

SAALMANS, WO1 Charles Kenneth (R51489) - **Member, Order of the British Empire** - No.1 Flight Engineer School - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Liverpool, England, 8 May 1901 as per RCAF Press Release reporting award. Salesman. Enlisted in Winnipeg, 8 November 1939 as Instrument Mechanic and immediately granted rank of Sergeant; posted to Trenton that date. To Toronto, 5 February 1940. To Aero Engine School, 9 April 1940. Promoted Flight Sergeant, 1 July 1940. Promoted WO2, 1 September 1942. Promoted WO1, 1 February 1944. To No.1 Flight Engineer School, 22 July 1944 (this may have been his former unit with a new name). To Release Centre, 5 January 1945. Retired 5 February 1945. Award sent by registered mail 20 November 1945.

Since the formation of the Flight Engineer School, this warrant officer has demonstrated an ability for organization and a marked flair for technical ingenuity far in excess of that demanded by his rank. He very ably directed a group of skilled tradesmen who designed and manufactured instructional mock-ups from scrap material, thereby simplifying the complicated instrument and electrical systems of heavy bomber aircraft to such an extent as to improve instruction beyond reasonable expectations. Despite difficult personal circumstances he continued to devote much time to the manufacture of synthetic training devices. His unselfish devotion to the needs of the service continues to be a source of inspiration to all his associates.

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SABINE, Matron Harriet Butterfield (C4599) - **Associate, Royal Red Cross** - Eastern Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 26 March 1911 in Middlesex, Ontario. Enlisted at St.Thomas, Ontario, 16 November 1940. To No.31 Personnel Depot, Moncton, 9 February 1941. To No.6 Manning Depot, 2 December 1942. To No.31 Personnel Depot again, 20 December 1942. To No.1 Manning Depot, 31 May 1943. Appointed Matron, 1 July 1943. To Goose Bay, August 1943. To "Y" Depot, 9 June 1944. Taken on strength of No.3 PRC, Bournemouth, 16 June 1944. To RCAF Overseas Headquarters, 1 July 1944. Repatriated 28 October 1945. Release date uncertain. Award sent by registered mail 22 November 1948.

Matron Sabine has performed her duties, in spite of great shortage of staff with marked zeal and devotion to duty. Her efficiency and cheerfulness under all circumstances have been an example to her colleagues and to all personnel who have come in contact with her.

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SABOURIN, F/L Joseph Jean Paul (J3519) - **Distinguished Flying Cross** - No.145 Squadron - Award effective 28 September 1942 as per **London Gazette** dated 6 October 1942 and AFRO 1653/42 dated 16 October 1942. Born at St.Isidore de Prescott, Ontario, 8 January 1915. Attended Primary and High School at St.Isidore, 1920-1929; University of Ottawa, 1929-1938

taking courses at various times in Arts and Translation and obtained BA. Also attended Laroque Business College, 1937-1936 (shorthand and typing). Worked as an electrician from 1938 to 1940. First applied to join RCAF, 16 September 1939 but was deferred. Enlisted in Ottawa, 4 June 1940. To No.1 Manning Depot, Toronto, 7 June 1940. To No.1 ITS, Toronto, 24 June 1940. Promoted LAC, 19 July 1940 and posted that date to No.6 EFTS, Prince Albert. While there he flew an estimated 38 hours (16 hours solo). F/O L.G. Fraser assessed him as follows:

Taxiing: did not look around sufficiently. Taking off, too close to other aircraft, slight swing. Landings: very heavy, slight pump handling. Climbing turns: very good, did not use throttle. Steep turns: slight skid. Gliding turns: airspeed high, held off bank slightly. Forced landings: too far away on cross wind approach, airspeed high, overshooting, side-slipping very poor. Instrument flying: above average.

Requires further practice on forced landings and side-slipping. Inclined to ignore small but important details in flying procedure, otherwise a good average pilot.

To No.1 SFTS; Camp Borden, 4 October 1940. While there he flew in Yale aircraft: 28 hours 25 minutes (day dual), 19 hours ten minutes (day solo), one hour 40 minutes (night dual), one hour 20 minutes (night solo) plus three hours 20 minutes as passenger. The CFI, S/L W.E. Kennedy, described him as "Shown steady progress. Inclined to be rough on controls. Is not sufficiently alert" Elsewhere, S/L Kennedy wrote, "Discipline and attitude good. Handicapped by language difficulty. Cheerful and willing." Qualified for wings, 12 December 1940 as he had failed a signals course he was not commissioned until 17 January 1941. Graduated 37<sup>th</sup> in a class of 42. Embarked for overseas, 4 February 1941. Arrived in UK, 2 March 1941. Further trained at No.57 OTU, March to May 1941. With No.145 Squadron, 5 May to 30 October 1941. With No.112 Squadron, North Africa, 12 November 1941 to 28 December 1941. Reported with head injuries, 22 November 1941 on hitting ground after parachute descent, Tomahawk AN330, seven miles southwest of Sidi Omar, about 1200 hours (Air Ministry Casualty Report dated 25 November 1941); returned to unit on 23 November 1941. On non-operational duties with No.73 OTU, 28 December 1941 until 18 May 1942. No.145 Squadron, 18 May to 16 September 1942 (killed in action, Spitfire BP847). Body recovered and buried by 4 Indian Division. Survived by his parents (Mr. And Mrs. F.X. Sabourin) and five sisters - Rev. Sister Madeleine of Grey Nuns, Ottawa, Rev. Sister Leon Joseph, Sisters of the Immaculate Conception, Montreal, Re. Sister Genevieve, Sisters of Wisdom, Sturgeon Falls, Jean Sabourin (registered nurse, Ottawa) and Miss Madeleine Sabourin (living at home). Award presented by Governor General to next-of-kin, 17 April 1943. Aerial victories as follows: **5 December 1941**, one G.50, one Ju.87 and one Bf.109 destroyed plus two Bf.109s and one G.50 damaged (Tomahawk AK457); **8 June 1942**, one Bf.109 destroyed (shared with another pilot; this was the first Spitfire victory in North Africa); **12 June 1942**, one Bf.109 destroyed; **8 September 1942**, one Bf.109 destroyed; **16 September 1942**, one Bf.109 destroyed. The book **Canada's Air Forces** by Brereton Greenhous and Hugh Halliday has three photographs relating to his career.

This officer has performed much excellent work. He has destroyed four enemy

aircraft and assisted in the destruction of another.

NOTE: Public Records Office Air 2/9265 has recommendation communicated from RAF Headquarters, Middle East to Air Ministry, 25 August 1942:

This pilot has been a Flight Commander in this squadron for the last six weeks and has done excellent work both in the air and on the ground. He has now been taken off flying for medical reasons; before this he was working under a great handicap, medically, for the last fortnight he was flying; he has shot down four enemy aircraft and shared in the destruction of another besides damaging another two.

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SAGER, S/L Arthur Hazelton (J8638) - **Distinguished Flying Cross** - No.443 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. Born 22 October 1916 at Hazelton, British Columbia. BA from UBC, 1938. Pre-war clerk, actor, seaman, reporter and teacher. Enlisted in Vancouver 28 February 1941. To No.2 Manning Depot, 13 March 1941, To No.7 Equipment Depot, 9 April 1941, To No.2 ITS, 15 May 1941; graduated and promoted LAC, 1 July 1941 when posted to No.8 EFTS; graduated 18 August 1941 when posted to No.4 SFTS; graduated and commissioned on 7 November 1941. To "Y" Depot, 8 November 1941. Embarked for overseas, 13 December 1941. Arrived in UK 26 December 1941. Further trained at No.58 OTU (10 February to 14 April 1942). Served in No.421 Squadron (14 April 1942 to 4 August 1943), No.416 Squadron (4 August 1943 to 10 January 1944), No.403 Squadron (5-25 August 1944), No.416 Squadron (25 August to 30 September 1944) and No.443 Squadron (30 September 1944 to 30 March 1945). Repatriated 3 May 1945. Released 28 June 1945. Promotions were as follows: Flying Officer, 1 October 1942; Flight Lieutenant, 10 May 1943; Squadron Leader, 30 September 1944. Aerial victories as follows: **6 June 1943**, one Bf.109 damaged Northeast of Poix; **6 July 1943**, one Bf.109 damaged, Amiens; **10 July 1943**, one FW.190 damaged, Elbeuf; **5 September 1943**, one Bf.109 destroyed (shared with Chadburn, Noonan and Booth) plus one Bf.109 damaged (shared with another pilot); **3 November 1943**, one Bf.109 destroyed, Ijmuiden; **26 November 1943**, one FW.190 destroyed; **26 September 1943**, one FW.190 damaged, Arnhem; **27 September 1944**, two Bf.109s destroyed, Emmerich; **22 January 1945**, one unidentified enemy aircraft damaged on ground, Rheine. Award presented 21 February 1948. Photograph: PL-19035 (seated in Spitfire, No.416 Squadron); PL-22390 (standing beside Spitfire); PL-22391 (ex UK-6278 dated 27 November 1943, also standing beside Spitfire); PL-34808 (formal studio shot). See also PL-28816 (ex UK-10234 dated 2 May 1944); caption gives home as Port Coquitlam; educated there, New Westminster and University of British Columbia; had a narrow escape on 13 December 1943 when an explosive shell hit behind his cockpit. Interesting incident was 15 July 1942 at Central Gunnery School, Sutton Bridge when flying Spitfire P7603 on a tactical exercise (intercepting bombings). Glycol leak set white smoke pouring from exhaust stacks. Had trouble locating airfield due to smoke. Engine seized and he belly-landed in a field. Photo PL-43083 (ex UK-20252 dated 9 April 1945) is captioned as follows:

“Grand finale of ‘You’ll Get Used to It’, two hour show staged by officers and airmen of RCAF Spitfire wing in Belgium. S/L Art Sager of Vancouver, Hornet Squadron CO (standing centre behind mike) who once acted on London stages, directed the production. Movies, occasional touring RCAF, Army and ENSA shows are only other entertainment available on this field, far from any sizeable towns, so wing talent turned out to produce a show that proved tops in amateur talent.” Photo PL-43240 (ex UK-20287 dated 19 April 1945) taken in association with entertainment staged while in Belgium; shows him giving tips during rehearsal of a hillbilly sketch with LAC George Scharfe (left, from Toronto, playing “Maw”) and LAC Tommy Tompkins (“Son Elmer”). Postwar he was a CBC producer, assistant to the President of the University of British Columbia, and executive assistant to the Federal Minister of Fisheries. Also Public Relations Director for the Fisheries Association of British Columbia. Finished his career with the United Nations Food and Agriculture Organization, Rome. Move to Aix-en-Provence, 1978 and to Victoria in 2000. Awarded Legion of Honour, 2004. He wrote three books: **Line Shoot: Diary of a Fighter Pilot**, followed by **It’s in the Book: Notes of a Naive Young Man** and **The Sager Saga**. Died in Victoria, 22 September 2007.

Squadron Leader Sager commenced operational flying in April 1942 and is now on his second tour of duty with this squadron. Throughout many hours of flying time he has always displayed the utmost determination in all his allotted tasks. He is now in command of 443 Royal Canadian Air Force Squadron and has proved a most skilful and successful leader combining very good judgement and sound reasoning with keenness and courage. He has destroyed five enemy aircraft during his operational career.

**Note:** In a letter to A.J. Simpson, 22 June 1983, apologizing for being unable to attend a meeting of the Canadian Fighter Pilots Association, he nevertheless decided to offer the following anecdotes:

**Biggest Black:** Flight Commander on the make with 421 at Kenley, 11 Group, Johnny Johnson’s Wing, summer of 1943. East of the aerodrome and within the circuit, a nudist colony. Sometimes, coming in, you got glimpses of bare flesh. My ground crew felt cheated. So, one day when the wing was grounded, took them up in the Tiger Moth, one by one, to have a look at the naked women. Couldn’t see much, as I remember, but it stimulated the imagination - and it was good for morale. Only thing was I hadn’t noticed a sports meet just beyond the nudist colony. Every time we zoomed over at tree-top level, the kids started running, speech-makers couldn’t be heard, and the sponsors - local gentry - became most annoyed. So annoyed they wrote the Air Ministry who sent a blast to the Group Captain. I was nailed. Didn’t get court-martialled but lost my rank and posted to 416 at Digby. Lucky thing actually as I got to fly under Chad Chadburn - for me the best leader of them all.

**Most Angry:** May 1943, 421 Squadron, flying out of Kenley. Sweep south of Abbeville, 23,000 feet. Tail end Johnny, saw a bogey at six o’clock, a bit below.

Reported to Wingco. "O.K., investigate," he said. Caught up to the loner, a ME.109. He saw me, turned on his back and headed straight down. Went after him in a spiral, shooting whenever I could line him up. But I was no Beurling and I sprayed the sky. He straightened out at tree-top level. Got up behind him, fifty yards away, pressed the button - and nothing happened. I'd used it all up on the way down. So bloody angry I thought I'd slice off his tail. Instead I flew up beside the guy and waved at him to have a go. He declined; looked scared - maybe hit because there were holes in his fuselage. Followed beside him a bit, then smartened up and beat it for home on the deck. Claimed one damaged but felt guilty about it and asked the Intelligence Officer to burn the film.

**Luckiest:** November 13, 1943, Flight Commander with 416, Chad Chadburn's Wing, Digby, Lincolnshire. Duff weather and, wanted some action, got permission to lead a four-man rhubarb to look for some Huns practicing dive bombing in the Zuider Zee. They'd been sinking coastal shipping in the North Sea. Flew at wave-top level from Coltishall, planning to hit the Dutch coast a few miles north of IJmuiden where Intelligence said there were no guns. Either they'd just been installed or, more likely, I missed the landfall because 30 seconds from the beach there was an explosion. Stunned, woke up with cockpit full of smoke, broken glass all over. Pulled back the hood and looked for a soft place to land when suddenly realized that the good old Merlin was still ticking over. Radio and some instruments gone but otherwise apart from a draft, everything pretty normal. Got close to No.3 and waved at him to take over and go on but when I turned 180 degrees he and the others followed. Followed me all the way back, expecting me to ditch at any moment. They'd seen the hole behind my head. I hadn't, or I'd really have been scared. Kissed the armour plating behind the seat when I got out.

**Most Rewarding:** 2 January 1943 421, flying out of Angle, south-west Wales. Convoy had been attacked by subs during the night, several ships sunk. Out in pairs to look for survivors or vulturing Huns. Stormy weather, bitterly cold, cloud at about 1,000 feet. Half an hour on patrol when we spotted an open lifeboat. Dived down. Two men in it, one motionless but other waving both arms. Climbed and got control to take a fix. Earlier had seen a small coaster, south and heading south. Left No.2 circling above the lifeboat and started searching. Found the ship, flew formation on it as slow as I could, pointed north; headed north, waggled wings, shot guns in short bursts. Repeated several times. Bright captain because he finally got the message; turned 180 degrees, speeded up and followed me. By the time he got to the lifeboat we decided to skadoodle or we'd be out of petrol and be in the drink too. Never did find out if the two seamen survived.

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SAIT, F/O Frederick Florent (J24039) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 1 January 1921 at Hazelton, British Columbia; home there. Educated at King Edward High School and at St. Joseph's Commerce School, both in Prince Rupert, British Columbia. Employed at odd jobs, 1939-1940, Consolidated Mining and Smelter as driller's helper, 1940-1941 and Vancouver **Herald** reporter, 1941-1942. Formerly in Canadian Army, April-May 1942 (Vernon, British Columbia, Private). Enlisted in Vancouver, 7 May 1942 and posted to No.3 Manning Depot. To No.11 SFTS, 22 June 1942 (guard duty); 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 and commissioned, 19 February 1943. To "Y" Depot, 5 March 1943; to RAF overseas, 19 March 1943. Disembarked in Britain, 2 April 1943. Attached to ACOS, Sidmouth, 15 May to 15 June 1943. To No.6 (O) AFU, 10 August 1943. Promoted Flying Officer, 19 August 1943. To No.15 OTU, 7 September 1943. To No.1658 Conversion Unit, 12 September 1943. To No.78 Squadron, 31 December 1943. To No.12 OTU, 12 September 1944. Promoted Flight Lieutenant, 19 February 1945. Repatriated 5 August 1945. Retired 26 September 1945. Living in McBride, British Columbia as of 1947. Died in Nanaimo, 20 June 1988 as per British Columbia Vital Statistics. Award sent by registered mail 24 February 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 2/8881 has recommendation dated 16 September 1944 when he had flown 40 sorties (184 hours 57 minutes), 21 January to 26 August 1944.

