the Normandy invasion; he later led attacks on enemy rail and road transport as the Allies entered Germany and Holland.

Dal Russel: Johnnie Johnson said he exhibited "all the attributes of the conception of a fighter pilot."

Russel arrived in England in June 1940 with No 1 (RCAF) Squadron, the first Canadian unit to see action. Flying Hurricanes, it was declared operational in mid-August, and within 10 days Russel shared in the destruction of a Dornier bomber over Gravesend.

He was based at Northolt, and was involved in some of the fiercest fighting of the battle. Over the next few weeks he accounted for another five enemy aircraft, including two downed and one shared on the same day - September 27; and he

probably destroyed two others and damaged three more.

His ground crew nicknamed him "Deadeye Dick" and painted the Ace of Spades on his Hurricane for luck. In October he was awarded the DFC, one of three bestowed on members of No 401 Squadron (as No 1 became) and the first to be awarded to the RCAF in the war.

Russel sent telegrams home regularly, writing in mid-September: "Cigarettes and food arrived. Many thanks. Got my third Hun yesterday. Heinkel bomber. Love to all." But although almost every telegram asked for food and cigarettes, a later letter revealed the less cheery reality: "In the thick of a fight you haven't time to think much. Your mouth is dry as cotton and the palms of your hands are dripping wet as you try to get the enemy within reach of your eight guns and keep another fellow off your tail."

Blair Dalzell Russel was born in Toronto on December 9 1917 but his family moved to Montreal shortly afterwards. He was educated at Trinity College School at Port Hope, Ontario, where he was better at sport than his studies. He learned to fly at the Montreal Flying Club, and by the end of the first week of the war he and most of his colleagues had joined the RCAF.

After the Battle of Britain Russel was sent back to Canada to assist with recruiting, but soon returned to flying, being promoted to command a fighter squadron equipped with Kittyhawks. After being disappointed at not being sent to the Aleutian Islands to fight the Japanese, he came back to fly Spitfires in England in December 1942.

Given command of No 411 (RCAF) Squadron at Redhill, with the primary role of providing escort for bombers attacking targets in France, he was then promoted, at 25, to command No 126 Wing, equipped with three Canadian Spitfire squadrons. Russel's wing carried out 64 sorties as close escort, in which more than 500 bombers were taken to targets from Rotterdam to Cherbourg without a single bomber being lost to enemy fighters. Russel led many of these sorties himself, attracting high praise from the commanders of the bomber force.

At the end of his tour in November 1943 he was awarded a Bar to his DFC. He then spent six months developing tactics at HQ 83 Group, but by the spring of 1944 he was anxious to return to operational flying.

Following the loss of a Canadian squadron commander, he asked Johnnie Johnson, the RAF's highest scoring fighter pilot and wing leader of the Canadian Spitfire Wing, for command of No 442 (RCAF) Squadron.

Johnson had a very high regard for the blond, curly-haired Russel, considering him to have "all the attributes of the popular conception of a fighter pilot", adding that he was "a great favourite with the ladies". But Russel had to drop a rank to take command immediately.

Johnson's Spitfire Wing was at the centre of operations leading up to the invasion of Normandy. On June 10, just four days after the Allied landings began, Army and RAF airfield engineers had completed the first landing strip at St Croix-sur-Mer (B6) in Normandy. Johnson sent Russel and his wingman to check the airstrip, making them among the first to land in France.

Two days later Johnson led his three squadrons to B6, from which operations deeper into France began. Russel shared in the destruction of a Focke-Wulf fighter and damaged a second fighter, but most of his sorties were against ground targets.

During this hectic period he learned that his younger brother, Hugh, had been shot down nearby and killed flying with another Canadian Spitfire squadron.

In July Russel was once again promoted to wing commander and took command of the four Spitfire squadrons of No 126 Wing. He led them during the devastating attacks in the Falaise pocket and then in support of the advancing Allied armies as they pushed forward through France, Belgium and Holland.

His squadrons destroyed more than 700 transport targets and tank concentrations; and on October 4 one of his pilots shot down a Messerschmitt 262 fighter, the first jet to be downed by a fighter.

Shortly afterwards it was announced that Russel had been awarded the DSO for his "masterly leadership and fine fighting qualities when his example had inspired all".

Six days later he was summoned to Buckingham Palace, where King George VI decorated him with his DSO, DFC and Bar.

Russel continued to lead his wing in intensive operations as it advanced into Holland. Based at the former German airfield at Volkel, his squadrons flew into Germany attacking road and rail targets.

After completing 256 operational sorties in three tours of duty, one of the few Canadians to do so, he was finally grounded at the end of January 1945. He had never been shot down, although a stricken German fighter, shot down by Johnnie Johnson, almost hit his Spitfire.

Russel, who was also awarded the French Croix de Guerre with Silver Star, the Order of Orange-Nassau with Swords and the Czechoslovak War Cross, was released from the RCAF in July 1945.

He worked for Canada Wire and Cable, Canadair Aircraft Company and Sperry Gyroscopes before he and his wife bought a linen store in Montreal. In retirement he enjoyed salmon fishing but, although invited to hunt by friends, he never liked shooting after the war.

"Dal" Russel died on November 20. His wife predeceased him, and he is survived by two sons and a daughter.

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RUSSELL, Sergeant Alfred Ernest (R179A) - **Mention in Despatches** - Iceland - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 18 May 1917. Home in Toronto; enlisted there 15 April 1941 as Radio Mechanic. To No.4A Manning Depot, 4 May 1941. To McGill University, 31 May 1941. Promoted LAC, 6 September 1941. To Embarkation Depot, 25 September 1941. To RAF overseas, 6 October 1941. Either repatriated at uncertain date or overseas posting cancelled. To No.113 (BR) Squadron, 9 June 1942. To Yarmouth, 31 July 1942. To No.162 (BR) Squadron, 30 November 1942. Promoted Corporal, 1 December 1942. To AFHQ, 20 February 1943. To No.162 (BR) Squadron again, December 1943 To Iceland, 31 December 1943; repatriated 16 March 1945; released 7 September 1945. No citation.

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RUSSELL, F/O Alfred Herbert (J8972) - **Distinguished Flying Cross** - No.423 Squadron - Award effective 10 January 1944 as per **London Gazette** dated 18 January 1944 and AFRO 410/44 dated 25 February 1944. Born in Edmonton, 5 June 1918; home in Tofield, Alberta; enlisted in Edmonton, 19 December 1940 and posted to No.2 Manning Depot. To No.3 SFTS (guard), 26 January 1941. To No.2 ITS, 16 March 1941; graduated and promoted LAC, 15 July 1941 when posted to No.19 EFTS; graduated 31 August 1941 when posted to No.12 SFTS; graduated and promoted Sergeant, 22 November 1941. Subsequently commissioned 30 November 1941. To No.31 General Reconnaissance School, 12 December 1941. To No.31 OTU, 14 February 1942. To RAF overseas, 3 June 1942. Promoted Flying Officer, 25 February 1943. Repatriated 28 October 1944. To No.3 OTU, 4 December 1944. To Patricia Bay, 4 August 1945. To No.8 Release Centre, 23 September 1945. To No.3 Repair Depot, 25 September 1945. To No.7 Reserve Equipment and Maintenance Unit, 1 November 1945. To No.8 Release Centre, 9 November 1945. Retired 29 November 1945. Award sent by registered mail 11 March 1949. A press release dated 10 June 1943 reported he had dropped a portable wireless set to 19 seamen whose ship had been torpedoed, enabling them to send out continuous SOS signals that brought about their rescue. He sank U-610 on 8 October 1943.

As captain of an aircraft Flying Officer Russell has flown on a large number of operational sorties. On one occasion he was detailed for an anti-submarine patrol in the vicinity of an important convoy which had been attacked and was being threatened by a pack of U-Boats. In poor visibility and in the face of intense anti-aircraft fire this officer sighted and attacked an enemy submarine which was probably destroyed. Flying Officer Russell displayed great skill and determination.

NOTE: Public Records Office Air 2/9153 has recommendation dated 9 October 1943 when he had flown 31 sorties (405 hours 40 minutes on operations). The text differs little from that given above. The Commanding Officer, Station Archdale, supported the recommendation on 10 October 1943; the Air Officer Commanding No.15 Group cleared it on 26 October 1943; the Air Officer Commanding, Coastal Command, cleared it on 13 December 1943.

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RUSSELL, A/C Arthur Herbert Keith (C640) - **Commander, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Hamilton, Ontario, 12 June 1893; attended University of Toronto and Osgoode Hall Law School. Joined RCNVR, May 1915 and transferred to RNAS/RAF, April 1918-January 1919. Joined RCAF Auxiliary, Toronto, on 26 July 1933; granted pilot's flying badge same day. Flying Officer, 26 July 1933; Flight Lieutenant 30 May 1936. To command No.110 Squadron 1 October 1938, vice Curtis with rank of Squadron Leader. Attended summer camps at Camp Borden, 1936, 1937, 1938 and at Trenton, 1939. Promoted Squadron Leader, 1 October 1938. Posted to No.1 Training Command Headquarters, September 1939, to AFHQ (spring 1940). To No.2 Wireless School, Calgary (August 1940). Promoted Wing Commander, 1 September 1940. To No.4 Wireless School, Guelph (7 July 1941). Promoted Group Captain, 1 March 1943. To AFHQ, 16 May 1943. Promoted Air Commodore, 15 June 1944. To No.1 Training Command, 1 September 1944. Retired 13 February 1945. Award presented 8 April 1949. Awarded Queen's Coronation Medal, 23 October 1953 (Air Commodore, retired, on Auxiliary List). Died in Toronto, 2/3 February 1960. Photos PL-1498 and PL-1499 taken 1940 as Wing Commander. Photo PMR 74-287 shows S/L M.K. Parlee (centre) and G/C A.H.K. Russell (right) playing chess. Photo RE-1959-1 is a portrait.

This officer, who before the war belonged to the Auxiliary Air Force, served with distinction in the Active Air Force from September 1939 until January 1945, at which time he was transferred to the Reserve. Throughout his whole service in the Active Air Force, he has been an indefatigable worker, his zeal and energy being unsurpassed. As Director of Air Training and Director of Technical Training he has always displayed the highest order of initiative and sound judgement when dealing with the difficult and multifarious problems with which he has been

confronted. His contribution to the success of the British Commonwealth Air Training Plan has been of inestimable value.

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RUSSELL, WO Charles Alfred (R140888, later J93761) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September and AFRO 2373/44 dated 3 November 1944. Born in Roblin, Manitoba, 2 March 1912; home in Russell, Manitoba (boiler maker); enlisted in Winnipeg, 22 November 1941 and posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 31 January 1942. To No.3 BGS (guard duty), 13 February 1942. To No.7 ITS, 29 March 1942; graduated and promoted LAC, 22 May 1942 but not posted to No.6 EFTS until 4 July 1942. Ceased training and posted elsewhere, 24 July 1942; to No.5 BGS, 29 August 1942; graduated 23 October 1942 and posted next day to No.1 CNS; graduated as Air Bomber and promoted Sergeant, 4 December 1942. To "Y" Depot, 27 December 1942; to RAF overseas, 4 January 1943. Commissioned 4 January 1945. Repatriated 23 April 1945. To No.2 Air Command, 8 May 1945; to No.3 ANS, 14 June 1945; promoted Flying Officer, 4 July 1945. To No.23 EFTS, 18 July 1945; to Release Centre, 15 September 1945; retired 3 October 1945. Died in Surrey, British Columbia, 27 February 1993 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of June 1993. Public Records Office Air 2/9276 has recommendation dated 13 June 1944 when he had flown 30 sorties (188 hours 20 minutes), from 27 September 1943 (Hanover) to 5 June 1944 (Caen) and including **seven consecutive trips** to Berlin (18 November 1943, 22 November 1943, 26 November 1943, 23 December 1943, 29 December 1943, 2 January 1944, 20 January 1944) with a break for Magdeburg (21 January 1944) followed by **four more consecutive trips** to Berlin (27 January 1944, 28 January 1944, 30 January 1944, and 15 February 1944). Award presented 6 May 1950.