21 January 1944 - Magdeburg (6.11), crashed  
15 February 1944 - Berlin (2.13), DNCO, gunner ill.  
19 February 1944 - Leipzig (3.13), DNCO, engine unserviceable  
1 March 1944 - Stuttgart (7.51)  
6 March 1944 - Trappes (4.57)  
7 March 1944 - Le Mans (5.00)  
13 March 1944 - Le Mans (5.07)  
15 March 1944 - Stuttgart (7.51)  
18 March 1944 - Frankfurt (5.15)  
22 March 1944 - GARDENING (3.23), DNCO, H2S u/s.  
24 March 1944 - Berlin (7.10)  
26 April 1944 - Paris (5.09)  
27 April 1944 - Montzen (4.14)  
23 May 1944 - GARDENING (3.59)  
24 May 1944 - Aachen (3.52)  
26 May 1944 - GARDENING (5.01)  
6 June 1944 - St.Lo (5.17)  
7 June 1944 - GARDENING (4.47)  
9 June 1944 - Laval Airfield (5.13)  
14 June 1944 - Douai (4.10)  
15 June 1944 - Fouilliard (5.21)  
16 June 1944 - GARDENING (5.27)  
22 June 1944 - Laon (4.19)  
24 June 1944 - Noyelle E.C. (3.40)  
25 June 1944 - Montorgueil (3.35)  
27 June 1944 - Mont Condon (3.30)  
4 July 1944 - St.Martin L'Hey (3.39)  
6 July 1944 - Croixdale (3.24)  
8 July 1944 - Chateau Bernapre (3.28)  
12 July 1944 - GARDENING (4.00)  
23 July 1944 - Kiel (4.56)  
25 July 1944 - Foret du Croc (3.58)  
1 August 1944 - Prouville (3.58)  
2 August 1944 - Foret de Nieppe (3.35)  
3 August 1944 - Foret de Nieppe (3.00)  
9 August 1944 - Foret de Mormal (4.01)  
11 August 1944 - Chapelle Notre Dame (3.18)  
12 August 1944 - Brunswick (5.26)  
14 August 1944 - Falaise (3.43)

16 August 1944 - GARDENING (5.10)

18 August 1944 - Sterkrade (4.11)

25 August 1944 - Watten (3.40)

26 August 1944 - Homburg (3.51)

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This officer has completed his first operational tour consisting of 40 sorties involving a total of 184 hours.

He has been outstandingly successful as a navigator, and has shown his ability on many raids against the most heavily defended targets. At all times he has shown the greatest coolness in face of the enemy, and his work on operations has been of an extremely high standard, as is proved by his night photographs.

He has done much to achieve the present standard of navigation on the squadron both by his work in his section and by his fine personal example.

For his outstanding devotion to duty he is most strongly recommended for the award of the Distinguished Flying Cross.

**Note:** On repatriation he stated he had flown 40 sorties (203 hours 20 minutes), the last being on 27 August 1944. He had also flown 187 hours 30 minutes non-operational. Flying times as follows: Tiger Moth (7.15), Anson (31.15), Wellington (92.25), Master (2.20), Halifax (257.35). However, application for Operational Wing (26 September 1944) stated 40 sorties (184 hours 57 minutes) flown from 21 January to 26 August 1944.

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SALE, F/L Douglas Julian (J9929) - **Distinguished Service Order** - No.35 Squadron - Award effective 24 September 1943 as per **London Gazette** dated 8 October 1943 and AFRO 2258/43 dated 5 November 1943. Born in Penetanguishene, Ontario, 28 February 1914. Educated in Toronto public schools, Upper Canada College, Northern Vocational (Toronto), and Central Commerce School (Toronto). Raised by foster parents (Mr. and Mrs. J.S. Holmsted) as parents were deceased. Prior to war he had attended Toronto public schools, Upper Canada College (junior matriculation, graduated 1932), Northern Vocational School (Toronto), and Central Commerce School (Toronto - night courses in accountancy and public speaking). He had also taken a ground school course in Air Transport and Training. Last employment was as sales clerk and retail manager at Julian Sale Leather Goods Company, Toronto, a company founded by his grandfather. Also active in Toronto Ski Club. Enlisted in Toronto, 28 April 1941. To No.4A Manning Depot, 4 May 1941. To Trenton, 9 June 1941. To No.1 ITS, 15 July 1941; graduated and promoted LAC, 20 August 1941 when posted to No.9 EFTS; graduated 10 October 1941 when posted to No.1 SFTS; graduated and commissioned 22 January 1942. To "Y" Depot, 23 January 1942. To RAF overseas, 23 February 1942. Subsequently trained at No.24 OTU. Promoted Flying Officer, 10 October 1942. Promoted Flight Lieutenant, 17 March 1943. Reported missing over Europe, 12/13 May 1943 but passed through Gibraltar on 5 August 1943. On the occasion of his being shot down in May 1943, all other crew survived as POWs

except F/O R.C. Sawyers (killed in action). Promoted Squadron Leader, 15 September 1943. Shot down, 19 January 1944; died in captivity, 20 March 1944. All awards presented to next-of-kin by Governor General, 27 June 1945.

In air operations this officer displayed great skill and achieved many successes against the enemy's most heavily defended objectives. His unconquerable spirit of determination, great gallantry and fortitude have set an example beyond praise.

NOTE: Public Record Office Air 2/8955 has a slightly different text, drafted when he had flown 28 sorties (172 operational hours). It appears that the recommendation was originally for a DFC:

Flight Lieutenant Sale has done splendid work in night operations against the enemy's most heavily defended targets. He has applied himself to his tasks with commendable determination and singleness of purpose, thus proving to be a most valuable member of his squadron.

SALE, S/L Douglas Julian, DSO (J9929) - **Bar to Distinguished Service Order** - No.35 Squadron - Award effective 21 January 1944 as per **London Gazette** dated 1 February 1944 and AFRO 644/44 dated 24 March 1944.

One night in December 1943, this officer was pilot of an aircraft detailed to attack a target in Germany. Although heavy clouds prevailed over the target, Squadron Leader Sale displayed great persistence and made five runs over the area before releasing his bombs. The return flight was safely accomplished but whilst over base at a height of 1,500 feet some stores exploded and flames broke out near the rear turret and the underside of one of the wings of the aircraft quickly became filled with smoke and fumes, and fire spread rapidly. The danger of the tanks exploding was soon apparent. Coolly Squadron Leader Sale turned away from the airfield, regained height and ordered his crew to leave by parachute. By this time he could hardly see the instruments as the smoke in the cockpit was so dense. As he was just about to leave the aircraft himself, Squadron Leader Sale saw standing beside him a member of the crew who had been unable to leave as his parachute was badly damaged and unusable. Squadron Leader Sale therefore decided to attempt to land the burning aircraft and succeeded. In so doing the floor of the fuselage, some equipment and some stores were blazing as he and his comrade got cleared. When they were a bare 200 yards away, the aircraft exploded. In circumstances of great danger Squadron Leader Sale displayed great courage and determination, setting an

example of the highest order.

SALE, S/L Douglas Julian, DSO (J9929) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June and AFRO 1861/44 dated 25 August 1944. Awarded when he had flown 51 sorties (305 operational hours).

This officer is the recipient of the Distinguished Service Order and one Bar awarded for outstanding individual acts of gallantry. He has taken part in a great many operational sorties against some of the enemy's most strongly defended targets. In order to complete his mission successfully, Squadron Leader Sale has often stayed over the target area for a considerable time pressing home his attacks from low level despite intense opposition. As flight commander he has set a magnificent example by his keenness, courage and devotion to duty.

NOTE: Public Record Office Air 2/8955 has a recommendation for a DFC drafted 15 April 1943 which was obviously not approved at the time, probably owing to his having gone missing. As of that date he had flown 28 sorties (172 hours). Sortie list and submission as follows:

13 October 1942 - Kiel  
15 October 1942 - Cologne  
23 October 1942 - Genoa  
8 November 1942 - Gardening  
20 November 1942 - Turin  
22 November 1942 - Stuttgart  
2 December 1942 - Frankfurt  
6 December 1942 - Mannheim  
14 December 1942 - Gardening  
9 January 1943 - Gardening  
14 January 1943 - Lorient  
23 January 1943 - Lorient  
3 February 1943 - Hamburg  
4 February 1943 - Turin  
7 February 1943 - Lorient  
13 February 1943 - Lorient  
16 February 1943 - Lorient  
18 February 1943 - Wilhelmshaven  
28 February 1943 - St. Nazaire  
3 March 1943 - Hamburg  
5 March 1943 - Essen  
9 March 1943 - Munich

11 March 1943 - Stuttgart  
12 March 1943 - Essen  
22 March 1943 - St. Nazaire  
28 March 1943 - St.Nazaire  
29 March 1943 - Berlin  
8 April 1943 - Duisburg

This officer has done splendid work in night operations against the enemy's most heavily defended targets. He has applied himself to his tasks with admirable determination and singleness of purpose, this proving himself a very valuable member of the squadron. Flying Officer Sale is recommended for the non-immediate award of the Distinguished Flying Cross.

This was supported by the Officer Commanding, Station Wyton (23 April 1943) and the Air Officer Commanding, No.8 Group (27 April 1943) but went no further.

Public Record Office WO 208/3314 has his MI.9 Evasion Report based on interviews of 12 August 1943. He had left Gibraltar on 5 August 1943, arriving in Liverpool on 11 August 1943.

I was captain of a Halifax aircraft detailed to attack Duisburg on the night of 12/13 May 1943 and took off from Gravelly about 2200 hours. The other members of the crew were:

F/O G. Heard, RAFVR - navigator  
F/O R.C. Sawyer, RAFVR - bomb aimer  
Sergeant S.A. Moore, RCAF - wireless operator  
Sergeant C.W. Rowley, RAFVR - engineer  
Sergeant D.J. Richards, RAFVR - mid-upper gunner, and  
Sergeant R.O. Elford, RCAF - tail gunner

We crossed the Zuyder Zee and had almost reached our turning point before going south to the target when we were attacked by a night fighter. After I had given orders to bale out, there was an explosion and I myself was thrown out through the dinghy escape hatch which I had removed. I was hit in the head as I went out. The two gunners may have baled out, but I saw only one parachute during my descent. The remainder of the crew were still in the aircraft when I left. Before I landed I saw the aircraft burning on the ground.

I landed in the top of a pine tree in the vicinity of Oldenzaal (Germany, 1:250,000, Sheet 55) about 0030 hours on 13 May. Leaving the parachute in the

top of the tree, I swarmed down. One leg was bruised and one flying boot was lost. I left my mae west at the foot of the tree, as I knew the parachute was visible in the tree, and put both socks on the foot which lacked a boot. I looked about and called for the gunner for about an hour, but got no reply. Thinking at the time that I was in Germany, I started walking in a North West direction by the stars, crossing sandy fields. I was wearing a ski jacket with no distinguishing marks (my battle dress was at the cleaners), and RAF trousers which had been badly torn in the tree. I use cello tape from my aids box to patch the rents. At dawn I hid in a thicket between two farms so that I could try to find out whether the people were German or Dutch. There was a stream from which I could fill my water bottle. I lay hidden all that day and ate one chocolate bar from a private supply.

At 2300 hours I set out, planning to do another night's march westward. I walked along sandy secondary roads. At dawn on 14 May, after walking west about 20 miles by the North Star, I again lay up for the day in a thicket with good undergrowth. I had filled my water bottle with milk from a can outside a farm house. During that day I ate some Horlick's tablets and some of the milk tube.

At dusk on 14 May, feeling by now that I was well within Holland and that I could not get further without footgear and food, I emerged from my hiding place and approached a farmer. I used sign language and he understood who I was. He was friendly but nervous. His wife was at first unwilling to help at all. He asked for papers as proof of my identity, but was satisfied when I showed him my identity discs. They gave me hot milk, bread and butter and a pair of wooden shoes. The farmer directed me on to the road to Arnhem.

After leaving this farm, I tried another farm where there were lights burning, but this call was useless. I walked all through that night (14/15 May) along secondary roads. I knew I was going too much in a southerly direction to hit off Arnhem, so at dawn on 15 May I decided to lie up another day. I had passed through a good many large villages that night. The wooden shoes had blistered my feet badly, and my RAF trousers were by now practically falling to pieces. I took the shoes off to pass the villages owing to the noise which they made on the cobble stones. I was by now feeling very hungry. On the evening of 15 May I approached two or three farmers but, beyond establishing that I was on the outskirts of Eibergen (Germany, 1:250,000, Sheet 55) I elicited no friendly responses.

That night I started again for Arnhem, wearing only socks on my feet. Towards

dawn on 16 May I reconnoitred a house on the outskirts of the village of Linde, six miles west of Ruurlo (North-West Europe 1:250,000, Sheet 3A). I was now pretty desperate and felt that I must get shoes at all costs, having walked between 30 and 40 miles. I knocked on the back door, declared myself by signs to the man who opened the door, was well received and found myself in the middle of a most helpful, but extremely frightened, Dutch family. They gave me a complete outfit of clothes, shoes, socks, a sweater, overcoat, shirt, and a pair of pants.

The son of the family brought in a friend, a former Dutch officer, who advised me strongly to give myself up, on the ground that I was endangering Dutch lives needlessly and would be unable to cross the frontier into Belgium. I maintained that I must continue to try to escape. He then offered me Dutch money, but I declined. I found that the neighbourhood had been heavily penalised for assisting RAF crews (I had seen 12 British aircraft shot down in the neighbourhood in the first two nights of my evasion). The owner of the house said all his tools and working plant had been recently burned out by a British incendiary bomb.

I was put to bed in the attic, and the family brought food up during the day. It was Sunday and there were visitors to the house all day to see the damage done by the bomb. The whole family was intensely patriotic, Dutch Royalist and pro-British. They gave me a large scale road map, and set me on my road.

I walked all the next night to Brummen which I reached about 0430 hours on 17 May. I was on a more or less main road, and ducked down by the side of the road if I saw any approaching traffic. I had now decided, as I had obtained clothes, to continue walking by day also. I crossed the river Ijssel by a duck punt and entered a large reforested area northeast of Arnhem. Unfortunately, I found myself inside an artillery range with a number of danger signs, so I had to make a large detour back to the Ijssel. I reached Dieren, on the Ijssel, and walked southwest along the Arnhem road. There was much military movement. I helped a German officer to push his car, which had broken down, to the side of the road.

I bypassed Arnhem to the north and came round via Oosterbeek to reconnoitre a crossing of the lower Rhine. By nightfall on 17 May I had reached the Nijmegen-Arnhem railway bridge, which I thought at first was not guarded. When I had got on to the bridge, I was hailed and saw a man coming towards me. Fortunately, a train came between us, and I had time to notice, looking under the train, that

the man was in uniform and armed. I at once ran off the bridge. As soon as the train had gone across, he fired at me as I ran along the river bank westward. I could not find an unchained boat, so I put my clothes on a plank, bundled up in an overcoat and, swimming naked, propelled the plank across the river. The river was about 100 yards wide with a fairly strong current, which I let carry me along. I am a fairly strong swimmer. I landed a quarter of a mile downstream. It was brilliant moonlight at that time, and the water was not too cold.