Warrant Officer Russell has taken part in numerous operational sorties. Many of these have been against the enemy's most strongly defended targets including Berlin. Although his aircraft has on several occasions been damaged by fire from the enemy's defences, this Warrant Officer continues to display undiminished keenness for operational flying. He has always maintained a consistently high standard of skill and ability in his work and great determination to achieve his objective, while his courage and devotion to duty have been most praiseworthy.

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RUSSELL, S/L David William (C3884) - **Air Force Cross** - No.170 (Ferry) Squadron - Award effective 11 August 1945 as per **Canada Gazette** of that date and AFRO 1453/45 dated 14th September 1945. American - home in Pasadena, California; enlisted in Ottawa, 28 January 1941. Appointed Flying Officer, 29 March 1941. To No.129 (Fighter) Squadron, 21 March 1942 but then posted to Rockcliffe, same date. Promoted Flight Lieutenant, 1 February 1943. To No.170 (Ferry) Squadron, 29 February 1944. Promoted Squadron Leader, 1 April 1944. To No.5 Release Centre, 31 August 1945. Retired 1 September 1945, returning to Pasadena. As of

recommendation he had flown 2,180 hours. Award presented 27 January 1948.

This officer, now Officer Commanding, No.170 Ferry Squadron, over a long period of time has been Flight Leader on ferrying operations all over Canada. His technical knowledge and excellent judgement have always been an example to his fellow pilots. His great enthusiasm, leadership and splendid devotion to duty have been largely responsible for the high standard of efficiency in his squadron. This thoroughly capable pilot has, by his keen efficiency, contributed a great deal to the work of ferrying operations.

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RUSSELL, Fl/O Eileen Kingsley (Calhoun) (V30152) - **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. Maiden name was Calhoun. Home in Montreal; enlisted there 4 December 1941 as Clerk/General. To CWAC Training Centre, 5 December 1941. To No.2 SFTS, 2 January 1942. To Women's Division Training Depot, Toronto, 24 February 1942. Promoted AW1, 6 March 1942. Promoted Corporal, 1 April 1942. Promoted Sergeant, 1 June 1942. Commissioned as Assistant Section Officer, 4 July 1942. To No.1 Group Headquarters, 24 July 1942. Promoted Section Officer, 4 January 1943. Promoted Flight Officer, 1 June 1943. To Torbay, 22 November 1943. To "K", 14 April 1944. Retired 12 October 1944.

This officer has maintained a splendid record throughout her service. She was the first Women's Division Officer posted to Newfoundland and in addition to her normal administrative duties has been in charge of the Women's Division either at No.1 Group Headquarters or Torbay since July 1942. The efficiency and morale of the Women's Division at Royal Canadian Air Force Station, Torbay, has to a great extent been due to Flight Officer Russell's untiring efforts and interest on their behalf. Her high principles and leadership have been an example to all and her services are well worthy of special recognition.

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RUSSELL, Sergeant Harry Tingley (R50456) - **Mention in Despatches** - No.408 Squadron (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born in Westville, Nova Scotia, 17 May 1901. Home in Windsor, Nova Scotia. Machinist before the war. Enlisted in Moncton, 10 April 1940 as Armourer. To No.1 Manning Depot, Toronto, 11 April 1940. To Trenton, 7 May 1940. Attended Armament Artificer course there. 8 May to 29 July 1940. Finished 33rd in a class of 36; "He is a middle-aged man and found some trouble in assimilating the course. However, by dint of hard work and perseverance he successfully completed it." Promoted AC1, 29 July 1940. To No.8 (BR) Squadron, Sydney, 8 August 1940. To No.8 SFTS, Moncton, 16 December 1940. Promoted LAC, 1 January 1941. To No.1 Manning Depot, Toronto, 17 February 1941. To Embarkation Depot, Debert, 27 February 1941. Embarked for overseas, 5 April 1941. Posted to No.401

Squadron on arrival overseas. Promoted Corporal, 1 January 1942. To No.408 Squadron, 26 January 1942. Promoted Sergeant, 1 October 1942. Attached to No.407 Squadron, 4 December 1942. To No.423 Squadron, 17 December 1942. To No.408 Squadron again, 22 December 1942. To No.62 Base, 12 August 1944. Repatriated 15 February 1945. To Station Moncton, 26 February 1945. To No.1 Release Centre, Halifax, 5 April 1945. Retired 3 May 1945. Recommendation found in DHist file 181.009 D.1719 (PAC RG.24 Vol.20606); Fitter/Armourer, NCO in charge of "B" Flight Armament Section. Confirms he had enlisted in Moncton, 10 April 1940; served eleven months in Canada, 40 months overseas. Died in Vernon, British Columbia, 1 September 1984 as per British Columbia Vital Statistics.

As Senior Non-Commissioned Officer in charge of a flight, Sergeant Russell has displayed great qualities of leadership and has been of inestimable inspiration to his men. His devotion to duty over a long period has played a considerable part in the success of his squadron.

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RUSSELL, F/L Howard Borwick (J12466) - **Air Force Cross** - No.16 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Ste. Agathe des Monts, 26 April 1916; enlisted in Valcartier, 15 August 1941 and posted to No.5A Manning Depot. To No.13 SFTS (guard)m 25 September 1941. To No.3 ITS, 10 November 1941; graduated and promoted LAC, 27 December 1941 when posted to No.1 EFTS; graduated 14 March 1942 when posted to No.5 SFTS; graduated and commissioned, 3 July 1942. To Trenton and Central Flying School, 1 August 1942. To No. 16 SFTS, 21 September 1942. Promoted Flying Officer, 3 January 1942. Promoted Flight Lieutenant, 1 December 1944. To No.4 Release Centre, 21 September 1945. To No.1 Air Command, 29 October 1945. To No.1 SFTS, 3 November 1945. Reverted to Flying Officer in postwar RCAF, 1 October 1946 (service number 19725). Promoted Flight Lieutenant, 14 June 1951. Promoted Squadron Leader, 1 July 1951. In postwar RCAF he served in No.412 Squadron (Wing Commander) and in the Congo. As of award had flown 1,995 hours, of which 1,758 were as instructor, 160 hours in previous six months.

This officer, when faced with a difficult and responsible task, has displayed a tenacity of purpose, a willingness to work, and an ability far beyond the call of ordinary duty. Recently faced with such an assignment which entailed long hours and many weeks of close supervision, this officer displayed these qualities to such a degree that the assignment with which he was entrusted enjoyed the highest success. In so doing, he set a most excellent standard.

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RUSSELL, F/L Jack Albert (J20593) - **Distinguished Flying Cross** - No.203 Squadron - Award effective 5 November 1945 as per **London Gazette** dated 13 November 1945 and AFRO 155/46

dated 15 February 1946. Born 7 March 1921 in Toronto; home there; enlisted there 28 October 1941. To No.1 Manning Depot, 18 November 1941. To No.16 SFTS (guard), 6 December 1941. To No.6 ITS, 14 February 1942; graduated and promoted LAC, 10 April 1942 but not posted to No.1 EFTS until 25 April 1942; graduated 18 July 1942 when posted to No.1 SFTS; graduated and commissioned, 6 November 1942. To No.1 GRS, 20 November 1942. To "Y" Depot, 13 February 1943. To RAF overseas, 8 March 1943. Promoted Flying Officer, 6 May 1943. Promoted Flight Lieutenant, 6 November 1944. Repatriated 5 April 1945. To No.4 Release Centre, 13 September 1945. Retired 18 October 1945. Award presented in Toronto, 30 November 1949. Died in Toronto, 15 July 1997.

This officer has been employed on anti-submarine duties over the Indian Ocean and anti-shipping operations over the Bay of Bengal. He has at all times displayed outstanding skill, initiative and enthusiasm which, coupled with his courage and determination, have materially contributed to the successful completion of many missions.

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RUSSELL, FS Joseph Vincent (R120651) - **Conspicuous Gallantry Medal (Flying)** - No.15 Squadron - Award effective 27 October 1943 as per **London Gazette** dated 29 October 1943 and AFRO 2457/43 dated 26 November 1943. Born in Lisburn, County Antrim, Ireland, 26 January 1920; educated at Battleford, Saskatchewan; home at Speers, Saskatchewan (farmer). Enlisted with army and was at No.120 Canadian Army Basic Training Centre, Regina. Transferred to RCAF in Regina, 14 August 1941. To No.2 Manning Depot, Toronto, 2 September 1941. To No.5 Personnel Holding Unit, (Paulson), 25 October 1941. To No.32 SFTS, Moose Jaw, 21 December 1941. To No.4 SFTS, Saskatoon, 27 January 1942. To No.7 ITS, Saskatoon, 16 February 1942; promoted LAC, 11 April 1942 and posted to No.16 EFTS, Edmonton. To No.7 SFTS, Macleod, 5 July 1942. Promoted Sergeant 23 October 1942. To "Y" Depot, 7 November 1942. To RAF overseas, 22 November 1942. Disembarked in Britain on 30 November 1942. Arrived at Personnel Reception Centre, in England, 1 December 1942. Further trained at No.14 (P) AFU. (23 March to 10 May 1943) and No.30 OTU (11 May 1943 to 22 July 1943). Went on to No.1651 Conversion Unit (23 July to 18 August 1943); to No.15 Squadron, 19 August 1943. Commissioned after CGM event (J18912, with effect from 5 October 1943). Promoted Flight Lieutenant, 29 November 1943. Killed in action with this unit, 20/21 February 1944 (Lancaster LM456, hit by flak and exploded in the air); buried in Germany.

One night in October 1943, this airman piloted an aircraft detailed to attack Kassel. Whilst making his bombing run the aircraft was subjected to heavy fire from the ground defences, but Flight Sergeant Russel held to his course and executed his bombing attack. Almost immediately the aircraft was repeatedly hit by machine gun fire from a fighter. Extensive damage was sustained causing the bomber to become difficult to control, but displaying superb airmanship Flight Sergeant Russell flew the crippled bomber to an airfield in this country. Although

almost exhausted by his efforts he succeeded in effecting a safe landing. This airman displayed outstanding courage and tenacity.

NOTES ON TRAINING: At No.16 EFTS he flew 40.25 (day dual), 40.25 (day solo) and 4.00 (night dual) on Tiger Moths. Instrument flying totalled 12 hours and he spent ten hours in Link. Logged 11.55 dual before going solo.

At No.7 SFTS he flew Ansons (62.20 day dual, 77.35 day solo, 8.40 night dual, 7.25 night solo) with eight hours spent on formation flying, 26.25 on instruments and 20 hours in Link. Logged four hours 35 minutes dual before going solo

Took a Beam Approach Training Course, 24 March to 11 May 1943 (Oxfords, 8.20 day dual to first solo, 2.35 night dual to first solo. Total day dual was 23.25 and day solo was 25.45. Total night dual was 4.10 and night solo was 3.50. Spent 1.05 in formation, 5.20 on instruments, ten hours in Link. "Rather slow initially but made good progress and reached a good standard. Instrument flying showed a marked improvement."

No.30 OTU course was 12 May to 15 July 1943. Wellington III and X aircraft. Logged 5.35 dual to first day solo, 3.50 dual to first night solo, total of 11.45 day dual, 14.10 night dual, 31.45 day solo, 24.15 night solo, one hour in formation, 2.30 on instruments, 15.10 in Link. Dropped 38 bombs by day and 28 bombs by night. "A very keen and capable pilot of above average ability. A sound captain of aircraft." He was recommended for a commission at this point.

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RUSSELL, F/O Neil Gillespie (J8136) - **Mention in Despatches** - No.203 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. See **War Service Records 1939-1945** (Canadian Bank of Commerce, 1947). Born at Vancouver, 6 August 1919; home there (bank clerk). Enlisted there, 11 February 1941 when posted to No.2 Manning Depot; to No.3 SFTS, Calgary, 15 March 1941 (guard); to No.2 ITS, 22 April 1941; graduated and promoted LAC, 27 May 1941; to No.2 EFTS, 27 May 1941; to No.11 SFTS, 26 July 1941; graduated and commissioned 7 October 1941. To Embarkation Depot, 11 October 1941. To RAF overseas, 3 November 1941. Arrived in UK, 8 January 1942, and in Egypt 8 March 1942. Further trained at No.71 OTU. Flew a tour with No.250 Squadron (20 June 1942 to 3 July 1943). Promoted to Flying Officer, 1 October 1942; to Flight Lieutenant, 7 October 1943. On 14 January 1943 he was wounded and his aircraft badly damaged in the Bin Dufan area. Briefly with No.203 Squadron (3-25 July 1943), and then served at No.73 OTU, Abu Sueir (25 July 1943 to 10 January 1944). After leave in Canada he returned to Britain (7 May 1944), undertook refresher training at No.53 OTU (24 May to 23 June 1944) and went to No.416 Squadron (4 July 1944 to 29 March 1945). Returned to Canada, 2 May 1945; to Western Air Command, 18 May 1945; released 26 July 1945. Soon thereafter he articulated to become a chartered accountant in the early 1950s. He stayed in public practice where he became a partner for his long successful public accounting career until his retirement at age 75. He was honored

as Chartered Accountant of the year in 1999. Closely involved in the community of New Westminster where he worked and received a Citizen of the Year Award in 1995 in recognition of outstanding service to the city and enhancement to community life. He was a Paul Harris Fellow member of Rotary. He was also an active volunteer at the Royal Columbian Hospital where he served as a Trustee from 1977 to 1996 and as Chairman of the Fraser Burrard Hospital Society from 1984 to 1988 where he aided in overseeing the construction of RCH's new wing and donation fund raising. For his many years of service at RCH and to health care in the community he was honored by having a boardroom named the The Neil Russell Room at RCH. Died in Vancouver, 24 August 2010. Chris Shores, **Those Other Eagles** (Grub Street, London, 2004) provides a victory list as follows: **27 October 1942**, one MC.202 damaged, Fuka (No.250 Squadron, Kittyhawk FR241); **4 November 1942**, one MV.202 destroyed, Fuka (No.250 Squadron, Kittyhawk FR243, LD-R); **7 November 1942**, one MC.202 damaged, east of Sollum (Kittyhawk FR243, LD-R); **28 July 1944**, one FW.190 destroyed northwest of Caen (No.416 Squadron, Spitfire NH611); **25 September 1944**, one FW.190 destroyed, Arnhem (No.416 Squadron, MJ770); **27 September 1944**, one FW.190 damaged, Emmerich (No.416 Squadron, Spitfire MK838); **29 September 1944**, one FW.190 destroyed, Emmerich (No.416 Squadron, Spitfire ML250). Photos PL-10241 (beside Kittyhawk in Africa) and PL-36067 (studio portrait). PL-43230 (ex UK-20277, 19 April 1945) has caption that states that he is using door of dispersal hut to fill out a report on a crash; "His crash occurred on the last operation of Russell's second tour, when his aircraft was shot down by flak, but before which he was able to bale out behind our lines near the Rhine."

RUSSELL, F/L Neil Gillespie (J8136) - **Distinguished Flying Cross** - No.416 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. Award presented 13 July 1946.

During two tours of operations Flight Lieutenant Russell has completed numerous sorties. He has destroyed or damaged at least thirty mechanical vehicles. In addition he has destroyed four enemy aircraft and damaged a further two. On his first tour he participated in many dive bombing missions and attacks against various ground targets. He has always displayed a fine fighting spirit, keenness and courage which merit high commendation.

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RUSSELL, F/O Ronald Albert (J27738) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 3 April 1921 in Workworth, Ontario; home in Campbellford, Ontario (teacher); enlisted in North Bay, Ontario, 18 May 1942. To No.1 Manning Depot, 5 July 1942. To No.6 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942 but not posted to No.20 EFTS until 27 December 1942; may have graduated 19 February 1943 but not posted to No.1 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. Repatriated 9 February 1945. To No.1 Air Command, 26 February 1945. To No.4 Release Centre, 28 March 1945. Retired 13 April 1945. Award presented 21 May 1949. Taught postwar in Ottawa public schools and at University of Ottawa. Died in Perth, Ontario, 1 August 2009 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2010. 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 by W/C G.A. Tambling dated 15 December 1944 when he had completed 32 sorties (165 hours 20 minutes), 12 August to 30 November 1944.

This officer has now completed his first tour of operations comprised of thirty-two sorties over enemy territory including a wide variety of well defended targets over Germany and France.

The successful completion of these operational sorties was due largely to the initiative, resourcefulness and skilful airmanship of this officer. His tenacity, endurance and fine offensive spirit have undoubtedly inspired a high standard of morale in his crew and the squadron in general.

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

The sortie list (identical to that of Lloyd James Mitchell) was as follows:

12 August 1944 - Mont Richard (5.10)
15 August 1944 - Soesterburg (4.05)
18 August 1944 - Connetre (6.05)
25 August 1944 - Ferfay (4.35)
6 September 1944 - Emden (4.35)
11 September 1944 - Le Havre (4.40)
12 September 1944 - Dortmund (5.30)
15 September 1944 - Kiel (6.00)
17 September 1944 - Boulogne (3.40)
20 September 1944 - Calais (2.50)
23 September 1944 - Domburg (3.25)
25 September 1944 - Calais (4.25)
27 September 1944 - Duisburg (4.50)
28 September 1944 - Cap Gris Nez (4.00)
4 October 1944 - Bergen (6.40)
5 October 1944 - Heligoland (4.40)
6 October 1944 - Dortmund (5.50)
9 October 1944 - Bochum (6.20)
14 October 1944 - Duisburg (5.00)

23 October 1944 - Essen (5.25)
28 October 1944 - Cologne (5.45)
30 October 1944 - Cologne (6.05)
1 November 1944 - Oberhausen (5.50)
2 November 1944 - Dusseldorf (5.30)
4 November 1944 - Bochum (5.05)
6 November 1944 - Gelsenkirchen (4.40)
11 November 1944 - Gardening Oslo (6.55)
16 November 1944 - Julich (5.20)
18 November 1944 - Munster (5.20)
21 November 1944 - Castrop Rauxel (5.35)
27 November 1944 - Neuss (5.30)
30 November 1944 - Duisburg (6.00)

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RUSSELL, F/O Walter Andrew (J12247) - **Distinguished Flying Cross** - No.31 Squadron - Award effective 8 March 1944 as per **London Gazette** dated 24 March 1944 and AFRO 921/44 dated 28 April 1944. Born Jansen, Saskatchewan, 12 April 1918 (obituary notice); home in Le Roy, Saskatchewan; school teacher before the war; enlisted in Saskatoon, 8 July 1941 and posted to No.2 Manning Depot. To No.2 BGS, 14 August 1941 (guard). To No.2 ITS, 25 September 1941; graduated and promoted LAC, 22 November 1941 when posted to No.2 EFTS; may have graduated 30 January 1942 but not posted to No.11 SFTS until 28 February 1942; graduated and commissioned 19 June 1942. To No.1 GRS, 10 July 1942. To "Y" Depot, 26 September 1942. To RAF overseas, 22 October 1942. Promoted Flying Officer, 19 December 1942. Promoted Flight Lieutenant, 19 June 1944. Repatriated 8 April 1945. To No.2 Air Command, 17 April 1945. To No.6 OTU, 20 May 1945; to No.6 Release Centre, 4 October 1945. Retired 6 October 1945. Air Cadet Officer, 12 April 1959 to 20 June 1960 (No.691 Air Cadet Squadron). Award presented 6 November 1948. A graduate of the University of Saskatchewan; joined Canada Agriculture in 1949. He worked in Indian Head, Fort Simpson, Scott and retired in Morden. As an Agrologist his work involved horticulture and potato breeding. In 1983 he and his wife moved back to Indian Head, where they lived until 1991, then moved to St. Albert. Died in Edmonton, 3 September 2008.

This officer has participated in many sorties involving the dropping of supplies to our ground forces. On numerous occasions anti-aircraft fire and fighter opposition have been encountered but Flying Officer Russell has always completed his task successfully. He is a courageous and resolute pilot whose example has been commendable.

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RUSSELL, Sergeant Walter Harry (R82898) - **Mention in Despatches** - Wombleton - Award

effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 5 June 1914 at Kings Norton, Birmingham. To Canada in 1929. Enlisted in Ottawa, 12 February 1941 as Equipment Assistant and posted to No.1 Manning Depot. To No.5 Equipment Depot, 17 March 1941. To Technical Training School, 24 April 1941. Promoted AC1 on 6 June 1941; posted that date to No.12 SFTS. Promoted LAC, 1 October 1941. To "Y" Depot, 21 January 1942. To RAF overseas, 9 February 1942. Promoted Corporal, 1 July 1942. Remustered to Airfield Control trade, 20 October 1942. Promoted Sergeant, 24 October 1942. Repatriated 7 August 1945. To No.3 Release Centre, 14 August 1945. Retired 24 September 1945. Rejoined as Supply Technician, 17 August 1949 with rank of LAC (27578); promoted Corporal, 1 April 1951; promoted Sergeant, 1 April 1953; promoted Flight Sergeant, date uncertain. Retired 1964. Employed in Esquimalt Dockyard until 1979. Died in Oak Bay (Victoria), 13 April 2006. As of recommendation (16 May 1945) had spent 39 months in UK. RCAF photo PL-33573 (ex UK-16074 dated 26 October 1944) has the following caption: "Constantly in touch with the flying control section, these two airmen at a Heavy Conversion Unit of RCAF Bomber Group overseas give the signal to a four-engined aircraft to come in to land. On the telephone outside their control van is Sergeant Walter Russell of Renfrew, Ontario, while handling the Aldis lamp is Corporal H.C. Britton of Port Arthur, Ontario." No citation in AFRO; DHist file 181.002 D.225 has recommendation:

This non-commissioned officer has proved himself to be outstanding and can at all times be expected to do more than is required of him. He has inspired others with whom he works to greater efforts, applies himself with diligence to his work and has set a high example of efficiency for the guidance of his workers. His good spirits have definitely been a morale builder.

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RUSSELL, F/L Walter Lyle (J29734) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 25 March 1923 in Chilliwack; home in Vancouver (truck driver); enlisted there 4 September 1941 and posted to No.3 Manning Depot. To No.15 SFTS (guard), 25 September 1941; to No.4 ITS, 26 October 1941; graduated and promoted LAC, 2 January 1942 when posted to No.18 EFTS; may have graduated 13 March 1942 but not posted to No.15 SFTS until 28 March 1942; graduated and promoted Sergeant, 17 July 1942. To No.2 Flying Instructor School, 14 August 1942. To No.9 SFTS, 10 October 1942. Promoted Flight Sergeant, 17 January 1943. Subsequently commissioned, backdated to 31 December 1942. Promoted Flying Officer, 1 July 1943. To "Y" Depot, 28 September 1943. Taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Promoted Flight Lieutenant, 31 December 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for Tiger Force, 31 July 1945. To Central Flying School, 25 January 1946. To Eastern Air Command Communications Flight, 29 January 1946. To No.1 Release Centre, 6 March 1946. Retired 13 March 1946. RCAF photo PL-43363 (ex UK-20600 dated 15 April 1945) is captioned as follows: "Three times they have been attacked by enemy fighters but each time they have managed to get back to Britain. Over Munich, their

English mid-upper gunner shot down a Ju.88 after it had made eight passes at their Lancaster bomber. Left is F/L W.L Russell, pilot, North Vancouver; right is his rear gunner, Flying Officer G.A. Tumber, Toronto." Award presented while serving in the RAF sometime about 1950. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy".

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RUSSELL, S/L William Alfred (J8401) - **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 29 July 1919 in London, England; home in Mount Denis, Ontario. Formerly in Governor General's Horse Guards. Enlisted in Toronto, 20 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 21 January 1941. To Technical Training School (guard), 19 February 1941. To No.1 ITS, 4 May 1941; graduated and promoted LAC, 6 June 1941 when posted to No.19 EFTS; graduated 8 August 1941 when posted to No.10 SFTS; graduated and commissioned, 24 October 1941. To "Y" Depot, 25 October 1941. To RAF overseas, 12 November 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 15 September 1943. Promoted Squadron Leader, 1 February 1944. Invested with award by King George, 11 August 1944. Repatriated 24 November 1944. To "K", 12 June 1945. Discharged 1 September 1945. See PL-32427 and PL-35205 for photos. Died in Toronto, 21 May 1982.