I had walked by the morning of 18 May to Druten on the Waal, where there was a ferry crossing. I found out from a friendly Dutch lad, who spoke a little English, that there would be no control on the ferrt, and changed with him a Britsh half crown for the cents sufficient to get me across. I paid my fare to a Dutchman.

After crossing on the ferry I wlaked to Maasbommel on the river Meuse. I crossed this river on a private rail ferry used for carrying gravel from a pit to a plant. This passage I effected by hailing and deaf and dumb language. The employees put no difficulty in may way. On the outskirts of Maasbommel I called at a house. The occupant, a school teacher who could speak some English, kept me on his back porch while he brought out food, a tweed sports coat, and some new socks. I slept out that night (18/19 May) near Maasbommel.

Next day (19 May) I passed through Oss-Heeswijst-Schijndel to St. Oedenrode, which I reached in the evening. I was once stopped and asked for my papers by a Dutch policeman in black uniform. He made things easy by suggesting to me in broken French that I was a Frenchman going home from Germany. I assented eagerly, and he shook hands and wished me good luck.

In St.Oedenrode I knocked at the door of a house which I thought was the priest's house, it being next door to the church. I found three elderly Dutch ladies. They gave me food and introduced me to a friend. The latter was very well disposed but I had difficulty in convincing him that I had no other proofs of identity beyond my discs. He introduced me to three other residents of the town. I stayed two nights and the intervening day (20 May) in the house of one of these people. My friends supplied me with a road map, food for three days, and a bicycle. One of my helpers gave me a pair of boots, as my shoes were pinching badly. I decided to go westward to Roosendaal (15 miles west of Breda) from which place I could cross the border to Nispen (Northwest Europe 1:250,000, Sheet 3A), where my friends knew there was a good spot to cross. This was a hole in the barbed wire barricade on the outskirts of Nispen, at the Belgian frontier town of Esschen (Northwest Europe, 1:250,000, Sheet 3). I

asked in Dutch at a house near the border whether there were soldiers on guard, and was told that it was all right to cross. I had memorized the Dutch words required.

After crossing the Belgian border at Esschen at 1500 hours on 22 May I turned on to the main road and headed south to the direction of Antwerp. After going about a kilometer I was signalled to [stop] by two Belgian Customs officials, who did not however proceed with the matter and waved me on. A little later I was stopped by two Belgian policemen who asked me for my papers. I declared myself. They were friendly, but advised against my keeping the bicycle, as it had no Belgian license plaque on it. The Dutch bicycle had a blue plaque in front. I kept the bicycle, but improvised from a cigarette carton, something similar to the appropriate Belgian plaque and kept it in position on the handlebars with my hands.

That day I went through Brasschlet (which was full of German soldiers), Louvain and Charleroi where, trying to avoid the numerous gendarmes, I got lost. I had to use my compass to find a road southward out of the town. Then I went westward. I spent the night of 22 May at Haulchin, just north of the French border, and southeast of Mons (Northwest Europe 1:250,000, Sheet 5), where a farmer put me up.

Next day a lad took me to a farm house on the border. The proprietor, after hearing who I was, took me personally through the town of Grandreng, thus avoiding the Customs. I could have crossed unaided on foot, but did not want to lose the bicycle. After crossing the frontier on the night of 23 May, I nearly ran into a control on the road outside the town.

I know a little French, and my general idea, now that I had the bicycle, was to get south to Spain, going east of Paris. Having made useful contacts in Fismes, I at this period had hopes of being given organised help but nothing materialised, except that one of my helpers here gave me food coupons sufficient for a large loaf of bread. With this exception I held to my main idea to get south on my own. Throughout I contacted people only in the evening, and confined myself to farmers. In nearly every case I was given permission to sleep in the barns. I do not smoke, but on many occasions it was a stipulation that I should not smoke in the barns. I hardly ever was allowed to pay for my meals, which were very generous, and as a rule I was given something to help carry me through the following day. I supplemented this with raw potatoes and cherries, the latter especially towards the south. I had got in Holland a small glass bottle with a



screw top which I used for water and carried in my bicycle bag. I had to cycle for two days with only one pedal, but otherwise except for innumerable punctures towards the end, my bicycle never broke down. As I had no repair outfit, I usually had to push the bicycle until I could get to a town. At the end the tyres were completely worn out. I continued throughout my journey my device of imitating the local plaque by shaping a piece of coloured paper and holding it in front of me on the handle bars. I always maintained a close look out against police patrols at the outskirts of towns. My distinctly Dutch cycle, which was much higher off the ground than the low French ones, would I thought always involve questioning. I found that it served me well to declare myself as Polish to casual inquirers, shops etc in the daytime. I am fair and could very easily pass as a Pole.

My route from Granreng (Northwest Europe 1:250,000, Sheet 5) was as follows: Guise (Sheet 5) - Laon (Sheet 5) - Fismes (Sheet 5) - Chateau Thierry (Sheet 8) - Montairail (Sheet 8) - Provins (France 1:250,000, Sheet 16) - Sens (Sheet 16) - Montargis (Sheet 16) - Gien (Sheet 16) - Bourges (Sheet 22).

In the Marne-Paris area I noticed that yellow plaques were being carried on the back of bicycles. At Laon I had to bicycle over part of an aerodrome. There were many ground staff about.

I crossed the Line of Demarcation near St. Just and Levet, ten miles south of Bourges (Sheet 22). There I dined with a land-owner who had in the past helped refugees across the Line. In my case there was no difficulty and no road control. I went on through La Chatre (Sheet 21) - Gueret (Sheet 25) - Eymoutiers (Sheet 25) - Tulle (Sheet 30) - Figeac (Sheet 30) - Albi (Sheet 35) - Castres (Sheet 40). Just north of Albi, at Condez, I was intercepted by French police who let me go after some discussion. I reached Revel (Sheet 40), about 15 miles southwest of Castres, on 1 June, having come from the Belgian border in eight days. My target - sometimes exceeded and sometimes not achieved - was 125 kilometres a day. I had a fishhook with me and a linen thread and caught several small trout in the streams near Figeac with a grub bait.

The bread coupons which I had been given at Fismes were available for other food items on the two or three occasions when I had to eat at a restaurant. In the south the farmers seemed much less well-to-do, and I often paid for my meals.

I stayed two nights at Revel, where I met a young Frenchman who was bound for

Switzerland. I spent ten days in a farm outside Revel, and then returned to Revel for a further eight days. During this period plans were being considered for me to get to Toulouse. The young Frenchman returned from Grenoble, as he was unable to get to Switzerland, and we two decided to join forces to get to England.

I left my cycle in Revel. We went by train to Toulouse where I stayed the night, and trained to Carcassonne. We changed trains for Quillan, about 25 miles south of Carcassonne (Europe road map 1:200,000, Sheet 86) and from Quillan took a bus to Belcaire, about 15 miles southwest where we stayed at a hotel. We had no papers for the Zone Interdite Sud. We walked to Le Castelet (west of Ax-les-Thermes) and stayed the night in a hotel. There we contacted a guide whom we paid 3,000 francs to guide us to the Andorran frontier.

We were a party of eight. We started on 24 June. Two of the party returned before starting, as they were overweighted with luggage. The remaining six of us got lost on the way up the hill from Le Castelet, and had to spend the first night half way up the hill. In the morning a shepherd told us there were no German sentries near the border. We continued climbing all day.

About 2500 hours [sic] on 25 June we arrived within 4-5 kilometres of the Andorran border. The guide would not continue. My friend and I decided to go on by daylight, leaving the others. We crossed the high peak, passing through some snow drifts during the day. We were not worried about Germans because we chose the stiffest climb. I had a pocket spy glass (two types of round glass) which I had with me in the aircraft and which was useful for observing the slopes. Both of us knew something about mountaineering (I had a stick).

We slept inside a shepherd's hut just inside the Andorran border, and walked into Canillo (Iberian Peninsula, 1:250,000, Sheet Andorra) on the morning of 26 June. The shepherd told us that German soldiers had sometimes chased fugitives well inside the Andorran border and taken them back into France. In Canillo we stopped at a hotel. A man we met there casually put us in touch with a Spanish refugee smuggler who agreed to guide us to Barcelona. We went to St. Julia by car, and that night crossed the mountains on foot with Spanish tobacco smugglers. The Andorran-Spanish frontier was very closely guarded.

Our route through the mountains on the descent skirted Solsona and Cardona. We arrived at Manresa ten days after leaving Andorra. This walk from St. Julia to Manresa was about 80-90 miles and tested our endurance much more than the

earlier part of the crossing. The guide went into Barcelona and the Consul came out to fetch us on the following day (7 July).

The website "Lost Bombers" offers the following on him:

**12/13 May 1943:** Halifax DT801, target Duisburg. The aircraft was a irborne 0023 hours 12 May 1943 from Graveley. Outbound at 10,000 feet, shot down by a night-fighter (Oblt August Geiger, 111./NJG1) and crashed 0200 at Buurse (Overijssel) a village close to the border with Germany and some 7 km ESE of Haaksbergen, Holland. F/L J.Sale, RCAF, evaded. Other crew were Sergeant C.W.Rowley (POW), F/O G.E.Heard (POW), P/O R.C.Sawyer (killed), Sergeant S.A.Moores (POW), Sergeant D.J.Richards (killed), Sergeant R.O.Elford, RCAF (POW).

**19/20 February 1944:** Halifax HX325 (TL-J), of No.10 Squadron, target Leipzig. This was one of four Halifaxes lost on this operation; the others were HX296, HX311 and HX357. Airborne at 2351 hours. 19 February 1944 from Graveley. Outbound at 20,000 feet, shot down by a Ju88, whose fire set alight to the rear overload tank. Partially abandoned and crash-landed 0250 some 100 metres S of Beedenbostel, 4 km NNE of Lachendorf. Crew consisted of the following: S/L D.J. Sale, RCAF, DSO, DFC (died of wounds); S/L G/H.F. Carter, DFC, RCAF (Squadron Navigation Officer, POW), Warrant Officer G.H.Cross, DFC, DFM (POW), F/L B.O.Bodnar, DFC, RCAF (POW), F/L H.J.Rogers, DFC (POW), F/L R.L.Lamb (POW), Flight Sergeant K. K.Knight (killed).

\* \* \* \* \*

SALKELD, FS (now P/O) Herbert Alexander Basil (R151215/J85488) - **Distinguished Flying Medal** - No.419 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. Born in New Liskeard, Ontario, 22 May 1915; Educated at Queen Victoria School, North Bay and North Bay Collegiate. Home in North Bay (machinist working underground in mines); enlisted there 26 May 1942. To No.5 Manning Depot, 8 June 1942. To No.6 ITS, Toronto, 24 October 1942. To No.9 BGS, Mont Joli, 24 January 1943; graduated and promoted Sergeant, 16 April 1943. To "Y" Depot, Halifax, 30 April 1943; to RAF overseas, 3 May 1943. To No.23 OTU, 15 May 1943. To No.1664 Conversion Unit, 1 August 1943. To No.419 Squadron, 3 September 1943. Commissioned 23 April 1944 (J85488). To No.1 Air Armament School, Manby, Lincolnshire, 26 June 1944 (student air gunner and instructor's course). Repatriated 6 September 1944; promoted Flying Officer, 23 September 1944; to No.6 BGS, Mountain View, 9 October 1944 (instructor); to Moncton, 16 February 1945 (air traffic control training with No.164 Squadron); to No.12 Squadron, Rockcliffe, 18 March 1945 (while there, 11 June 1945, applied for overseas service again, this time with Pacific forces); to Moncton again, 12 August 1945 for service with No.164 (Transport) Squadron. Released 5 July 1946. Worked as a miner in the South Porcupine District, 1946 to

1947. Appears to have been drawing Workmen's Compensation in Toronto, 1948, but returned to mining in late 1948. Worked as a sailor for Canada Steamship Lines, Lake Superior, 1950, labourer with Ford Motor Company, 1951, farmer and labourer in Ridgely, 1951, returned to Canada Steamship Lines, 1952, and then as a labourer in a grain elevator at Fort William. Rejoined RCAF in Fort William, 30 August 1952 with rank of Leading Aircraftman. To St. Jean, Quebec, 1 September 1952. To Air Armament School, Trenton, 21 October 1952. Ceased to be Trainee and became member of Staff, Air Armament School, 28 March 1953. To No.2 Technical Training School, Camp Borden,, 19 August 1953. To No.3 Fighter Wing, 12 October 1954 (embarked for overseas 14 October 1954; disembarked 20 October 1954. Promoted Corporal, 1 October 1955. To Canada, 7 June 1956, To No.2 Technical Training School, Camp Borden, 13 June 1956. Internally transferred to Air Armament School, Camp Borden, 2 July 1958. Retired 2 September 1965. Died in Toronto, 19 January 1986 as per **Airforce Magazine** of January-February-March 1987. Award sent by registered mail.

This airman has completed many operational sorties against strongly defended enemy targets. He is an excellent air gunner who has always a fine fighting spirit, enthusiasm and courage of a high degree. On two occasions when his aircraft has been attacked by enemy night fighters, Flight Sergeant Sakeld's skilful directions have enabled his captain to take successful evasive action and frustrate the attackers. Another time this airman saw an enemy aircraft intercept one of our bombers. He immediately opened fire hitting the enemy fighter which was probably destroyed.

**Training:** Report from No.23 OTU, 31 July 1943, indicated that he had flown 54 hours 45 minutes by day and 42 hours 55 minutes by night at the OTU. He had taken part in four practices firing air-to-sea, six air-to-air and one fighter affiliation sortie. He had exposed seven roles of film and fired 4,800 rounds. Described as "Very good gunner all round, very keen with no delay." Ground training had covered Frazer-Nash 20 turrets and Boulton-Paul (E) turrets, 40 minutes on shadow graph work, 104 minutes on "spotlight", 36 pulls on clay pigeons (16 hits). He was assessed (on a scale of 1 to 10) on Browning Gun (7), Turrets (6), Aircraft Recognition (7), Range Estimation (5), Sighting (6) with an Average Assessment of 6.

**Other Notes:** Application for Operational Wing dated 30 May 1944 stated he had flown 32 sorties (208 hours five minutes), 4 October 1943 to 12 May 1944.

Repatriation form dated 17 August 1944 gave his overseas flying time on types as follows: Wellington (127 hours 45 minutes), Halifax (240 hours 25 minutes), Lancaster (30 hours 45 minutes), total overseas of 398 hours 55 minutes. Last sortie was 12 May 1944.

Letter dated 29 August 1944 stated that he had flown 33 sorties (208.05 operational hours),

and that his total flying time was 419 hours 30 minutes.

A psychological report prepared 26 March 1956 is both sad and interesting. His postwar life had been unhappy - a broken marriage and drinking problems which he eventually resolved. A striking passage:

He reveals that the only time in his life he ever felt he was accomplishing anything was during his three years in the Air Force during the war, "not because of the killing and destruction in which I was engaged, but because I knew it was something which had to be done and I knew I was doing it well." He won the DFM during the war, completing one whole tour. But even in the telling of this incident he reveals the deprecation and worthlessness which he feels for himself for he states, "I only got the DFM because of a mistake. I shot down a plane, a Ju.88, which I thought was attacking me when in reality it was about to attack another aircraft which didn't see it. Therefore I was credited in the communique with saving the other friendly plane when in reality I hadn't any intention of doing so; I only thought I was saving my own hide." After his tour was completed he was posted to a training unit as an instructor and here he revealed his true capacity for he was evidently a born instructor. He states he lived instructing and was told by his CO that he was naturally cut out to do that job.

An assessment of him, prepared 1 June 1957 while at Camp Borden, confirms his abilities as an instructor. Flying Officer G. Mann wrote:

Corporal Salkeld is a very competent instructor. His enthusiasm knows no bounds when it comes to preparing and giving lectures. His past experience in the RCAF. (Aircrew and Armament) have added greatly to his excellent service attitude. He is always concerned about the welfare of the students and works many hours in his own free time with students who are not progressing too well. Corporal Salkeld is very reliable and his loyalty is unquestionable. He is well aware of his responsibilities as an NCO and does his utmost to live up to them.

To which Squadron Leader R.J. Wilcox added:

Corporal Salkeld is probably one of the very few NCO's who would be content to spend his career as an instructor. A very well read NCO, Corporal Salkeld is alert and can discuss many topics intelligently and with conviction.

### **Combat Reports:**

From Public Record Office Air 50/299:

Night of 19/20th November 1943 - Operations to Leverkusen

Visibility moderate with 10/10th cloud, tops 5-8,000 feet, half-moon conditions rising about midnight.

Halifax aircraft "R", Serial JP112 of 419 Squadron.

While returning from the target flying at 19,000 feet altitude, and at a position just off the French coast opposite Ostende at 2050 hours, this aircraft encountered an enemy fighter identified by the Rear Gunner [Salkeld] as a Ju.88.

On sighting the Ju.88 on the port quarter at 300 yards range, the Rear Gunner gave Combat Manoeuvre "Corkscrew Port" and opened fire with a short burst of 50 rounds. The fighter went across the tail of the Halifax from port to starboard at approximately 300 yards range. The Halifax continued Combat Manoeuvre, corkscrewing three times, and the fighter was lost. The Rear Gunner then gave "resume course" and the Halifax continued on its way.

Visibility was fair, with no cloud but a slight noticeable haze. The fighter did not return fire. No damage was sustained by the bomber and no claims are made against the enemy aircraft. The Rear Gunner thought the fighter was attacking his aircraft, but later realized the Ju.88 was attacking another Halifax.

From No.6 (RCAF) Group Combat Reports:

While over the target area of Frankfurt on the bombing run on the night of November 25<sup>th</sup>, 1943, Halifax aircraft "Q", Serial No.JG459 of 419 Squadron, at a position 50° 08' N - 08° 45' E, flying at 19,000 feet altitude, at an airspeed of 219 m.p.h., at 0248 hours, was attacked by an enemy fighter identified by the Rear Gunner as an Me.109. "Monica" gave no warning and there were no other signs of imminent attack.

The fighter was first silhouetted against the glow of the fires below, Port Quarter down, at 500 yards range. As the fighter closed in to 300 yards range, the Rear Gunner [Salkeld] gave combat manoeuvre order, "corkscrew port", and the Me.109 opened fire with a two-second burst. The Rear Gunner returned fire with a long burst of 300 rounds

The Halifax carried out three corkscrews and the gunner gave "resume course" as the fighter disappeared from his view, after breaking off the attack on the starboard quarter.

A second enemy aircraft identified as an Me.210 continued the attack, coming in from Port Quarter and positioning for an attack on the Starboard Quarter below, at 300 yards range, "Monica" gave one warning and was heard no more. The Gunner gave combat manoeuvre "corkscrew starboard" and after this had been carried out, the fighter was lost to view, and "resume course" subsequently given. Neither the fighter nor the Halifax opened fire on this encounter.

Visibility was good, due to fires beneath, and 8/10ths cloud at 4,000 feet below, no moon and no visual ground aid, with a few searchlights and flak; no fighter flares.

Trace appeared to enter the first enemy aircraft (Me.109) but no damage was sustained by the Halifax.

\* \* \* \* \*

SALMON, FS (now P/O) Dennis Day (R54483/J86812) - **Distinguished Flying Medal** - No.428 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born in Davenport, England, 6 March 1921; home in Astoria, Long Island, New York (but British national); enlisted in Ottawa, 5 September 1940. To No.1 BGS, 28 September 1940; graduated and promoted LAC, 28 October 1940. To No.119 (BR) Squadron, 28 October 1940; to No.5 (BR) Squadron, 25 July 1941, serving with that unit to 31 July 1942 and promoted Sergeant 25 November 1941. Reverted to LAC, 15 January 1942. To "K", 31 July 1942. Regained rank of Sergeant, 1 September 1942. To "Y" Depot, 15 September 1942. To Britain, 19 October 1942. Commissioned 28 May 1944. Repatriated 24 October 1944. To No.3 Training Command, 27 November 1944. Promoted Flying Officer, 28 November 1944 when posted to No.2 Release Centre. To Halifax, 20 May 1945. To No.2 Release Centre again, 25 May 1945. To Mountain View, 10 June 1945. To No.2 Release Centre, 28 August 1945. Released 4 September 1945. RCAF photo PL-28392 (ex UK-9095 dated 22 March 1944) shows the following (all decorated) waiting to be interrogated after a mission - back row is F/O Jim de Rosenroll (Moose Jaw, navigator), F/O Jack Greco (Toronto, air bomber), front row, Sergeant Denny Salmon (Astoria, Long Island, rear gunner), F/O Al Miles (North Sydney, N.S., wireless operator), P/O A.C. Yule, DFM (Toronto, flight engineer). Award presented 17 June 1945. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9632 has

recommendation dated 10 May 1944 when he had flown 25 1/3 sorties (171 hours 50 minutes (16 May 1943 to 29 April 1944).

\* denotes counted as 1/3 sortie

16 May 1943 - GARDENING, Frisians, (3.25)  
25 May 1943 - Dusseldorf (5.15)  
29 May 1943 - Wuppertal (6.05)  
29 December 1943 - Berlin (7.50)  
21 June 1943 - Krefeld (4.45)  
22 June 1943 - Mulheim (4.50)  
26 June 1943 - GARDENING, Brest (6.00)  
3 July 1943 - Cologne (2.45), DNCO  
26 July 1943 - Essen (4.30)  
27 July 1943 - Hamburg (5.30)  
29 July 1943 - Hamburg (6.05)  
15 September 1943 - Montlucon (7.00)  
16 September 1943 - Modane (6.00)  
22 September 1943 - Hanover (5.40)  
3 October 1943 - Kassel (6.15)  
8 October 1943 - Hanover (5.10)  
19 November 1943 - Leverkusen (6.55)  
25 November 1943 - Frankfurt (8.25)  
21 January 1944 - Magdeburg (7.15)  
4 February 1944 - GARDENING, La Rochelle (7.20)  
22 February 1944 - GARDENING, La Rochelle (7.20)  
2 March 1944 - Meulan (6.05)\*  
11 March 1944 - GARDENING, Lorient (7.30)  
16 March 1944 - Amiens (5.15)\*  
22 March 1944 - GARDENING, Kiel (7.20)  
26 March 1944 - Courtrai (5.00)\*  
30 March 1944 - GARDENING, Heligoland (5.50)  
12 April 1944 - GARDENING, Heligoland (4.35)  
29 April 1944 - GARDENING (5.10)\*

Flight Sergeant Salmon is a skilful, cool and determined air gunner. He has taken part in very many sorties and has had several encounters with enemy fighters. He has always coolly and skilfully directed his captain in the necessary evading tactics which have saved both crew and aircraft and he has contributed materially to the successful completion of each sortie in which he has partaken. Flight Sergeant Salmon has set a very fine example by his keenness and



confidence.

NOTE: To the above, on 14 May 1944, G/C F.A. Sampson (Station Commander, Middleton St.George) adds:

Flight Sergeant Salmon has always shown above average keenness in his work at the unit, whether the job be training or operations. He sets an excellent example to others. Recommend favourable consideration.

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SALO, F/L Torsti Albert (J11033) - **Mention in Despatches** - No.435 Squadron (AFRO gives unit only as "RCAF Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 31 October 1920 in Tampere, Finland; home in Vancouver; enlisted there 4 April 1941. To No.2 Manning Depot, 24 June 1941. To No.2 BGS, 5 August 1941 (guard). To No.2 ITS, 18 September 1941; (graduated and promoted LAC, 26 October 1941 when posted to No.19 EFTS; graduated 19 December 1941 and posted next day to No.12 SFTS; graduated and commissioned 10 April 1942. To No.13 OTU, 2 May 1942. To No.147 Squadron, 12 August 1942, serving in that unit to 15 March 1944 when posted to Tofino (promoted Flying Officer, 1 October 1942). To "Y" Depot, 10 May 1944. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 25 May 1944. Promoted Flight Lieutenant, 1 June 1945. Repatriated 2 June 1946. Released 10 July 1946. TCA and Air Canada pilot, retiring 1980. Died in Montreal, 15 April 2015. DHist file 181.009 D.1769 (RG.24 Vol.20610) has recommendation for a DFC dated 15 May 1945 when he had flown 634 hours five minutes on operations (183 supply drops and landings). Name given as Thorsen Albert. Name also rendered as Torsten Albert.

This officer has completed a large number of Transport Support Sorties in Burma. Throughout his tour, he has always displayed outstanding determination and devotion to duty. Many of his sorties have been carried out in the face of enemy air and ground opposition, and many through monsoon weather. His enthusiasm to fly supplies in support of the 14th Army under any conditions has set a magnificent example to the squadron.

SALO, F/L Torsti Albert (J11033) - **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. Award sent by registered mail 4 April 1950.

This officer has completed a large number of sorties with Transport Command in Burma. Many of these have been flown in the face of enemy air and ground

opposition and during the monsoon. In flying supplies in support of the 14th Army, Flight Lieutenant Salo's enthusiasm has remained undaunted, however great the difficulties. His outstanding determination and devotion to duty have set a magnificent example to the squadron.

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SALT, F/L Charles Rupert Henry (J22375) - **Mention in Despatches** - No.354 Squadron (AFRO gives only "Overseas" as unit) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in Swift Current, Saskatchewan, 27 October 1914. Served in Militia in Fredericton, New Brunswick, 18 June 1930 to 20 November 1931 (Canadian Machine Gun Corps). Joined the RCMP as a trumpeter on 23 November 23, 1931 and was assigned Regimental Number 11214, After training, he was posted to Vancouver, British Columbia. Shortly after he attained the age of 21 he was, effective 1 November 1935, promoted to the rank of Constable. He was attached to the division's Mounted Troop at Fairmont Barracks, Vancouver, in the late fall of 1935. The forty non-commissioned officers and constables of the troop participated, outside of their regular duties, in mounted sequences which were filmed along the Capilano River in North Vancouver, for the 1936 screen adaptation of the musical *Rose Marie* which starred Nelson Eddy and Jeanette Macdonald. Salt was the trumpeter for the movie. The following year, he was a member of the RCMP Musical Ride that performed at Portland, Oregon. In June, 1937, Salt was transferred to Saskatchewan but when his term of service with the RCMP expired on 22 November 1941, he did not re-enlist. He noted it was his "... desire to serve with the RCAF during hostilities." At the time he gave his home as Vancouver. Enlisted in Edmonton, 27 November 1941 as R142669 and posted to No.3 Manning Depot, Edmonton. To No.7 SFTS, Macleod, 14 February 1942 (guard). To No.2 ITS, Regina, 29 March 1942; graduated and promoted LAC, 23 May 1942 but not posted to No.15 EFTS, Regina until 5 July 1942; may have graduated 28 August 1942 but not posted to No.11 SFTS, Yorkton until 13 September 1942; graduated and commissioned 30 December 1942. To No.1 GRS, Summerside, 22 January 1943; retained there as a staff pilot. Promoted Flying Officer, 30 June 1943. To No.111 OTU, 31 March 1944, commencing training on B-25 Mitchells and then, from June 1944 onwards, Liberators. To No.45 Group, 26 July 1944. Departed Dorval, 24 September 1944. Arrived in United Kingdom, 25 September 1944. Departed for India, 21 November 1944 with his crew. Following delays for repairs, this was reached on 21 December 1944. Posted on 22 December 1944 to No.354 Squadron. Promoted Flight Lieutenant, 30 December 1944. He flew Liberator bombers in Southeast Asia on anti-shipping strikes against the Japanese as well as anti-submarine patrols. Embarked from India, 25 July 1945. Arrived in United Kingdom, 13 August 1945. Repatriated 5 September 1945. To No.1 Instrument Flying School, 15 January 1946 (instructing on Link). To Vancouver, 16 February 1946. To Patricia Bay, 1 April 1946. Attended an Administration Course, 17 June to 11 August 1946. He remained with the RCAF; accepted for Interim Force, 12 July 1946. Retired on 4 October 4, 1946. That

same day, he was "... medically examined and found fit for re-engagement" in the RCMP. Re-engaged with RCMP as of 8 October 1946 in Ottawa. Shortly thereafter, he was transferred to Saskatchewan. Promoted to Corporal on 1 May 1950, and Sergeant on 1 May 1952. Remained in Saskatchewan until September 1954, when he was transferred to British Columbia. Retired from RCMP on 29 November 1955, having served a total of 19 years, 53 days. His RCAF service of four years, 312 days, counted for pension purposes but did not count towards the required twenty years for the RCMP long service medal, which he did not receive. He was awarded the Atlantic star, but for reasons that remained a mystery, he did not wear it. Died in Vancouver, 9 April 1973 as per British Columbia Vital Statistics. Certificate sent to RCMP "A" Division, Ottawa, 10 August 1948.

**Notes:** At No.2 ITS described as follows: "As class senior, this airman was outstanding in handling the other airmen. He had an excellent average mark for the course and it is felt he should prove to be of both excellent pilot and officer material."

At No.15 EFTS described as "Above average type of student, very mature and has leadership ability. Discipline excellent." Placed 15th in a class of 18.

At No.11 SFTS described as "A high average pilot who should do extremely well. Recommended for a commission." Placed 7<sup>th</sup> in a class of 61.

Course at No.111 OTU was 1 May to 24 July 1944. Ground Examinations in Armament (224/300), Navigation (170/200) and Signals (74/100). Flying tests in General Flying (269/400), Applied Flying (138/200, Instruments (168/250), Night Flying (66/100), Link (35/50). "Steady and keen. Could have done better in ground work." Flying times as follows: **Mitchell** (eight hours day dual to first day solo, 22.50 total day dual, 29.45 day solo, 2.20 day as second pilot; of these, four hours on instruments; two hours 40 minutes night dual to first night solo followed by 13.25 night solo, 4.45 as second pilot by night. **Liberator** 8.30 day dual to first day solo, 14.25 day dual, 26.45 day solo (of this, 2.40 on instruments), 1.50 night dual to first night solo, 2.40 night dual total, four hours night solo.

On repatriation to Canada he reported (25 August 1945) that he had flown 82 hours ten minutes on Mitchells, 380 hours on Liberators and three hours 20 minutes on Warwicks. His overseas flying time was given as 266 hours 35 minutes on operations, 198 hours 55 minutes non-operational. He stated he had flown 15 sorties, the last on 16 May 1945.

Assessed on 26 February 1945 by S/L R.A, Hobb-Richard, No.354 Squadron: "Although he has been with the unit a comparatively short time he has created an excellent impression."

Assessed on 14 June 1945 by W/C F.G. Paisley, Commanding Officer, No.354 Squadron which

gave his date of joining as 13 January 1945. Total flying hours were 1,634; "A sound captain of aircrew but is content to confine his activities to these duties."

The Operational Record Book of No.354 Squadron provides the following information.

26 January 1945 - Liberator VI, H/354, KH187 - second pilot to S/L R.A. Hubber-Richard. Others in crew were Flight Sergeant K.G. Rankins, Flight Sergeant F.G. Chapman, Flight Sergeant J.B.B. Legge, R151411 Flight Sergeant H.E. Brankley (RCAF), R172910 Flight Sergeant G.K. Scarfe, Flight Sergeant G.H.B. Antlett, Sergeant D.R. Sharp, Sergeant L. Richardson. Airborne from Cuttack, 0048 hours, landing back there at 1047 hours. Anti-submarine patrol in shipping lanes, east coast of India from 16 degrees 00 minutes North to Western Channel Light Vessel. Also conducting consumption test. Eight merchant vessels sighted but no enemy sightings.