This officer has taken part in a large number of sorties, including nine attacks on the capital of the German Reich, four on Hamburg and others on the strongly defended targets of the Ruhr area. He is a gallant and skilful leader and he has contributed materially to the fine fighting qualities of the squadron. His determination and devotion to duty have been reflected in the successes obtained.

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RUTHERFORD, F/L Jack Wilson (J10351) - **Distinguished Flying Cross** - No.60 Squadron - Award effective 23 March as per **London Gazette** dated 3 April 1945 and AFRO 765/45 dated 4 May 1945. Born 24 April 1918 in North Battleford, Saskatchewan; home there or in Pincher Creek, Alberta (steam fitter, ex-Royal Canadian Artillery); enlisted in Saskatoon, 10 May 1940. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 21 June 1940 when posted to No.2 EFTS; graduated 17 August 1940 and posted next day to No.1 SFTS; graduated and promoted Sergeant, 28 November 1940. To Trenton that date. To No.7 SFTS to instruct, 19 January 1941. Commissioned 1 March 1942. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 11 October 1942. To RAF overseas, 27 October 1942. Promoted Flight Lieutenant, 1 March 1944. Repatriated 5 August 1945. To No.7 Release Centre, 9 August 1945. Retired 18 September 1945 to live in Pincher Creek. Award presented 9 July 1949. Postwar became a bush pilot. Moved to Yellowknife, 1950; lost on Baffin Island, 1958 (obituary of widow, Jean Galbraith Rutherford, 2014).

This officer has participated in a large number of operational sorties which have been flown over difficult hill country in Burma and Assam. He has led his flight and for a short period his squadron on numerous successful missions. At all times his courage and devotion to duty have been worthy of the highest praise.

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RUTHERGLEN, P/O Raymond Allan (J86032) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 17 July 1920 in Winnipeg; home in Nelson, British Columbia or in Victoria (ex-Royal Canadian Artillery); enlisted in Vancouver, 26 June 1941 and posted to No.2 Manning Depot. To No.12 SFTS (guard), 1 September 1941. To No.2 WS, 14 September 1941; promoted LAC, 15 October 1941; to No.8 BGS, 25 April 1942; to No.2 WS again, 26 May 1942; graduated and promoted Sergeant, 20 June 1942. To No.6 AOS, 7 July 1942. To No.1 CNS, 12 September 1942. Promoted Flight Sergeant, 20 December 1942. To "Y" Depot, 25 May 1943. Promoted WO2, 20 June 1943. To RCAF overseas, 22 June 1943. Commissioned 30 April 1944. Promoted Flying Officer, 30 October 1944. Repatriated 14 May 1945. To No.7 Release Centre, 27 June 1945. Retired 6 July 1945. 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 2/9039 has recommendation dated 21 October 1944 when he had flown 50 sorties (230 hours 40 minutes).

* counted as 1/3 sortie

18 November 1943 - Nantes (4.05, Nickle sortie)
8 March 1944 - Le Mans (5.20)*
13 March 1944 - Le Mans (5.35)*
15 March 1944 - Stuttgart (9.30)
19 March 1944 - Frankfurt (5.20)
22 March 1944 - Frankfurt (6.20)
24 March 1944 - Berlin (8.20)
26 March 1944 - Essen (5.05)
30 March 1944 - Nuremburg (8.10)
18 April 1944 - Paris (5.30)*
20 April 1944 - Lens (4.20)*
24 April 1944 - Karlsruhe (7.00)
26 April 1944 - Essen (5.00)
27 April 1944 - Aulnoye (4.40)*
30 April 1944 - Somain (4.20)*
19 May 1944 - Mont Coupe (2.02)
21 May 1944 - Duisburg (3.41)

22 May 1944 - Dortmund (3.43)
24 May 1944 - Aachen (3.28)
27 May 1944 - Rennes airfield (3.54)
28 May 1944 - Mardyck (2.00)
11 June 1944 - Toures (5.03)
15 June 1944 - Lens (2.36)
16 June 1944 - Renescoure (1.51)
23 June 1944 - Coubromme (1.48)
24 June 1944 - Middel Straete (1.38)
27 June 1944 - Oisemont (2.14)
28 June 1944 - Metz (5.09)
30 June 1944 - Villers Bocage (2.28)
2 July 1944 - Oisemont (2.00)
5 July 1944 - Wizernes (1.45)
6 July 1944 - Coquereaux (2.34)
7 July 1944 - Caen (2.26)
9 July 1944 - L'Hey (1.41)
10 July 1944 - Nucourt (2.52)
12 July 1944 - Paris/Vaires (3.08)
15 July 1944 - Nucourt (3.17)
19 July 1944 - Rollez (2.57)
3 August 1944 - L'isle Adam (2.51)
4 August 1944 - St.Maximim (2.59)
5 August 1944 - Chaussee (3.00)
7 August 1944 - TOTALIZE 5 (2.30)
8 August 1944 - Lucheux (2.55)
12 August 1944 - Russelheim (4.29)
16 August 1944 - Stettin (5.02)
18 August 1944 - Bremen (4.50)
25 August 1944 - Russelheim (7.13)
26 August 1944 - Kiel (5.27)
29 August 1944 - Stettin (8.32)
15 September 1944 - Kiel (5.00)
5 October 1944 - Saarbrucken (4.52)
6 October 1944 - Dortmund (4.49)
14 October 1944 - Duisburg (3.55)
15 October 1944 - Wilhelmshaven (4.02)
19 October 1944 - Stuttgart (5.24)

Pilot Officer Rutherglen is an exceptionally capable and keen Wireless Operator/Air Gunner who has almost completed his second tour of operations. He is an excellent leader, imbued with a fine offensive spirit and a keen desire to perform operational duties on every possible occasion. His excellent personal

example of fearlessness and determination has done much to contribute towards the operational efficiency of his crew. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

In crew of F/O J.R. Coffey. At No.1664 Conversion Unit (4 January to 5 February 1944). Sent 18 words per minute in code. Assessed as "Average. Has a good knowledge of his equipment, but is inclined to pay too little attention to details." He has spent eight hours on GEE.

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RUTHIG, WO2 Victor Milner (R256267) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 24 May 1915 in St.Mary's, Ontario; home in Stratford (former officer clerk with Malartic Mines, 1937-1940; mink rancher, 1940-1941; motor car machine operator, 1941-1942; ; ex-Lincoln and Welland Regiment, St. Catharines, 1942-1943). Enlisted in Hamilton, 24 May 1943 and posted to No.3 Manning Depot, Edmonton. To No.4 ITS, Edmonton, 12 July 1943; graduated 3 September 1943 and posted to No.1 Air Gunner Ground Training School, Quebec; promoted LAC, 16 October 1943 and posted to No.9 BGS, Mont Joli; promoted Sergeant, 10 December 1943; posted on 15 January 1944 to "Y" Depot, Lachine. To No.4 Aircrew Graduate Training School, Valleyfield, 19 January 1944; to "Y" Depot again, 17 February 1944. Embarked from Halifax, 5 March 1944; disembarked in Britain, 14 March 1944. To No.82 OTU, 28 March 1944. To No.61 Base, 6 June 1944 (attending No.1666 Heavy Conversion Unit); to No.433 Squadron, 15 July 1944. Promoted Flight Sergeant, 10 September 1944. Promoted WO2, 10 March 1945. To No.8 ACHU, 9 July 1945. To Station Tholthorpe, 18 July 1945. To No.8 ACHU, 14 August 1945; to Torquay, 27 September 1945. Repatriated via Lachine, 21 January 1946. Retired 15 February 1946. Award presented 14 June 1949. Died in Stratford, Ontario, 7 August 1966 as per **Legionary** of October 1966. See also WO2 Ernest J. Ash.

In March 1945, this Warrant Officer was mid-upper gunner of an aircraft detailed to attack Hamburg. While in the target area the aircraft was subjected to five consecutive attacks by enemy fighters. Warrant Officer Ruthig, together with the rear gunner, directed their pilot in a correct evasive action. The attacks continued and one of the enemy was finally shot down. The coolness and courage shown by this Warrant Officer on all his sorties has set an excellent example to all in the squadron.

Training: Course at No.9 BGS involved Browning machine guns only (air and ground) but three types of turrets in air (Bristol in air and ground, Frazer-Nash and Boulton Paul on ground). He spent 22 hours 20 minutes in "turret manipulation" and fired 1,000 rounds from turrets on 200 yard range. He was in Battle aircraft (15 hours 45 minutes), completed three cine exercises, fired 400 rounds air-to-ground and 2,300 rounds air-to-air (2.3 percent hits in air-to-air). Ground courses consisted of Guns/Pyrotechnics/Ammunition (written, 192/200), Sighting (written, 189/250), Turrets (practical (174/200), Aircraft Recognition (81/150) and Signals (100/100).

Described as “Average student who requires more than ordinary explanation. Keen enough but has to be checked up occasionally. Cooperative.”

Training at No.82 OTU was from 28 March to 31 May 1944. Ground work courses were Aircraft Recognition (170/200), Guns (172/200), Report and Fighting Control (176/200), Sighting including practice on GTST (126/200), Turrets, drill and components (140/200). Air work exercises included ten daylight cine gun exercises completed (53 % assessment on camera gun), three daylight and three night air-to-sea air firing exercises, one daylight air-to-air firing exercise (1.6 % hits). Flew in Wellington III and X aircraft (31.45 day, 35.05 night). Fired only Browning guns; in the air operated Fraser-Nash 20 and 120 turrets; also operated them on the ground plus Boulton Paul turrets on ground. Described as follows: “This gunner was keen but a little slow to pick things up. Should improve greatly with experience.”

Report from No.1666 HCU states that course lasted 7 June to 7 July 1944. Examined on Sighting (67 %), Browning (65 %), Turrets (78 %), Aircraft Recognition (63 %). Detailed for one air-to-air firing exercise and two fighter affiliation exercises (cine and gyro). Night vision described as “average” and overall he was described as “An average air gunner who should improve with practical experience.”

Notes: At Torquay, 3 October 1945 he signed a form stating that he had flown 77 hours in Wellingtons, 196 hours 30 minutes in Halifax bombers and 68 hours 30 minutes in Lancasters. Claimed one Me.262 destroyed.