6 February 1945 - Liberator VI, H/354, KH187 - captain of aircraft. Others in crew were J22370 F/O W.A. Blackford (RCAF), J40459 F/O A.D.J. Bridge (RCAF), S/L R.A. Hubber-Richard, Flight Sergeant F.G. Chapman, Flight Sergeant G.H.B. Antlett, R219710, Sergeant L.F. Wells (RCAF), Sergeant G.H. Day, R251860 Sergeant J.H. Graham (RCAF). Airborne from Cuttack at 0040 hours, landing back at 1040 hours. Anti-submarine patrol in shipping lanes, east coast of India from West Channel Light Vessel to 14degrees 00 minutes North and 19 degrees 00 minutes North. Sighted five vessels in the course of the patrol.

10 February 1945 - Liberator VI, L/354, EV945 - captain of aircraft. Others in crew were J22370 F/O W.A. Blackford (RCAF), J40459 F/O A.D.J. Bridge (RCAF), R219710 Sergeant L.F. Wells (RCAF), R251860 Sergeant J.H. Graham (RCAF), Sergeant G.H. Day, R224955 Sergeant L.G. Bradley (RCAF), Sergeant D.F. Tester, Sergeant J.W. Went, Sergeant J.A. Peden. Airborne 0558 hours until 1746 hours. One of four Liberators in loose formation on anti-shipping sweep, Gulf of Martaban. In patrol aircraft they flew at 50 feet, spaced about 300 feet. Several fishing boats seen and one oil slick but otherwise uneventful. Weather fine.

13 February 1945 - Liberator VI, J/354, EV863 - captain of aircraft. Others in crew were J22370 F/O W.A. Blackford (RCAF), J40459 F/O A.D.J. Bridge (RCAF), R219710 Sergeant L.F. Wells (RCAF), Sergeant G.H. Day, R224955 Sergeant L.G. Bradley (RCAF), R251860 Sergeant J.H. Graham (RCAF), Sergeant J.A. Peden, Sergeant D.F. Tester, Sergeant J.W. Went. Airborne 1953 hours of the 13<sup>th</sup>, landing back at base at 0638 hours of the 14<sup>th</sup>. One of six Liberators engaged in a follow-up attack on shipping attacked the previous day (12<sup>th</sup>). "Arrived in the area at dawn. 'V' sighted a sub-chaser in Stewart Sound presumed to be the same vessel attacked on the 13<sup>th</sup> February, and went in to the attack at low level scoring direct hits. The Sub-chaser burst into flames and sank.

'C' next arrived on the scene and attacked the coaster beached after the attack by 'A' on the previous day. Direct hits were scored and the vessel burnt out. 'C' next attacked a coaster

anchored in a small bay and blew it to pieces. 'U' arrived and attacked a Landing Craft beached near the burning coaster with gunfire and then proceeded to shoot up harbour installations, receiving a few bullet holes in return. 'J' arrived and attacked a small motor boat with gunfire forcing it to beach. All aircraft returned to base."

5 March 1945 - Liberator VI, C/354, EV858 - captain of aircraft. Others in crew were J22370 F/O W.A. Blackford (RCAF), J40459 F/O A.D.J. Bridge (RCAF), R219710 Sergeant L.F. Wells (RCAF), Sergeant G.H. Day, R224955 Sergeant L.G. Bradley (RCAF), R251860 Sergeant L.B.B. Legge, Sergeant J.A. Peden, Sergeant D.F. Tester, Sergeant J.W. Went. Airborne 0547 hours, landing at 1809 hours. "Aircraft 'A' 'C' 'Z' & 'U' airborne under the command of F/Lt. J. L. Richards flying in 'A' on Anti-Shipping Strike of Tenasserin Coast. 'A' attacked a Marqui Schooner which was damaged by near misses of bombs and machine gun fire. 'C' also attacked and bombs failed to explode. Casualties inflicted by machine gun fire. 'U' and 'Z' followed by attacking with machine gun fire, no signs of life after these attacks and vessel appeared to be out of control and badly damaged. All aircraft returned to base undamaged. Time of Attacks 1057 to 1101 in position 1456N 9706E. "

20 or 21 March 1945 - Liberator VI, F/354, EW315. Airborne at 0622 hours, landing at 1811 hours. Crew as on 13 February 1945. " On March 20th, Liberators 'Z', 'F' and 'A' under command of F/L M. McKellar airborne on shipping sweep of Tenasserin Coast. 0715 hours, 1923N 8745E. Formated in vic formation. 1201 hours 1538N 9739E. set Course 346. Double Island lighthouse in operation. 1214 to 1218 hours 'Z' and 'F' position 1610N 9735E. attacked a 200 ton Coaster. 'Z' scored two direct hits amidships and 'F' followed in with another direct hit amidships. Vessel replied to first attack with light Antiaircraft fire which was inaccurate, these guns were soon silenced and vessel was left sinking. Liberator 'A' lost contact and made no sightings. 1811 hours 'F' landed at Cuttack. 1835 hours 'A' landed at Cuttack. 1900 hours 'Z' landed at Cuttack."

1 April 1945 - Liberator VI, H/354, KH187. Airborne 1422 hours on 1 April, landing at base 0041 hours of 2 April 1945. Others in crew were F/O E.G. Constant, J40459 F/O A.D.J. Bridge (RCAF), R219710 Sergeant L.F. Wells (RCAF), Sergeant G.H. Day, R224955 Sergeant L.G. Bradley (RCAF), R251860 Sergeant J.H. Graham (RCAF), Sergeant J.A. Peden, Sergeant D.F. Tester, Sergeant J.W. Went. "F/O Salt and Crew airborne in H/354. Airborne from Cuttack on Anti-shipping strike from Amhurst to Tavoy Point 1720; 1535N 8735E. On Patrol sighted two small craft appeared to be stationary. Three circuits made but lost contact. 1826: 1150N 9610E. Circled entrance Tavoy River. No further sightings."

4 April 1945 - Liberator VI, H/354, KH187. Airborne 1802 hours of 4 April, landing at base 0802 hours of 5 April 1945. Others in crew were J22370 F/O W.A. Blackford (RCAF), J40459 F/O A.D.J.

Bridge (RCAF), R219710 Sergeant L.F. Wells (RCAF), Sergeant G.H. Day, R224955 Sergeant L.G. Bradley (RCAF), R251860 Sergeant J.H. Graham (RCAF), Sergeant J.W. Went. "Aircraft 'F' (F/L Stinson) 'P' (F/O Hughes) and 'H' (F/O Salt) airborne loose Vic formation heights 4000, 4400, and 4800 feet. 050025 1147N 95°20E. A.A. fire seen by rear gunner of H/354 from North East tip De??al Island. 10 black bursts in pairs 100 feet. 0015 1235N 9510E. 0015: 1235N 9810E reformed 'Z' 'F' & 'H' starboard and echelon 50 feet high. No sightings, IFF off. Weather Hazy. Visibility 10 miles."

8 April 1945 - Liberator VI, H/354, KH187. Airborne 1808 hours of 8 April, landing 0717 hours on 9 April 1945. Captain of aircraft. Others in crew were J22370 F/O W.A. Blackford (RCAF), J40459 F/O A.D.J. Bridge (RCAF), R219710 Sergeant L.F. Wells (RCAF), Sergeant G.H. Day, R224955 Sergeant L.G. Bradley (RCAF), R251860 Sergeant L.B.B. Legge, R251860 Flight Sergeant J.H. Graham (RCAF), Sergeant D.F. Tester. Source text unclear and some guesswork in description of action - " 'L', 'B' & 'H', 354 Squadron airborne on anti-shipping sweep south of Margui from Cuttack at 081808 ; set course for Preparis Island in 'Vic' formation. 2154 at Preparis Island. 2335? Cabuss?? Island to sweep area through Dron???? Ph???? N?W? of King Island. No sightings. Continued on patrol. 0025 12°53'N 8°9'E rifle fire from Katonanore???? Puffs of smoke seen. 0046. 1148N 9880E All aircraft sighted and attacked Type S landing craft with feling?? camouflage 50 to 60 feet in length. Low level attack from 50 feet with bombs. M.C. fire. Vessel badly damaged, inflicted a number of casualties on the enemy. 12 of whom were seen to jump overboard. No enemy opposition from Landing craft. All our aircraft returned undamaged and landed 092716."

23/24 April 1945 - Liberator VI, H/354, KH187. Airborne at 2325 hours; landed back at base 1234 hours. Captain of aircraft. Others in crew were J22370 F/O W.A. Blackford (RCAF), J40459 F/O A.D.J. Bridge (RCAF), R219710 Sergeant L.F. Wells (RCAF), Sergeant G.H. Day, R224955 Sergeant L.G. Bradley (RCAF), R251860 Sergeant J.W. Went, R251860 Flight Sergeant J.H. Graham (RCAF), Sergeant D.F. Tester, Sergeant J.A. Peden. "H/354 (F/Lt. Salt) airborne on Air Sea Rescue Search for crew of J/354. 2325: 1840N 8741E. Sighted A.S.R. launch, one M/V, Corvette, Frigate and one Liberator. 0130 M.F. Corvette(1) 'when directly over dinghy will you send your call sign and dashes of five seconds duration at intervals in order that I may home on you' 0230: 1828N 8737E. Sighted dinghy radio with presumed survivor and yellow barrel with another presumed survivor. Owing to failure of R/T fired Ferey and dropped flares in circle of area. Eventually A.S.R. Launch searched area and picked up two large circular dinghies. Later sighted several turtles in the water. 1123: 1851W 8731E. set course base 1234 Landed Base. No further sightings."

The above refers to the disappearance on 22 April of J/354, EV863. The crew of that aircraft consisted of J27799 F/L R.E. Taylor (RCAF, missing), J43899 P/O B. Bjarason (RCAF, injured, saved), J44297 P/O D. Grose (RCAF, missing), J45357 P/O D. Tutton (RCAF, injured, saved),

Flight Sergeant E. Vine (RAF, injured, saved), Sergeant M. Munro (RAF, injured, saved), Sergeant R.J. Leonard (RAF, missing), Sergeant L.E. Whalen (RAF, missing), Sergeant R.J. Baril (RAF, missing), and Sergeant R.F. Beaton (RAF, injured, saved). "Liberators Mk.VI, 'L' (F/L Riffle); 'J' (F/L Taylor) and 'H' (P/O Corbett) airborne from Cuttack 220414 - 220415 on anti-shipping sweep from Moulmein to Kalagank Island. All the aircraft attacked coaster south of Amherst and severely damaged it. The vessel's steering gear was put out of action and the crew jumped overboard. Aircraft 'J' (F/Lt. Taylor and crew) failed to return to base. A faint S.O.S. was heard by a Station in the South of India, and a search was laid on in position 2010N 8715E. Liberators from Cuttack and 231 Group and Catalinas from Redhills and Calcutta together with surface craft searched the area for two days without result but happily, a Catalina of No. 191 Squadron, returning to Coconada (?), after carrying out a search, sighted a dinghy with five survivors on board, 80 miles S.W. of the search position. The Catalina landed and picked up the survivors who were suffering from exposure and injuries. It is understood that all four engines of J/354 cut and the aircraft ditched immediately. The Captain, Navigator and three gunners perished."

2 May 1945 - Liberator VI, V/354, KH194 or KH196 - crew as of 22/23 April 1945. Operations in support of occupation of Rangoon. "V/354, F/L Salt airborne from Cuttack at 012307 hours. for Akyab landing there at 020223 hrs. Airborne Akyab 022050. Naroondam? Island 030003 on crossover patrol at 0116 in collaboration with own sea Forces during invasion of Rangoon. 0405 off Patrol due to adverse weather conditions. 0947 landed at Cox's Bazar. 040253 airborne from Cox's Bazar landing at Cuttack at 0522. No enemy sightings."

9 May 1945 - Liberator VI, H/354, KH189 - airborne at 0556 hours, landing at base 1704 hours. Crew as of 22/23 April 1945. "Aircraft 'B' F/L Stinson, 'H' F/L Salt, 'Y' F/L McKellar, 'L' F/L Riffle, 'V' W/O Cottan, 'U' F/O Tetlock, 'Z' F/L Yoxon airborne with 'G' and 'D' of 203 Squadron at 090557 to 090619 from Cuttack on Anti-Shipping Strike Moulmein. Set Course 126 Route Alquada? Reef. 1120 Moulmein 'B' and 'H' at 6500 ft. attacked 6 Coasters 200ft. alongside North Jetties damaged superstructures of vessels and jetties. H.A.A. accurate for height astern to port 200/300 yds. 1132 - 1143 hours 'Y' 'V' and 'L' also attacked same target from 6700 feet, and again damage was done to shipping and the jetties. 1149 'U' and 'Z' attacked at 6500 feet further shipping off Jetties, damage was done to the vessels and the Harbour installations. H.A.A. was experienced and the intensity of this increased as aircraft drove home their attack. Aircraft 'Y' was hit by shrapnel, one piece in flight deck, one piece in bomb bay and another piece near port beam window. Aircraft set course for Base Landing at Cuttack 'B' 091816; 'H' 091704; 'Y' 091728?; 'L' 091720; 'V' 091827; 'U' 091836; 'Z' 091903."

16 May 1945 - Liberator VI, H/354, KH187. Airborne at 0509 hours, returned to base 1822 hours. Captain of aircraft. Others in crew were J22370 F/O W.A. Blackford (RCAF), J40459 F/O A.D.J. Bridge (RCAF), F/L S.W. Simms, R219710 Sergeant L.F. Wells (RCAF), Sergeant G.H. Day, R224955 Sergeant L.G. Bradley (RCAF), R251860 Sergeant J.W. Went, R251860 Flight Sergeant

J.H. Graham (RCAF), Sergeant D.F. Tester, Sergeant J.A. Peden, Sergeant J.W. Went. "Airborne from from Kankasanturai on ASR Search for missing Liberator "L" which failed to return to Base after being airborne on Parallel Track Sweep at 2204 hours on 14th May 1945 ]sic]. H/354 airborne 160509 hours 160515 Pt. Pedro Course 101. Height 1000 feet. 161155 hours 0740N 9327E Altered course for visual sweep of East Coast Great Nicobar. 161223 Pygmalion Point set course for Pt. Pedro Track 283 161330 Position 0728N 9155E. Saw Green or Yellow rocket fired but could not see source because of cloud. No other sighting. 161822 Landed Kankasanturai."

The above is related to the loss of Liberator L/354, EV945 on 15 May 1945 with the following crew: J14340 F/L F.A. Riffle (RCAF, pilot), J39592 F/O G. Sourisseau (RCAF, second pilot), F/O J.M. Hunter (RAF, navigator, survived as POW), Warrant Officer J.A. Milne (RCAF, WAG, killed that day), R191634 Warrant Officer F.A. Casson (RCAF, WAG, died as a POW, 9 August 1945), R197102 Flight Sergeant G. Krampff (RCAF, WAG, killed that day), Flight Sergeant G.H. Day (RAF, wireless, killed that day), Flight Sergeant P.A. Richards (RAF, flight engineer, died as a POW), Sergeant J.V.C. Thomas (RAF, air gunner, survived as a POW), Sergeant R. Young (RAF, air gunner, survived as a POW). For an account of captivity see affidavit made out by Sourisseau, <http://www.rquirk.com/354files/sourisseauaffdvtrev09.pdf>.