Reported to have flown 26 sorties (140 hours 50 minutes) on operations plus 70 hours 40 minutes non-operational overseas, the later being 65 hours ten minutes by day and five hours 30 minutes by night. Sorties listed as follows:

- 30 July 1944 - Villers Bocage (4.50, day)
- 1 August 1944 - L'Hey (3.00, day)
- 3 August 1944 - Foret de Nieppe (4.30, day)
- 4 August 1944 - Bois de Casson (4.35, day)
- 7 August 1944 - Caen (4.30, night)
- 9 August 1944 - Foret de Croc (4.10, night)
- 14 August 1944 - Bon Tessilay - name probably misspelled (4.20, day)
- 15 August 1944 - Soesterburg (3.55, day)
- 31 August 1944 - Isle de Cezembrie (4.55, day)
- 11 September 1944 - Le Havre (4.25, day)
- 12 September 1944 - Dortmund (5.40, day)
- 27 September 1944 - Sterkrade (5.10, day)
- 28 September 1944 - Cap Gris Nez (3.35, day)
- 5 October 1944 - Heligoland (4.25, night)
- 15 October 1944 - Wilhelmshaven (4.50, night)
- 23 October 1944 - Essen (5.15, night)

4 December 1944 - Karlsruhe (7.35, night)
5 December 1944 - Soest (7.05, night)
18 December 1944 - Duisberg (6.55, night)
21 December 1944 - Oslo (7.05)
14 February 1945 - Pomerania Bay (7.30, night)
18 February 1945 - Fredrichshafen (6.20, night)
12 March 1945 - Dortmund (6.35, night)
14 March 1945 - Zweibrucken (7.00, night)
21 March 1945 - Hemmingstadt (5.30, night)
31 March 1945 - Hamburg (5.50, day)

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RUTLEDGE, FS Ervine Edwin (R64894, later J45238) - **Distinguished Flying Medal** - No.69 Squadron - Award effective 2 March 1943 as per **London Gazette** dated 12 March 1943 and AFRO 616/43 dated 9 April 1943. Born 18 January 1922 in Doaktown, New Brunswick. Home in Canterbury, New Brunswick; enlisted in Moncton, 14 August 1940. To No.2 WS, 13 October 1940. To No.2 ITS, 10 December 1940; graduated and promoted LAC, 15 January 1941 when posted to No.5 EFTS; ceased training, 9 March 1941 and posted to No.2 Manning Depot; to No.3 AOS, 28 April 1941; to No.5 BGS, 21 July 1941; graduated and promoted Sergeant, 1 September 1941; to No.1 CNS, 2 September 1941; graduated 30 September 1941 when posted to Embarkation Depot. To RAF overseas, 14 October 1941. Attained rank of WO2, 1 November 1942. Repatriated via No.31 Depot, 10 August 1943. To No.1 GRS, 22 September 1943. Commissioned 24 January 1944. Promoted Flying Officer, 24 July 1944. To No.124 Squadron, 23 October 1944. To No.1 Release Centre, 22 February 1945. Retired 26 February 1945. Award presented 14 May 1946. Postwar he attended University of New Brunswick, then went to Calgary to begin a career as a geophysicist. Pioneer in Arctic exploration. Died in Calgary, 5 December 2007.

During the last four months Flight Sergeant Rutledge has been operating from Malta with outstanding enthusiasm and skill. He has set an example to the flight which has been of inestimable value to his squadron commander.

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RUTLEDGE, G/C Herbert Hugh Carvell (C149) - **Mention in Despatches** - Station Eastmoor (No.61 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 19 November 1909 in Wawanesa, Manitoba; attended University of Manitoba. Joined RCAF at Camp Borden, 4 June 1928; also employed by Manitoba Government (Department of Northern Development). Taken on Permanent RCAF on 15 February 1934 (with effect from 15 February 1933); on flying duties at Lac du Bonnet, Ottawa, and Winnipeg. On east coast with a bomber reconnaissance unit, 1939-1940; AFHQ, 9 November 1940. (Directorate of Plans). Promoted Wing Commander, 1 June 1941. Promoted

Group Captain, 1 October 1942. To St.Johns (No.1 Group), 20 May 1943. To "Y Depot, 1 April 1944; to RCAF Overseas Headquarters, 4 April 1944; also served in No.6 Group Headquarters. Returned to Canada, 16 January 1946. To No.1 Air Command, 18 January 1946. To commanded of Station Trenton, 12 February 1946. Also was air attache to Sweden. Attained Air Commodore rank, 1 January 1953. In August 1955 made Group Commander, 14 Training Group, Winnipeg. Retired 1961. RCAF photo PL-28926 (ex UK-10054 dated 24 April 1944) show W/C W.A. McKay, Vancouver (centre), G/C H.H.C. Rutledge (left) and F/L R.W. Duncanson (Edinburgh, flight engineer). RCAF photo PL-28928 (ex UK-10056 dated 24 April 1944) features P/O Don Ryan (right) of Tilsonburg chatting with station commander, G/C H.H.C. Rutledge following raid on rail target, Tergnier, France. PL-40178 (ex UK-16836 dated 22 November 1944 is of A/V.M C.M. McEwen at Conversion Unit commanded by Group Captain H.H.C. Rutledge (Winnipeg) congratulating base on fine showing in Victory Loan campaign. Photo PL-42334 (ex UK-19190 dated 28 February 1945) is captioned as follows: "Officer commanding the bomber stations from where the Porcupine and Tiger squadrons operate in England, G/C H.H. Rutledge, Ottawa, at the left, enjoys a cup of coffee after travelling as 'second dickey' in a Lancaster bomber during an attack on the German industrial city of Dortmund with W/C C.C. Marshall, Ottawa and Kingston, officer commanding the Tiger Squadron, shown on the right." Photo PL-43488 shows him with the Bishop of Whitby on the occasion of the dedication of a Sanctuary Chair donated to a village church in the north of England in memory of members of the RCAF killed in the present war and in appreciation for the use of the church. A newspaper clipping dated 28 May 1987 says he had died "Tuesday" (about 26th or 27th). DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 15 August 1944. Library and Archives Canada (CAIN reference 261562) has logbook and 43 photographs.

Group Captain Rutledge has commanded RCAF Station Eastmoor since his arrival overseas. His personal ability, service experience and devotion to duty combine to make him an excellent operational station commander. By tactful handling and tireless effort he has endeavoured at all times to maintain the highest standards of morale and efficiency in the personnel under his command.

RUTLEDGE, G/C Herbert Hugh Carvell (C149) - Officer, Order of the British Empire - RCAF Overseas Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946. Award presented 9 April 1948.

This officer, an officer of the Regular Air Force since February 1934, has been assigned such important positions as command of a Bomber Reconnaissance Squadron, Deputy Director of Air Service, Air Force Headquarters, and command of operational and training stations in Bomber Command of the Royal Air Force. In all these assignments he has displayed superior leadership and devotion to duty. Through his fine judgement and confident manner in handling all his duties he has been an inspiration and has set an outstanding example to his juniors, thereby contributing considerably to successful operations. During his present

employment as Director of Air Staff duties, Royal Canadian Air Force Overseas Headquarters, this officer in addition to his normal duties, gave most effective direction to planning for Royal Canadian Air Force participation in Phase II operations. His personal contribution to the war effort in all respects has been outstanding and a definite credit to the Royal Canadian Air Force.

Note: The following material, an incident in his career, is from the website <http://yorkshire-aircraft.co.uk/aircraft/planes/ryedale/lw615.html>

Halifax LW615 at East Moor airfield.

What is known about the incident to LW615 is that on 7th May 1944 it crash-landed at East Moor at 16.00hrs when the experienced crew were flying a familiarization flight. The familiarization flight was probably to benefit the high ranking passenger who was the commanding officer of East Moor, rather than the regular aircrew. The aircraft is reported to have bounced on landing, drifted off the runway and its undercarriage collapsed as it ran off the runway area of the airfield collided with an air-raid shelter behind the old airmen's mess building, crossed Strensall Road and halted in Goose Wood. All escaped without injury

Pilot - S/Ldr Allister Duncan Ross Lowe RCAF (J/1477), of Calgary, Alberta.

Passenger - G/C Herbert Hugh Carvell Rutledge RCAF (C/149).

The following were S/Ldr Lowe's regular crew and were possibly in the aircraft when this mishap occurred,

Flight Engineer - Sgt David Charles Darnell RAFVR (1637235).

Navigator - F/Sgt Douglas Ian McLeod RCAF (R/161134), of Hawkstone, Ontario

Bomb Aimer - F/O Ralph Maxwell Potts RCAF (J/26299), of Toronto, Ontario.

Wireless Operator / Air Gunner - Sgt James William Chadwick RAFVR (1397359), of Hove, Sussex.

Air Gunner - Sgt John Sowerby RAFVR (1624932).

Air Gunner - Sgt G. Turreno RCAF (R/205169).

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RUTTAN, W/C Charles Graham (C871) - **Distinguished Service Order** - No.415 Squadron - Award effective 28 April 1944 as per **London Gazette** dated 5 May 1944 and AFRO 1186/44 dated 2 June 1944. Born 5 July 1916 in St.Boniface (obituary notice); home in Toronto; enlisted in Winnipeg and commissioned, 4 July 1938. Promoted Squadron Leader, 15 August 1941. With No.1 Group, Newfoundland as of 16 February 1942. To Eastern Air Command Headquarters, 18 December 1942. To "Y" Depot, 7 January 1943. To RAF overseas, 8 March 1943. Promoted Wing Commander, 1 November 1943. Promoted Group Captain, 3 November 1944. Repatriated 18 April 1945. To AFHQ, 15 May 1945. To Washington, 28 August 1946. Reverted to Wing Commander, 1 October 1946. Postwar he attended Staff College in Toronto (1948-195) followed by posting to Rockcliffe (1950-1952). Promoted Group Captain, 1

September 1951. To Tactical Air Command, Edmonton (1952-1955). Awarded Queen's Coronation Medal, 23 October 1953 while a Group Captain, Tactical Air Command. Commanded Station Gimli, 1955-1958 and Station Cold Lake, 1959-1961. Attended Royal Military College in London, England, 1961-1962. Promoted Air Commodore (Brigadier) and returned to National Defence Headquarters. In 1965 appointed Commander, 41 NORAD Division, North Bay, 1965. Retired 1966. He became Assistant General Manager of Nepean Hydro, 1966-1968 and Manager, 1968 to retirement, 1 August 1980. Died in Ottawa, 20 September 2008 (Ottawa **Citizen**, 23 September 2008).

Wing Commander Ruttan has been in command of his squadron since April 1943. During that period he has flown on operational sorties on every possible occasion and has always been the first pilot of the squadron to try out new methods of attack. By his untiring efforts and splendid leadership he has been largely responsible for the fine operational efficiency of the squadron he commands.

RUTTAN, W/C Charles Graham, DSO (C871) - **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.

RCAF Press Release No. 2750 dated 2 September 1943 reads:

Celebrating his promotion from Senior Squadron Leader Flight Commander to Wing Commander and Commanding Officer of an RCAF Hampden Torpedo Bomber Squadron, C.G. Ruttan, 27 years old pilot, of 9 Ridley Avenue, Belleville, Ontario, whose parents live at Hamiota, Manitoba, went out to strike at a German submarine and bring it to a standstill so that it could be destroyed later by a Liberator.

“We were out on an anti-submarine patrol loaded with depth charges,” the tall fair haired Wing Commander stated. “It was my first patrol as Wing Commander and C.O. of the squadron. Coming out of cloud Pilot Officer Smith – who has the DFM – the upper rear-gunner called out that he had spotted what appeared to be a shark’s fin. Turning down to investigate, I saw that it was the periscope of a surfacing submarine. There was no mistaking that it was a U-Boat and soon part of its crew was on the deck manning the gun which immediately opened fire which was luckily inaccurate. We flew in to the attack and straddled the submarine with depth charges, great plumes of water gushing up on either side. We turned again to investigate and found the submarine idly floating without a sign of life on board. The gun crew had probably been blown overboard by the depth charges. We signalled for another kite to come in and make the kill and I was hoping it would be one of our own squadron’s Hampdens since other boys of our squadron were out. But it fell to the lot of a Liberator which found a sitting bird to shoot at. The depth charges it dropped hit the submarine fair and square

and all that was left was a great swirl of water, some wreckage and some bodies. Unfortunately, our camera jammed as we went in to the attack so we didn't bring back any pictures but after the Liberator had done its work, it began functioning again so we took pictures of the wreckage."

The Wing Commander is a member of the RCAF Permanent Force and before he arrived in Britain five months ago completed an operational tour of Coastal Command duties in Newfoundland.

Pilot Officer Alfred Smith, DFM, the 24-year-old gunner (J17931) of 232 Bain Avenue, Toronto, Ontario, formerly a bookkeeper with the Lovell Company in Toronto, Ontario, was out on his fifteenth operational sortie. He received his award a few months ago for taking pictures of a torpedo attack while severely wounded by shrapnel. Small and fair with a slight moustache, he confessed to having seen very little of the attack on the submarine. "I spotted what appeared to be the shark's fin," he said, "and told the skipper and from then on it all happened underneath our tail, and so I couldn't see a thing. I did watch the work of the Liberator as we circled around and it certainly put paid to the sub."

The other members of the crew were Sergeant W.E. Bill Norquay (R95302) of Selkirk, Manitoba, a thirty-one-year old wireless operator/air gunner who was working for the Manitoba Rolling Mills in Selkirk before he joined the Air Force and who was out on his third operation; and Flight Sergeant C. Ellwood RAF navigator (1121305) 33 years old of Kendal, Westmoreland.

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RUTTLEDGE, F/O Alfred John Delaune (J15160) - **Distinguished Flying Cross** - No.138 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 13 May 1943 and AFRO 1035/43 dated 4 June 1943. Born Winnipeg, 22 June 1914; home in Simcoe, Ontario. Before the war he had been a farm hand, factory worker, and steel worker. Logged time at Brantford Flying Club on DH.60 Moth, Taylor Cub (28.35 in 1937, 10.30 in 1938, 14.55 in 1939, 10.35 in 1940). Enlisted in London, Ontario, 21 June 1940. To No.1 Manning Depot, 24 June 1940. To No.1 ITS, 22 July 1940. Graduated and promoted LAC, 14 October 1940 when posted to No.9 EFTS, St. Catharines; graduated 11 December 1940 and posted next day to No.5 SFTS, Brantford; graduated and promoted Sergeant, 11 March 1941. To Debart, 22 March 1941. Embarked from there, 29 March 1941. Taken on strength of United Kingdom, 2 May 1941. To No.11 OTU, 10 May 1941. To No.57 Squadron, 31 July 1941. Promoted Flight Sergeant, 1 October 1941. Commissioned 22 January 1942. To TFU, Hurn, 15 March 1942. Promoted Flying Officer, 1 October 1942. To No.161 Squadron, 10 November 1942. To No.138 Squadron, 17 November 1942. Promoted Flight Lieutenant, 6 May 1943. To No.1575 Flight, 25 May 1943. To No.624 Squadron, 22 September 1943. To No.1 BPD, 25 March 1944. To No.624 Squadron again, 10 April 1944. Emplaned from Blida for United Kingdom, 2 June 1944, arriving in Britain 3 June 1944. Repatriated 12 August 1944. To No.1 Test and Development Centre, , Rockcliffe, 21

September 1944. To No.168 (Heavy Transport) Squadron, 21 November 1944. Killed 15 December 1944, Fortress 9203 of No.168 (Heavy Transport) Squadron; name on Ottawa Memorial. DFC and Bar presented to next of kin by Governor General, 9 December 1947. Photo PL-25538R (right) is wartime photo.

During the last few months, this officer had participated in a large number of missions, the success of which have been largely owing to his leadership and skill as a pilot. His outstanding record of success and magnificent example have been a source of inspiration to his squadron.

NOTE: Public Record Office Air 2/8950 has the original recommendation, drafted 25 March 1943 when he had flown 44 sorties (309 hours five minutes). This lists his sorties (although those with No.138 Squadron are described only as "Operations as Ordered") and provides a more detailed account (but still tantalizingly vague) of his work. However, he is mentioned several times by Fred Clark in **Agents by Moonlight: The Secret History of RAF Tempsford During World War II** (Tempus Publishing Group, 1999) from which some of his destinations can be determined.

12 August 1941 - Hanover
14 August 1941 - Magdeburg
17 August 1941 - Duisburg
26 August 1941 - Cologne
29 August 1941 - Mannheim
2 September 1941 - Frankfurt
6 September 1941 - Huls
8 September 1941 - Kassel
11 September 1941 - Kiel
20 September 1941 - Frankfurt
26 September 1941 - Genoa
28 September 1941 - Genoa
10 October 1941 - Cologne
12 October 1941 - Nuremburg
20 October 1941 - Bremen
22 October 1941 - Mannheim
26 October 1941 - Hamburg
1 November 1941 - Brest
26 November 1941 - Emden
30 November 1941 - Hamburg
15 December 1941 - Brest
17 December 1941 - Brest
9 March 1942 - Essen
10 March 1942 - Essen
12 March 1942 - Kiel

17 May 1942 - Norway
17 November 1942 - unknown
22 November 1942 - unknown
28 November 1942 - unknown
23 December 1942 - unknown
14 January 1943 - unknown
18 January 1943 - unknown
22 January 1943 - unknown
13 February 1943 - Germany
16 February 1943 - unknown
19 February 1943 - Czechoslovakia
24 February 1943 - unknown
26 February 1943 - unknown
9 March 1943 - Poland
14 March 1943 - France
20 March 1943 - France
23 March 1943 - unknown
24 March 1943 - Holland

Flying Officer Ruttledge has now completed 44 operational sorties of which 17 have been carried out with this squadron. In the last few months, he has carried out a large number of special missions, requiring particular skill and determination. The success of these missions has been due to Flying Officer Ruttledge's ability as a pilot, and his leadership as a captain of aircraft. During the last fourteen days, Flying Officer Ruttledge has, on five sorties, completed nine special missions, one of which had previously been attempted, without success, on nine occasions by other crews. This outstanding record has been a source of inspiration and a fine example to the other crews in the squadron.

The station commander added his remarks on 27 March 1943:

This officer is now more than half way through his second operational tour. His work at this station has been very good indeed. Being extremely retiring and unostentatious in character, his merit is liable to be overlooked. I strongly endorse his squadron commander's recommendation.

The original submission had been for an immediate DFC, but on 28 March 1943 the air Officer Commanding, No.3 Group, wrote, "Strongly recommended for the non-immediate award of the Distinguished Flying Cross".

RUTTLEDGE, F/L Alfred John Delaune (J15160) - **Bar to Distinguished Flying Cross** - No.624 Squadron - Award effective 27 June 1944 as per **London Gazette** dated 7 July 1944 and AFRO 1861/44 dated 25 August 1944.

Since being awarded the Distinguished Flying Cross in May 1943, Flight Lieutenant Rutledge has completed many more operational sorties. He has flown over enemy occupied territory in Europe with a complete disregard of opposition or adverse weather. This officer is a courageous pilot whose courage and devotion to duty have always been of the highest order.

NOTE: Public Records Office Air 2/9016 has recommendation dated 5 February 1944 when he had flown 1,374 hours (310 in previous six months) of which 644 were operational. He had flown 35 sorties and 292 hours since previous award (although the text also speaks of 41 sorties):

Since being awarded the Distinguished Flying Cross in May 1943 this officer has continued operating with the greatest enthusiasm and has completed a further 41 sorties on special operations.

He has flown over all occupied territories in Europe and has shown great determination and complete disregard for personal safety. His professional knowledge has greatly assisted the more inexperienced crews and he was always the first to volunteer for difficult and dangerous tasks. On one occasion he was detailed to carry out a mission involving a long and hazardous flight into central Europe and the nature of which precluded the possibility of carrying additional fuel. This officer set off and successfully completed his task although he knew that his fuel safety margin was of only a few minutes duration. His devotion to duty has at all times been most marked and he is strongly recommended for the non-immediate award of a Bar to his Distinguished Flying Cross.

RUTTLEDGE, F/L Alfred John Delaune, DFC (J15160) - **Netherlands Flying Cross** - No.138 Squadron (AFRO gives unit only as "Overseas") (deceased) - Flying Cross - effective 3 July 1945 as per **London Gazette** of that date, **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Public Records Office Air 2/9556 gives unit and citation.

Over a period of twelve months this officer completed six sorties of a special nature over Holland. He fully appreciated the very great hazards involved, but by the display of the highest degree of resolution, skill and leadership he set a most inspiring example to his contemporaries, and made a very fine contribution to the air effort in Holland.

Training: Interviewed in London, Ontario, 9 April 1940: "Looks like English lad from fairly good private school. Seems intelligent and is extremely keen. Believe he is worth our consideration." It was also noted he had flown 42 hours solo with Brantford Norfolk Aero Club with two winters of ground instruction.

Course at No.1 ITS was 22 July to 14 September 1940. Courses in Mathematics (52/100),

Armament, practical and oral (88/100), Drill (80/100), Law and Discipline (82/100); assessed as "Good" in Visual Link. Placed 179th in a class of 193. "Very good pilot material. Solo hours 49. Splendid type. Commission material. Active in games."

Course at No.9 EFTS was 14 October to 11 December 1940. Flew Finch II aircraft - 28.05 dual, 28.15 solo. No time in Link. "This airman had a little previous flying experience before entering the RCAF. He has good hands, is fair on aerobatics and good on instruments. He is a steady type of pilot." Courses in Airmanship (150/200), Airframes (118/200), Aero Engines (150/200), Signals (30/50), Theory of Flight (82/100), Air Navigation (125/200), Armament, oral (122/200). Placed 17th in a class of 29. "Conduct, excellent; ability average. This airman tries very hard and will perform any duties given him to the best of his ability. He lacks initiative and smartness. With six months training as an NCO he should become officer material. Attitudes towards the service - very good."

Course at No.5 SFTS was 11 December 1940 to 11 March 1941. Flew Anson aircraft (22.20 day dual, 47.20 day solo, 2.10 night dual, 5.25 night solo) and logged 6.15 in Link. "Slow to learn at first, completed a good average course." (S/L C. Farrell). Ground courses in Airmanship (138/200), Armament, written (80/100), Armament, practical (84/100), Air Navigation (118/200) and Signals (48/50). "Below class average, but will progress with experience." Placed 38th in a class of 54.

Course at No.11 OTU was 10 May to 25 July 1941. Flew 10.30 day dual, 11.20 day solo, 22.25 on day crew training, 7.45 night dual, 9.25 night solo, 16.20 on night crew training, 9.40 on instruments; logged 11.35 in Link. Assessed as "average" in all categories (Natural Aptitude, Skill in Handling, Airmanship, Cockpit Drill, Instrument Flying, Formation Flying, Night Flying, Map Reading, Flying for Bombing). Dropped 48 bombs by day and eight bombs by night. Under "Distinctive Qualities" assessed as "average" in the following categories - Persistence ("Does he keep on trying or is he easily discouraged?"), Sense of Responsibility ("Has he common sense or is he over-confident?"), Endurance ("Does he put up a consistently satisfactory performance under conditions of strain?"), Leadership ("Has he taken the lead in any activities? Would he make a good captain of aircraft or Flight leader?"), Method ("Does he work systematically to a plan?"), Deliberation ("Does he act decisively for a reason or on impulse?"), Initiative ("Does he want to try things on his own?"), Dash ("Is he quick and decisive in action?"), Distribution of Attention ("Does he find it difficult to do more than one thing at a time?"), Self-Control ("Does he get flustered?") and General Assessment of Suitability as Operational Pilot.

Notes: Injured 21 June 1941 in crash of Wellington R1292, No.11 OTU, near Wendy Village. Crew had been on high level bombing at Hatley Range; at 900 feet, on approach to home field, engines "commenced to give trouble"; aircraft crashed. Captain, P/O R.H. Orton (RAF) killed

Accident, 13 October 1941, No.57 Squadron, Wellington Z8800. "Returning from an operational sortie, the captain was forced to land at Coltishall owing to fuel shortage. Visibility was poor and

there was a ground mist. As he came in to land the floodlight was switched on - this in conjunction with the ground mist made it difficult to judge his height off the ground, and having attempted to land about 20 feet up he eventually touched down about three-quarters of the way along the flarepath. There was no wind and despite the use of brakes the aircraft ran into a Nissen Hut on the boundary." Damage to nose turret, fuselage (lower front geodetics), port airscrew, port engine and port mainplane. Also struck a petrol bowser. Station CO remarked, "Landed too fast and should have gone around again, but once again a longer runway would have avoided this accident." At the time he had 93.05 hours on type (52.50 at night) and 216.40 on all types (58.15 at night).

Incident, 11 September 1942, Hawarden, Wellington W5734, No.8 cylinder in port engine broke. He made a successful emergency landing.

Accident, TFU Defford, 16 October 1942, Beaufort II AW314. He was actually check pilot for a Lieutenant Stanley Adams (RN), bad landing, fuselage buckled.