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SALTER, F/L Ernest James (C3672) - **Commended for Valuable Services in the Air** - Station Mountain View - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Greenbank, Ontario, 9 November 1897 (as per press release announcing award). Educated there and at the Ontario Agricultural College, Guelph. A veteran of the First World War (RFC and RAF), being awarded the Legion of Honour and Croix de Guerre with Palm. Briefly a pilot with Bishop-Barker Air, 1919 and McCarthy Aero Service, New Liskeard, 1920. Went into real estate after the war and also prominent in Cleaners and Dyers Association. Home in Oakville, Ontario. Recommendations included one from D.R. MacLaren. ; enlisted in Toronto, 20 January 1941 in General List and commissioned as Flying Officer; to No.1 Manning Depot the same date. To No.15 EFTS, Regina, 20 February 1941. To Conversion Training Squadron, Picton, 20 April 1941. To Mountain View, 26 May 1941. Promoted Flight Lieutenant, 1 June 1942. To No.1 Training Command, 22 July 1944. Recommended for MBE, 26 July 1944 at which time he had flown 1,338 hours, 175 in previous six months; Assistant OC Flying at the time. Retired 31 July 1944. Died in Oakville, Ontario, 26 March 1959 (Ottawa newspaper obituaries).

This officer, as staff pilot, flight commander and presently as assistant to the officer commanding flying, has displayed outstanding keenness and unwavering devotion to duty for over three years at this unit. By his own fine example of



skill and initiative he has been an inspiration to the younger pilots and contributed much to the efficiency and morale of his station.

Recommendation raised 26 July 1944 by S/L J.B. Badgley (Armament Training Squadron, No.6 BGS, Mountain View) as follows:

Flight Lieutenant Salter has been attached to this Unit since May 1941 - employed as staff pilot, Flight Commander and assistant to Officer Commanding Flying. During his tour of duty at this Unit he has displayed an unwavering devotion to duty and great keenness and it has been largely due to the fine example he has set at all times during this period that a high standard of efficiency and morale has been established amongst the younger pilots. Flight Lieutenant Salter served with distinction during World War I with the Royal Flying Corps and Royal Air Force and was decorated with both the Legion of Honour and the Croix de Guerre with Palm.

**Selected Assessments:** "At this officer has only been at this unit such a short time it is not possible to express a definite opinion of his qualities and capabilities but he appears to be an excellent type - just what is required. Keen, enthusiastic and anxious to do his best. He shows promise of doing extremely well." (W/C C.R. Lloyd, Mountain View, 15 June 1941).

"This officer has given every satisfaction in his work. A sound pilot, absolutely reliable, very loyal and well disciplined. Extremely willing and anxious to help in every way he can but he has not the required power of initiative. An unusual type - very difficult to categorize. Rather nervous and lacks the confidence to control men well." (W/C C.R. Lloyd, Mountain View, 15 December 1941)

"A good officer and pilot. Is tactful and is fit for further responsibility. He is acting Flight Lieutenant in charge of Bombing Flight, doing this work successfully." (S/L F.W. du Temple, Mountain View, 16 June 1942).

"This officer has been very successful in breaking in new pilots and has done much to raise the pilots' ability in the squadron. Very steady Flight Commander; is loyal to a very marked degree." (S/L M.C. Staddon, Mountain View, 23 November 1942).

"This officer has organized and is operating a very good Flight. The pilots like to work for him and he is able to get the best out of his pilots." (S/L M.C. Staddon, Mountain View, 25 February 1943)

When the time came to retire him, G/C R.C. Ripley wrote (25 May 1944) to protest such action and to recommend continued service. Part of his letter read:

Flight Lieutenant Salter is acting Assistant O.C, Flying at this Station. It is an extremely important position as there are two schools operating from the one aerodrome and due to a considerable number of postings of pilots to and from this Station he is one of the few remaining experienced staff pilots. Because of his age, service experience and temperament, Flight Lieutenant Salter has been exceedingly successful in handling repatriated pilots who are coming and going almost daily, As a result of this ability to handle men he has succeeded in saving us from a great deal of trouble which it is understood other Units have had with repatriated aircrew.

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SAM, F/O Kam Len Douglas (21283) - **Croix de Guerre with Silver Star (France)** - No.426 Squadron (unit not identified in AFRO). Award as per AFRO 485/47 dated 12 September 1947. Born in Victoria, 6 April 1918. Educated there and gave his home as there. Time-keeper in civilian life. Enlisted in Vancouver, 21 October 1942. At No.3 Manning Depot, 21 October 1942 to 8 January 1943; No.8 BGS, Lethbridge, 9 January to 4 April 1943; No.9 Pre-Aircrew Education Detachment, McGill University, Montreal, 5 -30 April 1943; No.1 Air Gunners Ground Training School, Quebec, 1 May to 12 June 1943 (promoted LAC); No.9 BGS, Mont Joli, 13 June to 6 August 1943 (promoted Sergeant, 23 July 1943). Embarked from Halifax, 26 August 1943; disembarked in Britain, 1 September 1943. Attended No.22 OTU, 10 September to 21 December 1943; No.61 Base, 21 December 1943 to 18 February 1944; to No.426 Squadron, 18 February 1944. Promoted Flight Sergeant, 23 April 1944. Commissioned 2 May 1944. Missing on 29 June 1944; reported safe in UK, 6 September 1944. Repatriated to Canada, 8 October 1944. Promoted Flying Officer, 2 November 1944. To No.31 Personnel Depot, Moncton, 30 December 1944. To AFHQ, Ottawa, 31 December 1944; to Western Air Command Headquarters, 9 April 1945 for training as an Intelligence Officer (foreign languages) and POW interrogation ; to AFHQ Administrative Unit, 5 June 1945. Remained in postwar RCAF as Flying Officer (21383). To Institute of Aviation Medicine, Toronto,, 23 August 1947. To Station Clinton (Signals School), 13 September 1947. To Station Trenton, Air Armament School, 25 April 1948. To No.123 Search and Rescue Flight, Sea Island, 19 September 1948. Promoted Acting Flight Lieutenant, 7 July 1950. To AFHQ, Ottawa, 12 July 1950. Attached to Federation of Malaya Police, September 1950 and on strength of Air Headquarters, Kuala Lumpur, assigned secret duties under Sir William Jenkins. Confirmed as Flight Lieutenant, 1 June 1951. To No.12 Air Defence Group, Vancouver, 1 February 1952 (later No.5 Air Division). To No.2 (Maritime) OTU, Summerside, 9 November 1955. To Station Summerside, 3 May 1956. To AFHQ, 5 August 1956. To Canadian Joint Staff, London, 13 August 1959 for exchange duty. Promoted Squadron

Leader, 1 July 1962. To AFHQ, Ottawa, 7 August 1962 and assigned that date to Maritime Headquarters for Pacific duty, To CFHQ, Ottawa, 7 August 1964. Retired 24 November 1967, apparently with rank of Lieutenant-Colonel in Primary Reserve which included duty as a security specialist during the Montreal Olympics. Worked with Department of Immigration, 1967 to April 1983 (intelligence specialist from 1973 to 1983). Died 3 July 1989 as reported in **Sentinel** magazine. British Columbia Vital Statistics confirm date and state he died in Vancouver. A note on DHist biographical file is interesting:

Fluent in four languages in addition to English, namely Mandarin Cantonese, Japanese and French. Completed a tour (30 trips) with 426 Squadron as a rear gunner. On the last trip of his tour he was shot down over occupied France but managed to elude capture. He made contact with the French Underground and subsequently served as an active participant in the Marquis, distinguishing himself creditably in hand-to-hand fighting during the Liberation of Paris. It is presumed that it is for this action that he received the French award of the Croix de Guerre with Silver Star.

NOTE: The above is difficult to reconcile with his MI.9 debriefing report (Public Record Office WO 208/3323, interviewed 6 September 1944) which is very bland:

We left Linton in a Halifax Mk. VII aircraft at 2215 hours on 28 June 1944 to bomb Metz. We were shot down at 0100 hours on 29 June en route to the target. I baled out and landed in a corn field about 200 metres north of Bourgogne (Northwest Europe 1:250,000, Sheet 8, T 39). Immediately upon landing I buried my parachute, harness and Mae West and hid until daylight. I then contacted a farmer who brought me to a Resistance Group. The group moved me to Reims by automobile. While in Reims I met F/O Stein, RCAF and P/O Beeley, RAF. I also met WO Johnston and F/O Weller, who were later taken by the Gestapo. I stayed at Reims until I was liberated on 3 September.

He was aboard Halifax VII, LW198, detailed to bomb Metz, 28/29 June 1944. Airborne at 2218 hours. Crew as follows: J28293 F/O S.W. Gerard (pilot, 24 trips, 118 hours 20 minutes, evaded), J24731 F/O W. Lastuk (navigator, 23 trips, 108 hours ten minutes), R164670 Flight Sergeant D. MacInnes (WOP, 23 trips, 115 hours five minutes), J86476 P/O E.J. Wilkie (air bomber, 25 trips, 131 hours five minutes), 173165 P/O K.Beeley (flight engineer, 29 trips, 158 hours 20 minutes), J85696 P/O T.A. Rogers (mid-upper gunner, 23 trips, 107 hours five minutes, killed), J86388 P/O D.L. Sam (rear gunner, 25 ½ trips, 126 hours 45 minutes, evaded). Aircraft shot down by a night fighter.

Application for Operational Wing drafted 26 October 1944 listed the following sorties; those from 24 February to 29 April 1944 were on Lancaster II aircraft, No.426 Squadron: those from 1 May to 17 June on Halifax III aircraft, from 21 June to 28 June 1944 on Halifax VII aircraft, No.426 Squadron:

2 October 1943 - sea sweep, Dutch coast (4.20, Wellington, No.22 OTU)  
2 November 1943 - Nickle operation, Angers (4.50, Wellington, No.22 OTU)  
24 February 1944 - Schweinfurt (7.45)  
25 February 1944 - Augsburg (7.30)  
15 March 1944 - Stuttgart (7.20)  
18 March 1944 - Frankfurt (5.55)  
24 March 1944 - Berlin (6.35)  
26 March 1944 - Essen (5.20)  
30 March 1944 - Nuremberg (7.55)  
29 April 1944 - Cologne (4.35)  
1 May 1944 - St. Ghislain (4.10)  
10 May 1944 - Calais (3.25)  
12 May 1944 - Louvain (4.20)  
19 May 1944 - Merville (4.20)  
22 May 1944 - Le Mans (4.35)  
27 May 1944 - Bourg Leopold (4.50)  
31 May 1944 - Au Fevre (4.10)  
12 June 1944 - Cambrai (4.35)  
14 June 1944 - St. Pol (3.55)  
15 June 1944 - Boulogne (3.20)  
17 June 1944 - Oisemont (4.10)  
21 June 1944 - St. Martin (4.20)  
23 June 1944 - Bientiques (4.05)  
24 June 1944 - Bamieres (3.50)  
27 June 1944 - Foret d'Eauvy (4.25)  
28 June 1944 - Metz (2.15, shot down)

His son, Trevor Sam, subsequently reported the passing of his father in **Sentinel** and wrote as follows (though his recollections differ markedly from the record, notably about duration of service in France), and may exaggerate his leadership in the Maquis::

My father was flying his 28<sup>th</sup> with the Thunderbird squadron when he was shot down over France. He was picked up by the French underground where his Chinese-Canadian background was particularly useful to the Maquis in their

clandestine activities against the Nazis. He also helped other downed flyers to escape through the underground.

At the request of the underground and MI.9 he remained in France to the end of World War and was later awarded the Croix de Guerre with Silver Star. He remained in military intelligence after the war, serving in many areas including the Malay States under Sir Maurice Oldfield.

Denny Boyd, a columnist with the Vancouver **Sun**, wrote at the time of my father's death, "He was an unlikely hero, a solemn, studious Chinese-Canadian born in Victoria, one of eight sons and a daughter born to Mr. And Mrs, Sam Wing Wo, who came to Victoria from the town of Yin Ping, about 120 km from Canton.

"But from the time he was old enough to see the blue of the sky, Doug Sam wanted to grasp it. He wanted to fly. His Victoria high school graduation yearbook noted, 'Doug has aspiration to become the Chinese Lindbergh.'"

World War II eventually gave Doug Sam the chance he wanted, even though in the beginning Canada didn't want him. When he went to enlist in 1941, RCAF recruiters told him their criteria, adopted from the RAF, required candidates to be of Caucasian origin. Sam went back to his father's whaling station in the Queen Charlottes until a federal order-in-council removed the racial clause. He enlisted in 1942 and trained as an air gunner.

Flying Lancasters, Doug Sam made 28 trips including the disastrous Nuremberg raid. On 28 June 1944 his aircraft was jumped by three Ju.88s. His guns flamed one attacker but his aircraft was made unserviceable and the crew were forced to jump over Rheims.

Doug Sam was reported missing, presumed dead, but his grandmother, a devout Anglican, went to the Chinese temple in Victoria and lit incense sticks. The joss told her the signs were favourable that her grandson was not dead.

The joss was correct. He had parachuted safely and landed about 183 metres from a German fighter base in France. MI.9 requested him to stay in France and help coordinate the escapes of other downed Allied airmen. For his own protection it was necessary to maintain the ruse that he had died with his bomber.

In the fall of 1944 when the U.S. Third Army was close to Rheims, Sam drew up a battle plan to harass retreating German troops. In September, a single U.S. tank entered Rheims. Sam supplied the commander with street plans and deployment of German forces. The following day using air-dropped weapons, the underground forces set up street barricades and engaged German troops in a vicious fire fight. Sam's barricade was attacked three times but held until U.S. forces entered the city in force.

In the early 1950s Doug Sam was seconded to an interrogation force in the Malay States. While the Korean War occupied the minds of most Canadians, Doug Sam was fighting a jungle war against Communist infiltration during the Malay emergency, serving under Sir Maurice Oldfield, the late British master spy said to have been novelist John Le Carre's model for the fictional George Smiley.

After 25 years military service, Lieutenant-Colonel Sam retired from the Forces and joined the Canadian Immigration Commission as Chief Intelligence Officer.

External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Flying Officer Sam after being shot down in France did much useful work with the French Forces of the Interior before he successfully evaded himself.

\* \* \* \* \*

SAMPSON, G/C Frank Augustus (C101) - **Legionnaire, Legion of Merit (United States)** - Overseas - Award effective 2 February 1944 as per Canada Gazette dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. (Had earlier been announced in **Canada Gazette** of 6 April 1946 and AFRO 388/46 dated 12 April 1946; why reprint it ?) Born in Toronto, 7 July 1905. Attended University of Toronto for Engineering; P/P/O, 14 May 1925; pilot's wings, 31 August 1927; commissioned at Camp Borden, 1 September 1927; F/O 1 September 1928; F/L 1 May 1934; S/L 1 April 1938; W/C 15 August 1940; G/C 1 April 1941. Career postings as follows: Camp Borden, 1 September 1927 to 4 January 1928; RCAF HQ, 5 January 1928 to 31 March 1930; No.10 Photo Detachment, 1 April 1930 to 1 April 1931; Ottawa Air Station, 2 April 1931 to 15 May 1932; Winnipeg Air Station, 17 May 1932 to 1 December 1935; Station Trenton, 4 December 1935 to 23 April 1937; No.209 (Flying Boat) Squadron, Felixstowe and Malta while on RAF exchange duties, 4 May 1937 to 7 July 1938; Pembroke Dock while on RAF exchange duties, 8 July 1938 to 3 November 1938; Singapore, 4-27 November 1938, delivering Sunderlands; No.209 Squadron, 28 November 1938 to 2 May 1939; Station Dartmouth, 8 May to 30 September 1939; EAC Halifax, 1 October 1939 to 26 July 1940; No.5 (BR) Squadron, 27 July 1940 to 8 September 1940; RCAF HQ, Ottawa,

9 September 1940 to 15 October 1942 (Director, Postings and Careers; promoted Group Captain, 15 October 1941); No.2 SFTS, Uplands, 16 October 1942 to 21 May 1943; No.5 MD, Lachine, 22 April-13 May 1943; RCAF HQ Overseas, 16-21 May 1943; No.6 Group HQ, 22 May 1943 to 23 August 1944 (Station Commander); RCAF Overseas HQ, 24 August 1944 to 29 March 1946 (Director of Personnel); No.1 Repat Depot, Lachine, 30 March-9 April 1946; No.1 Air Command, Trenton, 10 April-8 May 1946; NWAC, Edmonton, as Chief Staff Officer, 9 May 1946-?. At end of war he was attached to Eisenhower's staff at SHAEF HQ in connection with liberation of Canadian POWs. Awarded Queen's Coronation Medal, 28 October 1953 (Group Captain, Air Attache, Paris). Retired 4 November 1955. Died in Ottawa, 2 May 1983. RCAF photo PL-32657 (ex UK-13736 dated 23 August 1944) taken during Royal visit to No.6 Group, with P/O Doug Williams (Sudbury), G/C F.A. Sampson (Toronto and Ottawa) and the Queen. Photo PL-117421 is a portrait as a Flying Officer. American award presented by Eisenhower at Camp Griffis, Kingston-on-Thames, 12 December 1944. On 10 April, 1945, Lieutenant-Colonel W.F. Brazeau, Foreign Liaison Office, wrote to G/C F. Homer Smith, Air Attache in Washington, with citation:

Group Captain F.A. Sampson, Royal Canadian Air Force, was awarded the Legion of Merit for exceptionally meritorious conduct in the performance of outstanding services as a member of the Joint Canadian-American Military Board. Through his willing assistance, untiring efforts, and sympathetic handling of administrative problems with United States members of the Board he materially aided in the successful accomplishment of the transfer of United States citizens from the Canadian armed forces to the armed forces of the United States by expediting procedures which made the transfers possible and this contributing materially to the success of the Board's mission.