On 27 July 1944, on repatriation, he listed his aircraft types and hours as follows: Halifax (683.40), Lancaster (4.00), Wellington (551.45), Whitley (42.35), Blenheim (7.30), Walrus (8.05), Beaufort (10.10), Airspeed Envoy (55 minutes), Fulmar II (15 minutes), Defiant (4.10), Boeing 247D (15.05), Swordfish (15.30), Hudson (38.10), Anson (36.35), Tiger Moth (4.35), Vega Gull (6.20), Audax (20 minutes), Oxford (6.30), Baltimore (1.10), Mitchell (55 minutes as second pilot) and Fortress (one hour as second pilot). He claimed three tours, 105 sorties, 718 hours 25 minutes on operations; last sortie was 18 March 1944.

Application for Operational Wing dated 22 August 1944 gave three tours (No.57, 138 and 624 Squadrons), 103 sorties and approximately 727 operational hours.

Sorties: His service file includes another application for Operational Wings (4 November 1944) that includes sortie lists. These are more detailed than the list shown above (and differ in respect of some dates). They are listed below; even SOE flights are described as "bombing":

- 12 August 1941 - Wellington, No.57 Squadron - bombing, Hanover (7.00)
- 14 August 1941 - Wellington, No.57 Squadron - bombing, Magdeburg (6.50)
- 17 August 1941 - Wellington, No.57 Squadron - bombing, Duisburg (5.15)
- 26 August 1941 - Wellington, No.57 Squadron - bombing, Cologne (6.40)
- 29 August 1941 - Wellington, No.57 Squadron - bombing, Mannheim (6.00)
- 2 September 1941 - Wellington, No.57 Squadron - bombing, Frankfurt (7.00)
- 6 September 1941 - Wellington, No.57 Squadron - bombing, Huls chemicals (6.00)
- 8 September 1941 - Wellington, No.57 Squadron - bombing, Cassel (6.55)
- 11 September 1941 - Wellington, No.57 Squadron - bombing, Kiel (7.30)
- 20 September 1941 - Wellington, No.57 Squadron - bombing, Frankfurt (6.20)
- 28 September 1941 - Wellington, No.57 Squadron - bombing, Genoa (9.40)
- 10 October 1941 - Wellington, No.57 Squadron - bombing, Cologne (7.15)
- 12 October 1941 - Wellington, No.57 Squadron - bombing, Nuremberg (8.25)

20 October 1941 - Wellington, No.57 Squadron - bombing, Bremen (7.05)
 22 October 1941 - Wellington, No.57 Squadron - bombing, Mannheim (6.00)
 26 October 1941 - Wellington, No.57 Squadron - bombing, Hamburg (7.10)
 1 November 1941 - Wellington, No.57 Squadron - bombing, Brest (7.25)
 26 November 1941 - Wellington, No.57 Squadron - bombing, Emden (5.20)
 30 November 1941 - Wellington, No.57 Squadron - bombing, Hamburg (7.10)
 15 December 1941 - Wellington, No.57 Squadron - bombing, Brest (6.10)
 17 December 1941 - Wellington, No.57 Squadron - bombing, Brest (5.55)
 2 January 1942 - Wellington, No.57 Squadron - bombing, Brest (6.00)
 12 February 1942 - Wellington, No.57 Squadron - bombing, German convoy (3.20)
 9 March 1942 - Wellington, No.57 Squadron - bombing, Essen (4.35)
 10 March 1942 - Wellington, No.57 Squadron - bombing, Essen (4.25)
 12 March 1942 - Wellington, No.57 Squadron - bombing, Kiel (7.00)
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 19 May 1942 - Wellington, T-FTU - bombing, Norway (9.20)
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 17 November 1942 - Whitley, No.138 Squadron - bombing France (8.15)
 22 November 1942 - Whitley, No.138 Squadron - bombing, France (8.05)
 28 November 1942 - Whitley, No.138 Squadron - bombing, Holland (6.00)
 23 December 1942 - Halifax, No.138 Squadron - bombing, Denmark (7.10)
 14 January 1943 - Halifax, No.138 Squadron - bombing, Holland (4.25)
 18 January 1943 - Halifax, No.138 Squadron - bombing, France (7.20)
 22 January 1943 - Halifax, No.138 Squadron - bombing, Belgium (6.15)
 13 February 1943 - Halifax, No.138 Squadron - bombing, Germany (7.25)
 16 February 1943 - Halifax, No.138 Squadron - bombing, Poland (13.15)
 19 February 1943 - Halifax, No.138 Squadron - bombing, Czechoslovakia (7.20)
 24 February 1943 - Halifax, No.138 Squadron - bombing, France (7.05)
 26 February 1943 - Halifax, No.138 Squadron - bombing, Holland (6.50)
 9 March 1943 - Halifax, No.138 Squadron - bombing, Poland (14.00)
 14 March 1943 - Halifax, No.138 Squadron - bombing, France (7.05)
 20 March 1943 - Halifax, No.138 Squadron - bombing, France (7.55)
 23 March 1943 - Halifax, No.138 Squadron - bombing, France (7.25)
 24 March 1943 - Halifax, No.138 Squadron - bombing, Holland (4.55)
 11 April 1943 - Halifax, No.138 Squadron - bombing, France (6.20)
 12 April 1943 - Halifax, No.138 Squadron - bombing, France (7.25)
 14 April 1943 - Halifax, No.138 Squadron - bombing, France (7.10)
 15 April 1943 - Halifax, No.138 Squadron - bombing, France (5.00)
 17 April 1943 - Halifax, No.138 Squadron - bombing, France (6.25)
 18 April 1943 - Halifax, No.138 Squadron - bombing, France (5.55)
 20 April 1943 - Halifax, No.138 Squadron - bombing, France (6.40)
 12 May 1943 - Halifax, No.138 Squadron - bombing, France (5.15)
 13 May 1943 - Halifax, No.138 Squadron - bombing, France (6.40)
 15 May 1943 - Halifax, No.138 Squadron - bombing, France (7.15)

16 May 1943 - Halifax, No.138 Squadron - bombing, France (6.15)
 18 May 1943 - Halifax, No.138 Squadron - bombing, France (6.50)
 19 May 1943 - Halifax, No.138 Squadron - bombing, France (6.45)
 21 May 1943 - Halifax, No.138 Squadron - bombing, Belgium (5.15)
 23 May 1943 - Halifax, No.138 Squadron - bombing, France (5.30)
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 13 June 1943 - Halifax, No.1575 Flight - bombing, Corsica (7.10)
 16 June 1943 - Halifax, No.1575 Flight - bombing, Corsica (6.30)
 19 June 1943 - Halifax, No.1575 Flight - bombing, France (6.40)
 8 July 1943 - Halifax, No.1575 Flight - bombing, Corsica (7.40)
 10 July 1943 - Halifax, No.1575 Flight - bombing, Corsica (6.40)
 11 July 1943 - Halifax, No.1575 Flight - bombing, Italy (9.30)
 13 July 1943 - Halifax, No.1575 Flight - bombing, Italy (7.50)
 15 July 1943 - Halifax, No.1575 Flight - bombing, Italy (9.00)
 17 July 1943 - Halifax, No.1575 Flight - bombing, Corsica (5.50)
 20 July 1943 - Halifax, No.1575 Flight - bombing, Corsica (7.05)
 21 July 1943 - Halifax, No.1575 Flight - bombing, Corsica (6.50)
 10 August 1943 - Halifax, No.624 Squadron - bombing, Corsica (6.25)
 11 August 1943 - Halifax, No.624 Squadron - bombing, Corsica (6.25)
 13 August 1943 - Halifax, No.624 Squadron - bombing, Italy (10.15)
 15 August 1943 - Halifax, No.624 Squadron - bombing, Italy (9.50)
 16 August 1943 - Halifax, No.624 Squadron - bombing, Corsica (6.25)
 18 August 1943 - Halifax, No.624 Squadron - bombing, Corsica (7.30)
 20 August 1943 - Halifax, No.624 Squadron - bombing, Italy (9.00)
 22 August 1943 - Halifax, No.624 Squadron - bombing, Corsica (7.15)
 9 September 1943 - Halifax, No.624 Squadron - bombing, Corsica (7.10)
 13 September 1943 - Halifax, No.624 Squadron - bombing, Sardinia (4.45)
 17 September 1943 - Halifax, No.624 Squadron - bombing, Corsica (6.35)
 20 September 1943 - Halifax, No.624 Squadron - bombing, France (9.15)
 2 October 1943 - Halifax, No.624 Squadron - bombing, Yugoslavia (8.50)
 5 October 1943 - Halifax, No.624 Squadron - bombing, Yugoslavia (8.15)
 15 October 1943 - Halifax, No.624 Squadron - bombing, Czechoslovakia (10.00)
 20 October 1943 - Halifax, No.624 Squadron - bombing, Czechoslovakia (10.15)
 6 December 1943 - Halifax, No.624 Squadron - bombing, Albania (8.05)
 8 December 1943 - Halifax, No.624 Squadron - bombing, Greece (6.05)
 16 December 1943 - Halifax, No.624 Squadron - bombing, Albania (8.15)
 19 December 1943 - Halifax, No.624 Squadron - bombing, Yugoslavia (8.30)
 10 January 1944 - Halifax, No.624 Squadron - bombing, Yugoslavia (5.25)
 12 January 1944 - Halifax, No.624 Squadron - bombing, Yugoslavia (5.45)
 16 January 1944 - Halifax, No.624 Squadron - bombing, Yugoslavia (3.15)
 20 January 1944 - Halifax, No.624 Squadron - bombing, Yugoslavia (3.50)
 22 January 1944 - Halifax, No.624 Squadron - bombing, Yugoslavia (3.40)
 29 January 1944 - Halifax, No.624 Squadron - bombing, Yugoslavia (3.55)

13 February 1944 - Halifax, No.624 Squadron - bombing, France (7.20)
5 March 1944 - Halifax, No.624 Squadron - bombing, France (8.05)
7 March 1944 - Halifax, No.624 Squadron - bombing, France (7.50)
10 March 1944 - Halifax, No.624 Squadron - bombing, France (6.50)
14 March 1944 - Halifax, No.624 Squadron - bombing, France (7.25)
16 March 1944 - Halifax, No.624 Squadron - bombing, France (8.05)
18 March 1944 - Halifax, No.624 Squadron - bombing, France (7.20)

Particulars of death: Fortress 9203 departed Rabat Sale for Lagens (Azores), 0104Z hours, 15 December 1944, ETA 0840Z. Aircraft transmitted a normal report at 0318Z but failed to arrive. Lost with this aircraft were F/L H.B. Hillcoat, AFC, AFM, F/L F.B. Labrish, AFC, F/L W.S. Pullar, DFC, F/L A.J. D. Rutledge, DFC and Bar, F/L D.H. Sharpe, F/L W.L. Wilson, F/O C.A. Dickson, AFC, and Corporal R.E. Boure.

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RYAN, Sergeant Clayton Thomas (RCAF 7803) - **Mention in Despatches** - No.8 (BR) Squadron - Award effective 8 June 1944 as per **London Gazette** dated 8 June 1944 and AFRO 1380/44 dated 30 June 1944. Born 23 February 1917 in Ottawa; educated there including Ottawa Technical School; home there; enlisted there, 13 September 1939 as Aero Engine Mechanic. To No.8 (BR) Squadron, 28 October 1939. To Technical Training School, St. Thomas, 31 March 1940. Promoted AC1, 1 April 1940. Promoted LAC, 1 December 1940. To No.8 (B) Squadron again, 10 December 1940. Promoted Corporal, 1 September 1941. Promoted Sergeant, 1 April 1942. Left No.8 (BR) Squadron, 21 May 1945 and posted to No.22 Sub-Depot. To Sea Island, 25 November 1945. To United Kingdom, 28 January 1946. Repatriated 10 July 1946. Reverted to Corporal, 1 October 1946 on joining postwar RCAF. Retired 25 November 1947.

This NCO has proven himself to be an aero-engine mechanic of outstanding ability and leadership. His resourcefulness, persistence and unfailing cheerfulness have been an inspiration to all under his direction.

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RYAN, F/L Harry Joseph (J23105) - **Commended for Valuable Services in the Air** - No.10 AOS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 30 January 1916. Enlisted in Moncton, 26 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 16 September 1940 when posted to No.3 AOS; graduated 9 December 1940 when posted to No.2 BGS; graduated and promoted Sergeant, 19 January 1941 when posted to No.1 ANS; graduated 3 March 1941. Posted on 12 March 1941 to Embarkation Depot. To RAF overseas, 29 March 1941. Promoted Flight Sergeant, 1 October 1941. Promoted WO2, 1 April 1942. Repatriated about September 1942. Promoted WO1, 1 October 1942. To No.1 CNS, 2 October 1942. To No.10 AOS, 19 October 1942. Commissioned

11 November 1942. Promoted Flying Officer, 1 June 1943. Promoted Flight Lieutenant, 1 June 1944. To No.1 Radar and Navigation School, 22 April 1945. To AFHQ, 27 May 1945. To Lachine, 1 July 1945. To No.2 Release Centre, 18 September 1945. Retired 24 September 1945. Rejoined as Navigation Officer, 1 February 1949 (service number 121090); resigned commission 31 July 1949; living in Temiskaming about 1950. RCAF photo PL-2721 taken in Canada, 1941, shows Sergeant pilots and Sergeant observers - K.L. Magee (Moncton), J.H. Long (Saint John, New Brunswick), W.D. Gelbert (Fredericton), H.J. Ryan (Fredericton) and L.C.S. Wiggins (Waterborough, New Brunswick).

Since this officer's repatriation from operations in 1942, he has made a splendid contribution as a navigation instructor. His industry, reliability and knowledge of his work are of a very high order. His devotion to duty has been an inspiring example to trainees and staff at this unit. At all times he is ready and willing to impart his knowledge to the pupils, having first and foremost their interests at heart.

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RYAN, WO2 (now P/O) John Arthur (R156114/J87866) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 13 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born Toronto, 24 June 1921; home there (salesman); enlisted there 21 February 1942. Trained at No.6 ITS (graduated and promoted LAC, 28 August 1942), No.12 EFTS (graduated 6 November 1942) and No.9 SFTS (graduated and promoted Sergeant, 6 April 1943). Arrived in United Kingdom, 4 June 1943. To No.11 (Pilots) Advanced Flying Unit, 13 July 1943; to No.21 (Pilots) Advanced Flying Unit, 15 August 1943. Promoted Flight Sergeant, 6 October 1943. To No.24 OTU, 16 November 1943. To No.61 Base, and No.1659 HCU, dates uncertain. Promoted WO2, 6 April 1944. To No.425 Squadron, 28 April 1944. To No.420 Squadron, 22 May 1944. Commissioned 12 June 1944. To No.425 Squadron again, 25 August 1944, serving there to 17 November 1944. Repatriated 18 November 1944. To Rockcliffe Test and Development Flight, 14 February 1945. Confirmed as Flying Officer, postwar RCAF, 1 October 1946. To Experimental and Proving Establishment, 14 November 1946. With that unit until his death, except for a brief spell with No.413 Squadron (30 March 1949 to 1 November 1950, SHORAN support work in a Norseman). Killed 14 February 1951 near Richmond, Ontario while flying a Mustang; described as a "secret flying project while on strength of No.901 Air Traffic Handling Unit." Award presented by Governor General to next-of-kin, 9 December 1957. RCAF photo PL-33337 (ex UK-15517 dated 4 October 1944) shows him.

Warrant Officer Ryan is an outstanding pilot who has consistently displayed superb captaincy and airmanship. One night in August 1944 he was detailed to attack Foret de Nieppe in France. During the outward flight two engines became defective and Warrant Officer Ryan was compelled to jettison some of his equipment and to set course for an emergency airfield. Before the landing ground

was reached, the starboard outer propeller flew off and damaged the starboard inner engine. Under difficult and hazardous circumstances this airman effected a masterly landing without causing injury to his crew or further damage to his aircraft.

DHH file 181.009 D.1730 (Library and Archives Canada RG.24, Volume 20607) has the original recommendation raised by W/C Hugh Lecompte on 10 August 1944 when he had flown 27 sorties (128 hours 15 minutes); sortie list and submission as follows:

10 May 1944 - Ghent (4.15, second pilot)
19 May 1944 - Merville (4.10, second pilot)
31 May 1944 - Au Fevre (4.55)
2 June 1944 - Neufchatel (3.40)
5 June 1944 - Houlgate (4.45)
6 June 1944 - Coutances (4.00)
7 June 1944 - Acheres (4.55)
9 June 1944 - Le Mans (5.45)
12 June 1944 - Cambrai (5.35)
14 June 1944 - St. Pol (3.30)
16 June 1944 - Sautrecourt (4.05)
21 June 1944 - St. Martin (3.55)
23 June 1944 - Bientques (1.55, duty not carried out)
24 June 1944 - Bamieres (3.40)
1 July 1944 - Biennais (4.10)
5 July 1944 - Biennais (4.10)
7 July 1944 - Caen (4.20)
12 July 1944 - Thiverny (4.40)
28 July 1944 - Hamburg (5.45)
30 July 1944 - Amaye-sur-Seulles (4.20)
31 July 1944 - Oeuf-en-Ternois (5.10)
3 August 1944 - Foret de Nieppe (4.55)
4 August 1944 - Bois de Cassan (4.45)
5 August 1944 - St. Leu d'Esserent (5.30)
7 August 1944 - La Hogue (4.45)
8 August 1944 - Foret de Chantilly (5.10)
9 August 1944 - Foret de Nieppe (2.05, early return, two engines unserviceable)
12 August 1944 - Foret de Montrichard (5.15)
14 August 1944 - Bons Tassily (4.10)

Warrant Officer Ryan is an outstanding pilot who has consistently displayed superb captaincy and airmanship throughout an operational career that comprises 27 sorties against enemy targets.

On the night of 9th/10th August 1944 he was pilot of a Halifax bomber detailed to

attack Foret de Nieppe, France. Two minutes after take-off, trouble developed in the starboard inner engine. It had reached such proportions as to necessitate feathering the propellor. With cool determination, WO2 Ryan decided to complete his mission by setting course for the target fifteen minutes ahead of time, knowing that he could make the target just on time. Upon reaching the French coast, the starboard outer engine became unserviceable. Displaying a great presence of mind, this Warrant Officer tried again to bring into play the starboard inner engine, which finally developed only about one-third capacity. He ordered all bombs to be jettisoned and obtained from the Navigator a course to the nearest emergency landing field. Before reaching the aerodrome, the starboard outer propellor broke completely, damaging the starboard inner engine and indications were that this motor would not hold out for more than ten minutes. Under such trying circumstances, Warrant Officer Ryan displayed great calm and resourcefulness. His presence of mind and cool headedness were an inspiration to the remainder of the crew. With outstanding courage and ability, he succeeded in making a perfect landing without injury to any member of the crew and without further damage to the aircraft.

WO2 Ryan showed exceptional gallantry, leadership and undaunted devotion to duty which are worthy of high praise. I strongly recommend that he be granted the immediate award of the Distinguished Flying Cross.

DHH file 181.009 D.2623 (Library and Archives Canada RG.24, Volume 20628) has letter dated 27 September 1944, Headquarters, No.6 Group, to all Stations and Bases in the Group, signed by S/L T.D. McKee for Staff Officer i/c Administration at Group Headquarters:

LOG BOOK ENDORSEMENT

R.156114 WO.2 Ryan, J.A, (Pilot) 425 (RCAF Squadron

1. The above pilot of this Group had his Log Book endorsed in GREEN as follows:

“HIGHLY COMMENDED - During an operational flight, while on the outward journey to the target, this pilot was forced the feather the starboard inner propellor of his aircraft. The starboard outer engine failed later, and the starboard outer propellor would not feather, and eventually this propellor came off, further damaging the starboard engine. In spite of loss of power on the starboard side and excessive vibration, the bomb load was jettisoned and a course was set for an English aerodrome where the pilot completed a masterly landing. No further damage was done to the aircraft, nor were any of the crew injured.”

2. Details of the incident were as follows:

Shortly after take-off on an operational flight, the starboard inner engine of this pilot's aircraft had to be feathered. The pilot decided to continue on three engines

and course was set 15 minutes early so that the aircraft would reach the target in its wave. As the aircraft was approaching the French coast the starboard outer engine lost power. Bombs were jettisoned safe and course was set for the nearest English aerodrome. An attempt was made to feather the starboard outer propellor, but it continued to windmill. The pilot then unfeathered the starboard inner engine which developed only about one-third of its normal power and was running very rough. Crossing the English coast the starboard outer engine seized, the propellor and reduction gear were wrenched off and the starboard inner propellor was damaged by pieces of the starboard outer engine. An excellent landing was made at Manston and no further damage was done to the aircraft.

3. The commendation and details of the incident are to be promulgated in Unit D.R.O.s [Daily Routine Orders].

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RYMER, F/O David (J37727) - **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 9 April 1916 in Walkerville, Ontario; home in Timmins (surveyor's assistant); enlisted in North Bay, 3 June 1942. To No.5 Manning Depot, 13 October 1942. To No.3 ITS, 23 January 1943; graduated and promoted LAC, 2 April 1943; to No.4 EFTS, 4 April 1943' ceased training, 26 May 1943 and posted to No.5 Manning Depot; to No.4 BGS, 16 June 1943; to No.4 AOS, 18 September 1943; graduated and commissioned, 3 November 1943. To "Y" Depot, 17 November 1943. Taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Promoted Flying Officer, 3 May 1944. Repatriated 28 February 1945. To No.1 Air Command, 13 March 1945. To No.16 SFTS, 22 April 1945. To No.4 Release Centre, 4 May 1945; retired 11 May 1945. Award sent by registered mail 10 January 1946.

Flying Officer Rymer has completed numerous operational sorties against such targets as Duisburg, Stuttgart and Nuremburg, obtaining some excellent photographs. He has given his captain every support in the most adverse circumstances. One night in October 1944 his aircraft was badly damaged by an enemy fighter and the rear gunner was killed. It was only with great difficulty that the aircraft was flown safely back to base. On another occasion, when his aircraft was damaged and the pilot was killed, Flying Officer Rymer was forced to leave it by parachute. Although shaken by this incident, he has proved himself still keen to continue flying. The great determination which he has displayed has contributed greatly to the fine record achieved by his crew.

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RYRIE, W/C George (C3932) - **Member, Order of the British Empire** - AFHQ - Award

effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Edinburgh, Scotland, 3 May 1907. Immigrated with parents in 1913. Attended Weston High School (graduated 1923). Hired by North American Life Assurance Company (1925) and completed Actuarial Fellowship exams in 1931. Home in Toronto; enlisted there 17 February 1941 in Accounts Branch and assigned to AFHQ; Flight Lieutenant as of 1 December 1941. To "Y" Depot, 25 January 1943. Promoted Squadron Leader, 28 January 1943. Returned to AFHQ, 22 February 1943. Promoted Wing Commander, 1 August 1944. Retired 10 April 1946. Returned to North American Life Assurance Company, becoming President and Chief Executive Officer in 1966 (retired 1972). Died in Toronto, 3 January 1991. Award sent by registered mail.

This officer was in charge of costing in the Directorate of Accounts and Finance for a period of about three and a half years. During this time he computed the costs in connection with all the large financial arrangements and lump sum settlements with the United Kingdom Government. These settlements have already involved some approximating [approximately ?] two and one half billion dollars. In addition, he has been responsible for the costing of projects in Canada and Newfoundland involving inter-governmental adjustments with the United States Government and also in projects requiring a division of costs between Canadian Western Hemisphere operations and the Commonwealth Air Training Plan. In all these responsible tasks he has exhibited an exceptionally high degree of intelligence, initiative and imagination combined with sound common sense. Subsequent comparison of his estimates with actual costs have clearly indicated the high degree of accuracy of his work. In connection with his duties, Wing Commander Ryrie has been called upon to attend conferences in London, Washington and Canada in presentation and support of this fundamental data, and in this connection deal with very high ranking Governmental officials. As a result of continuing negotiations and associations with this officer over a protracted period of time, the zeal and outstanding ability which this officer has shown are held in the very highest regard by the Air Ministry, in Washington and in the Canadian Government financial circles.