NOTE: Sampson was with Sully on these duties. The award seems to have been done by the Americans without prior clearance from Canada, then "legalized" after the fact.

SAMPSON, G/C Frank Augustus (C101) - **Mention in Despatches** - Overseas Headquarters (attached AEAf) - 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.4364 (RG.24 Volume 20648) has a recommendation for MiD submitted from No.64 Base to No.6 Group Headquarters, 28 July 1944, which may have been the basis for this award. Station Commander, Middleton St.George.

Group Captain Sampson, as Commanding Officer of the Base Station in No.61 (RCAF) Base and, later, the Base Station at No.64 (RCAF) Base, has been largely responsible for the very enviable record shown by both of these stations under his command. He has devoted unusual attention to becoming personally

acquainted with both aircrew and ground personnel, thereby acquiring an exceptional insight into their problems. He has been particularly successful in providing and improving the living conditions and amenities on his stations. This has contributed outstandingly to maintenance of morale during recent months when cancellation of leave and increasing tempo of training and operations has strained personnel's endurance to a high degree.

SAMPSON, G/C Frank Augustus (C101) - **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 29 January 1947.

Throughout his entire service career, as Squadron Commander, Staff Officer at Royal Canadian Air Force Headquarters, Commanding Officer of a bomber station and latterly as liaison officer on Supreme Headquarters, Allied Expeditionary Force, this officer has displayed a zeal and understanding which is exceptional. He is noted for his intense interest in the welfare of those who work with and under him, and his sympathetic approach to the problems of other ranks and junior officers have endeared him to all his associates. As Supreme Headquarters Allied Expeditionary Force Liaison Officer, Group Captain Sampson was responsible for ensuring the rapid evacuation of released prisoners of war and he spared neither time nor effort to render all possible assistance to all prisoners of war regardless of nationality. The effect on morale which resulted has left a memorable impression.

SAMPSON, G/C Frank Augustus, OBE (101) - **Croix de Guerre with Silver Star (France)** - Award as per **Canada Gazette** dated 20 September 1947 and 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:

Group Captain Sampson commanded with outstanding distinction a station in 6 Group and later served with Supreme Headquarters Allied Expeditionary Force in Paris.

The following is the text of RCAF Press Release No. 1379 dated 6 April 1941:

Group Captain F.A. Sampson, Commanding Officer at No. 2 S.F.T.S., at Uplands, near Ottawa, has been posted to the command of an overseas bomber station, Air Force Headquarters announced today. He will be succeeded by Group Captain A. Raymond, formerly Commanding Officer at No. 5 Manning Depot, Lachine, who will take over today.



Originally from Toronto, where he attended Central Technical School, and University of Toronto, Group Captain Sampson is widely known in Ottawa, Ontario where he lives at 228 Cobourg Street. He married an Ottawa girl, the former Catherine Bate, and has a 15-month-old daughter, Catherine, also born in Ottawa.

A permanent force officer, Group Captain Sampson has been connected with the Royal Canadian Air Force since 1924. While still a student at the University of Toronto, he trained as a Provisional Pilot Officer at Camp Borden each summer from 1924 to 1927. On his graduation from S.P.S. in mechanical engineering, he stepped right into the Air Force as an officer in the engineering division.

In those days, the R.C.A.F. was of modest size and with limited equipment. Pilots learned to fly in the machines left over from the last war. They learned, too, to do all the jobs which specialized aircrew do today. When a pilot got his wings, he was also a navigator, bomb aimer, observer and air gunner. Group Captain Sampson vividly recalls his first parachute jump in 1927 in a 'chute' which he had rolled himself. His plane circled about him all the way to the ground, taking pictures of his descent. He was assistant coach and quarterback of the old Camp Borden football team, playing along with football stalwarts such as Wing Commander Dave Harding, Group Captain D.E. Mackell, and the late Group Captain W.D. VanVliet.

From 1930 to 1933 Group Captain Sampson was employed on photographic operations in the North West Territories. Later he was adjutant at Winnipeg air station and at Trenton.

Sent to the R.A.F. on exchange in 1937, he arrived in time to take part in the non-intervention patrols seeking the mysterious "pirate" submarines which had attacked British shipping in the Mediterranean during the Spanish civil war.

Group Captain Sampson had been posted to the 209th flying boat squadron, which, with the 210th, was despatched to take up bases at Arzew, in Algeria, near the French naval base at Oran. With the Germans and Italians both disavowing any responsibility for the torpedo attacks, the British planes had orders to attack on sight any submarine not accompanied by a surface war vessel. The "pirate" kept carefully submerged while, for four months, the R.A.F. aircraft were on patrol but the day after they returned to Britain, H.M.S. Basilisk was reported to have been attacked by a pirate submarine.

In 1938, Group Captain Sampson delivered a Sunderland flying boat to Singapore for the R.A.F. coming back to Britain by Imperial Airways. As an illustration of the trials besetting airlines in the Orient, Group Captain Sampson revealed that guards at some of the Far Eastern airports offered to sell passengers and officials alike their jewelled knives and revolvers, which often were issue equipment and needed in their capacity as guards.

Group Captain Sampson was brought back to Canada early in 1939 to command the squadron of Stranraer flying boats which provided aerial escort for the King and Queen when they entered and left Canadian waters. It wasn't solely a ceremonial duty, either. The R.C.A.F. flying boats scoured the ocean for sights of submarines as they would in war time. Hitler had indicated his intentions by his march into Czecho-Slovakia and those entrusted with the safety of their Majesties weren't taking any chances.

On the outbreak of war, Group Captain Sampson was posted to Eastern Air Command as Air Staff Officer. There he helped to design the reconnaissance and anti-submarine convoy patrols, which since have taken considerable toll of Hitler's undersea marauders on this side of the Atlantic. In 1941, he was posted to Air Force Headquarters as Director of Postings and Careers, where his duties were to supervise the pacing of all R.C.A.F. officers.

He succeeded Wing Commander W.R. MacBrien as Commanding Officer of Uplands on October 1, 1942. With a smile, Group Captain Sampson said the cards seemed to be stacked against him. Under the leadership of Wing Commander MacBrien, Uplands then had won the "Cock o' the Walk" trophy as the most efficient Service Flying Training School in Canada. Group Captain Sampson recalls that an important Air Force Officer had told him he'd have been better off to have taken over a less-efficient station where he could have gained some credit for improving its standing.

Under Group Captain Sampson, Uplands won the "Cock o' the Walk" trophy for the second time and carried off the Minister's E. Pennant for efficient administration as well. The second last Wings class was not only the largest in Uplands history, but it passed with the highest average mark also.

Pointing out that the School's graduates already had won 37 decorations for gallantry against the enemy and that Uplands had won the "Cock o' the Walk" trophy twice in a row, Group Captain Sampson gave credit to the staff. "All a

Commanding Officer has to do is keep them happy. They're good enough to win anything for the school," he said.

From his experience at No. 2 S.F.T.S., Group Captain Sampson believes that the youth of modest education has as good a chance to succeed as the one with more advanced academic background. He recalled that at the outbreak of war, the R.C.A.F. required its pilot applicants to have at least their senior matriculation. In 1940, this was lowered to junior matriculation and in 1941 it was further reduced to entrance standing to permit good pilot material to muster as aircrew, with the R.C.A.F. pre-aircrew education courses filling in the subjects they would need to know. This decision opened the door for many who had served as ground crew to remuster as aircrew. Group Captain Sampson said that the results had justified the change.

"Insistence on a high standard of education resulted in good pilots, and so does the present method of selection. Young men with college education or matriculation standing had been used to studying and took their courses easily, in some cases even lightly. The young fellow who had to go out to work earlier in life to earn his living or to help his family knows that he is 'behind the eight-ball' from the standpoint of academic education and, when he is given his big chance to train as a pilot, knuckles down to work even harder than the fellow who had the advantage of better educational opportunities. When examinations come along, the pilots with the less education often do better than their comrades. In the last Wings course at Uplands, a sergeant remustered from mechanical transport driver stood second in the class. In the second last course, a corporal remustered from ground crew came first in his class. This, by the way, was the class with the largest number of graduates and the highest average mark in history of Uplands.

"The general average of marks attained by the present Wings classes are better than in the days when the academic requirements were higher. The way those boys are getting down to work is a tribute to the youth of Canada, especially to those who didn't have an opportunity to remain at school and had to go out to work".

As Commanding Officer at Uplands, Group Captain Sampson has been host to many noted figures. They came from widely-varied spheres and have ranged from His Excellency, Canada's Governor-General, the Earl of Athlone, to Jack Benny, "Rochester" and Mary Livingstone.

He regards with particular pleasure a recent visit by Flight Lieutenant Boulton from his old R.A.F. squadron, the 209th, now engaging the enemy in the Far East. It was coincidental, said Flight Lieutenant Boulton, that he had come to Uplands to lecture trainees and pilots on coastal command operations, when the station commander had had so much experience in this work.

When it was learned unofficially last week that Group Captain Sampson was to be posted overseas, the staff at Uplands included him among the guests of honor at a farewell dinner originally intended for Wing Commander Brodie Searle, chief instructor, who had been posted to St. Hubert, and Dave Sprague who coached Uplands football team into the Dominion finals last fall. The staff presented him with a silver cigarette case. Earlier, he had been given a portrait painted by Flight Lieutenant Hyndman of Uplands.

\* \* \* \* \*

SAMPSON, S/L Hugh Albert (C9036) - **Mention in Despatches** - No.428 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Home in Fort Erie, Ontario; enlisted in Toronto, 28 November 1941, being commissioned that date in Aero Engineer trade. To Aero Engineer School, 5 December 1941. To No.16 SFTS, 10 May 1942. To "Y" Depot, 6 November 1942; to RAF overseas, 10 December 1942. Promoted Squadron Leader, 16 September 1943. Repatriated 20 September 1945. Retired 24 October 1945.

SAMPSON, S/L Hugh Albert (C9036) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946.

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SAMPSON, Corporal William Patrick (R76486) - **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 16 May 1919. Home in Sydney, Nova Scotia; enlisted in Halifax, 21 January 1941 as Electrician and posted to No.1 Manning Depot. To Technical Training School, 28 March 1941. To No.8 SFTS, 3 September 1941. Promoted AC1, 16 October 1941. To No.4 Repair Depot, 23 November 1942. Promoted LAC, 1 January 1943. To "Y" Depot, 16 March 1943; to RAF overseas, 7 April 1943. Promoted Corporal, 17 March 1943. Repatriated 19 September 1945. Released 23 September 1945. Died 3 December 2001 in Sydney, Nova Scotia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2002. No citation in AFRO. DHist file 181.009 D.4364 (RG.24 Vol.20648)

has recommendation submitted 2 February 1945. Had spent 27 months in Canada, 21 months in England.

This airman has been employed as NCO in charge Electrical Repair and Inspection for the past ten months. This airman's dogged determination and devotion to duty has been responsible for the efficient and smooth operation of his section. He has continually displayed initiative in seeking out the work to be done without waiting for instructions from his superiors. He has maintained a high standard of morale in his section under trying circumstances and long hours of work.

\* \* \* \* \*

SAMSON, F/O Robert Glenn (J19899) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 10 April 1917 in Calgary; home in Kildonan, Manitoba; served in 13<sup>th</sup> Manitoba Dragoons (Souris), 1934-1937 and as a bandsman with Winnipeg Grenadiers, 1937-1941. Worked for T. Eaton Company in Winnipeg for one year and Swift Corporation, Winnipeg, two years (clerk, messenger). Enlisted in Winnipeg, 15 September 1941. Granted Leave Without Pay until posted to No.3 Manning Depot, 6 November 1941. To No.10 SFTS, 11 January 1942 (guard duty). To No.7 ITS, 28 March 1942; promoted LAC, 22 May 1942 but not posted to No.6 EFTS until 4 July 1942; ceased training 18 July 1942 and posted elsewhere; posted on 15 August 1942 to No.7 BGS; graduated 9 October 1942 and posted next day to No.5 AOS; graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, 4 December 1942; to RAF overseas, 12 December 1942. Disembarked in Britain, 18 December 1942. Posted next day to No.3 PRC, Bournemouth. To No.23 OTU, 9 February 1943. To No.1659 Conversion Unit, 7 May 1943. Promoted Flight Sergeant, 20 May 1943. To No.408 Squadron, 24 May 1943. To No.434 Squadron, 15 June 1943. Promoted WO2, 20 November 1943. Commissioned 16 December 1943. Promoted Flying Officer, 16 June 1944. Repatriated 28 October 1944; to No.2 Training Command, 4 December 1944; to No.8 Repair Depot, 9 December 1944; to Brandon and No.2 ACU (whatever that is), 7 June 1945; to No.8 Repair Depot, 26 August 1945; to Release Centre, 26 November 1945; released 12 February 1946. Re-engaged as Intelligence Officer, No.5002 Intelligence Unit (Auxiliary), Winnipeg, 16 October 1952 to 27 October 1953 (service number 75538). Died in Calgary, 27 October 1953 as per **Legionary** of December 1953; apparently a suicide. Award presented 18 May 1946. Bomb aimer in Sergeant R.A. Grant's crew from June 1943 to end of July 1944; completed tour in F/L R.B. McCullough's crew. Incident was 29/30 December 1943.

In December 1943, when attacking Berlin, the aircraft in which Flying Officer Samson was flying was seriously damaged and the flight engineer killed by heavy

anti-aircraft fire. Through able assistance rendered by Flying Officer Samson the pilot was able to bring the aircraft back to this country. Flying Officer Samson has invariably displayed a high degree of courage, determination and zeal and this keenness and courage have earned for him the admiration and confidence of the members of his squadron.

**Notes:** On 3 November 1942, while at No.5 AOS, his aircraft was off course, ran out of fuel, and force-landed. He received lacerations about the face and was treated in the Warroad Minnesota Municipal Hospital, after which he was discharged.

On 9 October 1944 he signed a form stating he had flown 39 sorties (221 hours 15 minutes) on operations. He had flown 205 hours 19 minutes on overseas training. He gave flying times as follows: at No.23 OTU, 77.40 on Wellingtons; at No.1659 CU, 28.10 on Halifax II; at No.408 Squadron, 90 minutes on Halifax II; at No.434 Squadron, 317 hours 56 minutes on Halifax II and III aircraft. Last sortie was 27 August 1944. A listing of overseas flying times as Air Bomber shows the following:

July 1943 - 6.40 day, 61.10 night  
August 1943 - 1.40 day, 19.55 night  
September 1943 - 1.10 day, 9.50 night  
October 1943 - 10.20 day, 13.45 night  
November 1943 - 6.29 day, 14.40 night  
December 1943 - 4.20 day, 8.50 night  
January 1944 - 50 hours (not broken down)  
February 1944 - 6.25 day, 35.35 night  
March 1944 - 1.30 day, 50.30 night  
April 1944 - 16.15 night  
May 1944 - 10.50 day, 14.15 night  
June 1944 - 16.35 day, 20.45 night  
July 1944 - 10.20 day, 3.45 night  
August 1944 - 7.20 day, 19.10 night

\* \* \* \* \*

SAMUELS, F/O Frederick Charles (J36856) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 20 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO/431 dated 8 August 1947. Born 10 April 1923 in Portland, Oregon; American citizen, although home shown as being in New Westminster, British Columbia (clerk). Enlisted in Vancouver, 16 September 1942. Granted Leave Without Pay until 21 September 1942 when posted to No.3 Manning Depot. Posted back to strength of Recruiting Centre, 5 November 1942. To No.2 ITS, 13 January 1943. To No.3 WS, 5 February 1943. To No.3 ITS, 6 March 1943. Promoted LAC, 28

May 1943; to No.2 AOS, 29 May 1943; graduated and commissioned 15 October 1943. To "Y" Depot, 29 October 1943; taken on strength of No.3 PRC, 31 October 1943. Repatriated 18 June 1945. To No.8 OTU, 31 July 1945; to Greenwood, 31 July 1945 (probably for Tiger Force training). To United Kingdom, 22 November 1945; repatriated again, 8 May 1946; released 4 July 1945. As of 1947 he was living in New Westminster, British Columbia. Photo PL-41570 is a group: **Standing** are F/O G.W. Cross (bomb aimer, Vancouver), F/O F.C. Samuels (navigator, Vancouver), and FS D.H. Bower (rear gunner, Cranbrook, B.C.); **Sitting** are Flight Sergeant A.K. Lord (rear gunner, Vancouver) and Flight Sergeant A.L. Langdale (mid-upper gunner, Vancouver). Award sent by registered mail 11 May 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 2/9082 has recommendation dated 15 March 1945 when he had flown 36 sorties (205 hours one minute). NOTE: Sortie sheet not sent from England.

One of the ablest navigators this squadron has had for some months. Flying Officer Samuels has successfully completed an excellent tour of 36 operational sorties in Halifax III aircraft.

Highly skilled in all the intricacies of his vital task of navigation, he has been mainly responsible for the good results his crew has achieved. Cool, courageous and conscientious in all circumstances, he set an excellent example to all with whom he flew. Under the heaviest fire he remained unperturbed.

It is strongly recommended that Flying Officer Samuels' outstanding work, his courage and devotion to duty at all times during a hazardous tour be recognized by the award of the Distinguished Flying Cross.

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SANDERS, F/O Samuel Donald (J27679) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 16 March 1922 at Salter, Saskatchewan; home at Hay Post Office, Exeter, Ontario (clerk); enlisted in Saskatoon, 12 May 1942. Granted Leave Without Pay until posted to No.3 Manning Depot (date uncertain); to No.15 SFTS (guard duty), 14 August 1942. To No.4 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942; to No.23 EFTS, 9 January 1943; graduated 5 March 1943 and posted next day to No.4 SFTS; graduated and commissioned 25 June 1943. To No.1 General Reconnaissance School, 2 July 1943. To "Y" Depot, 18 September 1943; taken on strength of No.3 PRC, Bournemouth, 13 October 1943. Promoted Flying Officer, 24 December 1943; promoted Flight Lieutenant, date uncertain. Repatriated 14 May 1945. To No.2 ACU, 4 July 1945; to No.6 Release Centre, 25 September

1945; released 1 October 1945. Award presented 9 April 1948. Died in Sioux Lookout, Ontario, 1 January 1988 as per **Airforce Magazine** of January-February-March 1989. 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.1766 (RG.24 Vol.20610) has recommendation for an Immediate Distinguished Flying Cross dated 22 January 1945 when he had flown 14 sorties (79 operational hours, 15 August 1944 to 2 January 1945).

This officer was detailed to attack Duisburg on the night of November 30th, 1944. While still over Base, just prior to setting course for the target, the starboard inner engine became unserviceable and had to be feathered. Despite this great handicap, Flying Officer Sanders determined to press home the attack against the enemy. Setting course immediately in his endeavour to be over the target at the proper time, this officer successfully carried out his mission on time, bombing from 14,000 feet, the highest altitude he could attain, but well below that of the other aircraft on the same target. On his return he found it necessary to land at another aerodrome, due to petrol shortage. This landing was carried out successfully and Flying Officer Sanders displayed courage, determination and skill of a very high order and is deserving of great praise.

The sortie list was actually longer than the 14 mentioned on the sheet; it was as follows:

25 August 1944 - Brest (4.40)  
6 September 1944 - Emden (5.00)  
11 September 1944 - Le Havre (4.50)  
12 September 1944 - Dortmund (5.30)  
14 September 1944 - Wilhelmshaven (2.40, recalled)  
15 September 1944 - Kiel (5.55)  
17 September 1944 - Boulogne (3.35)  
20 September 1944 - Calais (2.55)  
25 September 1944 - Calais (4.50)  
28 September 1944 - Cap Gris Nez (4.10)  
14 October 1944 - Duisburg (5.40)  
23 October 1944 - Essen (3.35, early return)  
30 November 1944 - Duisburg (5.40)  
4 December 1944 - Karlsruhe (6.45)  
5 December 1944 - Soest (6.50)  
6 December 1944 - Osnabruck (6.25)  
18 December 1944 - Duisburg (6.50)  
26 December 1944 - St. Vith (6.10)



29 December 1944 - Oberlar (6.45)  
30 December 1944 - Cologne (6.25)  
31 December 1944 - Frederichstadt (6.50)  
2 January 1945 - Ludwigshaven (7.30)

\* \* \* \* \*

SANDERSON, P/O George Frederick (J5790) - **Mention in Despatches** - No.7 Squadron (deceased). Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born 8 December 1920 in Avonlea, Saskatchewan; home there (farm labourer, shingler). Enlisted in Regina, 9 July 1941. At No.2 Manning Depot, Brandon, 6 November to 11 December 1940. At No.4 SFTS, Saskatoon, 12 December 1940 to 4 January 1941 (non-flying duties). Trained at No.2 ITS (graduated and promoted LAC, 8 February 1941), No.6 EFTS and No. 7 SFTS (graduated and promoted Sergeant, 21 June 1941). Commissioned 22 June 1941. Embarked from Canada, 10 July 1941. Disembarked in United Kingdom, 15 August 1941 (a rather long passage that may have been interrupted by a diversion to Iceland). Taken on strength of No.3 Personnel Reception Centre, Bournemouth. Posted to No.20 OTU, 19 September 1941. Posted to No.15 Squadron, 12 November 1941. Posted from No.15 Squadron to No.7 Squadron, 10 February 1942. Killed in action 3 June 1942 (Stirling W7500); name on Runnymede Memorial. Brother (Sergeant Frank Gordon Sanderson) also killed in action (Air Gunner, No.419 Squadron, 20 January 1944, Halifax HX162).

\* \* \* \* \*

SANDERSON, F/L James Harold (J6275) - **Distinguished Flying Cross** - No.10 (BR) Squadron - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born in Dresden, Ontario, 26 November 1913. Home there; unemployed in 1933; farm hand, 1935 to enlistment. Enlisted in London, Ontario, 13 September 1940. Posted next day to No.1 Manning Depot, Toronto. To Station Sydney, 8 October 1940. To No.1 ITS, Toronto, 4 January 1941; graduated and prompted LAC, 8 February 1941, but not posted to No.12 EFTS, Goderich until 22 February 1941; graduated 22 April 1941 when posted to No.1 Manning Depot; to No.5 SFTS, Brantford, 5 May 1941; graduated and promoted Sergeant, 15 July 1941; commissioned 16 July 1941. Posted to No.13 (Operational Training) Squadron, Patricia Bay, 16 July 1941. To Eastern Air Command, 13 November 1941; to No.10 (BR) Squadron, 16 November 1941. Promoted Flying Officer, 16 July 1942. Promoted Flight Lieutenant, 1 December 1942. To No.5 OTU, Boundary Bay, 31 March 1944; promoted Squadron Leader, 1 October 1944. To No.170 (Ferry) Squadron, 3 February 1945; to No.124 Squadron, 5 September 1945. To Release Centre, 16 November 1945. Retired 30 November 1945. Died in Prince George, British Columbia, 5 January 1976. Award presented 16 January 1945. Governor General's Records

(RG.7 Group 26, Volume 57, file 190-I) has citation; notes indicate that as of recommendation he had flown 2,017 hours, of which 1,190 were on operations (131 sorties).

This officer has had considerable service in anti-submarine operations in the North Atlantic area over a long period. During this time he has made two attacks on enemy submarines, and after one of these attacks he brought his aircraft safely back to base despite severe tailplane damage caused by a ricocheting depth charge. By his constant good humour and thoroughness under trying conditions, and his outstanding ability he has been an inspiration to his squadron.

It appears that he was originally recommended for the Air Force Cross but that the DFC was substituted. When posted from No.10 (BR) he was described as being fatigued from too long an association with one unit and only one type of duty. S/L R.F. Milne (Gander) suggested on 24 February 1944 that he be posted to either Ferry Command or No.168 (Heavy Transport) Squadron, given that he had "an above average knowledge of North Atlantic weather."

**Notes:** On 17 July 1942 recommended for promotion, at which time he had flown 824 hours; of these, 621 were with No.10 (BR) Squadron (261 as captain).

**Application for Operational Wing:** This was submitted 23 June 1944 and listed the following, all with No.10 (BR) Squadron. Sorties to 6 April 1943 on Digby aircraft; all others on Liberators:

23 November 1941 (7.00)  
1 December 1941 (5.45)  
5 December 1941 (8.15)  
12 December 1941 (7.30)  
18 December 1941 (11.00)  
20 December 1941 (8.30)  
30 December 1941 (6.10)  
1 January 1942 (6.10)  
4 January 1942 (5.40)  
15 January 1942 (4.50)  
17 January 1942 (5.00)  
20 January 1942 (6.05)  
23 January 1942 (11.30)  
26 January 1942 (8.00)  
29 January 1942 (4.00)  
8 February 1942 (7.00)  
15 February 1942 (7.00)

24 February 1942 (9.55)  
11 March 1942 (7.10)  
14 March 1942 (9.05)  
15 March 1942 (8.10)  
16 March 1942 (7.30)  
17 March 1942 (7.30)  
22 March 1942 (10.30)  
26 March 1942 (8.15)  
29 March 1942 (7.00)  
30 March 1942 (11.15)  
1 April 1942 (10.50)  
5 April 1942 (6.00)  
7 April 1942 (8.30)  
15 April 1942 (10.00)  
21 April 1942 (7.30)  
24 April 1942 (11.55)  
30 May 1942 (8.05)  
31 May 1942 (8.05)  
4 June 1942 (15.30)  
8 June 1942 (10.45)  
10 June 1942 (12.50)  
11 June 1942 (9.35)  
14 June 1942 (10.20)  
17 June 1942 (7.15)  
19 June 1942 (11.45)  
22 June 1942 (4.10)  
28 June 1942 (8.30)  
29 June 1942 (8.20)  
30 June 1942 (10.20)  
2 July 1942 (9.30)  
4 July 1942 (6.20)  
5 July 1942 (5.50)  
6 July 1942 (3.50)  
7 July 1942 (7.55)  
10 July 1942 (11.10)  
12 July 1942 (3.40)  
13 July 1942 (9.10)  
16 July 1942 (12.15)  
18 July 1942 (10.55)  
19 July 1942 (5.25)

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

23 July 1942 (10.30)  
25 July 1942 (7.55)  
27 July 1942 (11.20)  
29 July 1942 (11.20)  
31 July 1942 (11.10)  
7 August 1942 (5.15)  
9 August 1942 (12.35)  
14 August 1942 (8.45)  
17 August 1942 (4.40)  
19 August 1942 (11.15)  
20 August 1942 (10.30)  
22 August 1942 (10.30)  
27 August 1942 (5.45)  
28 August 1942 (10.25)  
29 August 1942 (4.05)  
31 August 1942 (8.40)  
2 September 1942 (10.05)  
3 September 1942 (9.10)  
4 September 1942 (6.55)  
7 September 1942 (9.20)  
8 October 1942 (11.15)  
9 October 1942 (10.00)  
11 October 1942 (7.20)  
14 October 1942 (10.00)  
15 October 1942 (4.40)  
17 October 1942 (7.00)  
21 October 1942 (8.55)  
28 October 1942 (7.50)  
30 October 1942 (10.40)  
31 October 1942 (12.20)  
1 November 1942 (6.45)  
2 November 1942 (7.20)  
3 November 1942 (4.50)  
6 November 1942 (10.20)  
8 November 1942 (6.30)  
10 November 1942 (8.20)  
17 November 1942 (7.30)  
20 November 1942 (8.45)  
22 November 1942 (7.00)  
25 November 1942 (10.20)

27 November 1942 (7.30)  
4 December 1942 (8.35)  
5 December 1942 (10.40)  
7 December 1942 (10.30)  
21 December 1942 (7.30)  
22 December 1942 (5.30)  
23 January 1943 (7.45)  
24 January 1943 (6.00)  
4 February 1943 (9.50)  
20 February 1943 (9.45)  
22 February 1943 (13.15)  
6 March 1943 (10.20)  
14 March 1943 (13.25)  
29 March 1943 (9.30)  
4 April 1943 (6.00)  
6 April 1943 (4.35)  
2 June 1943 (11.25)  
12 June 1943 (12.00)  
16 June 1943 (15.45)  
21 June 1943 (12.00)  
25 June 1943 (11.50)  
1 July 1943 (14.40)  
4 July 1943 (13.40)  
11 July 1943 (3.00)  
15 July 1943 (13.30)  
21 July 1943 (14.30)  
27 August 1943 (11.30)  
4 September 1943 (13.30)  
9 September 1943 (8.25)  
19 September 1943 (14.15)  
23 September 1943 (14.35)  
27 September 1943 (12.50)  
3 October 1943 (15.45)  
6 October 1943 (14.00)  
23 January 1944 (7.30)  
1 February 1944 (6.00)  
3 February 1944 (10.30)  
5 February 1944 (6.10)  
10 February 1944 (7.15)  
17 February 1944 (9.05)

22 February 1944 (3.40)  
25 February 1944 (1.45)  
6 March 1944 (1.00)  
10 March 1944 (13.00)  
12 March 1944 (2.15)  
13 March 1944 (3.00)  
16 March 1944 (11.00)  
21 March 1944 (2.30)

\* \* \* \* \*

SANDERSON, F/O John Harold (J21356) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born in Toronto, 23 June 1913; home there; enlisted there 8 January 1942. To No.1 Manning Depot, 18 January 1942. To Trenton, 28 February 1942. To No.6 BGS, 10 April 1942. To No.5 ITS, 23 May 1942; graduated and promoted LAC, 18 July 1942 but not posted to No.8 AOS until 1 August 1942; graduated and commissioned 20 November 1942. To "Y" Depot, Halifax, 9 December 1942; to RAF overseas, 29 December 1942. Promoted Flying Officer, 20 May 1943. Promoted Flight Lieutenant, 20 November 1944. Repatriated 8 December 1944. To No.1 AOS, 15 January 1945. To No.4 Release Centre, 28 February 1945. Released 13 March 1945. Award presented 22 June 1949. No citation in AFRO other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation forwarded to Station Leeming, 22 June 1944 when he had completed 25 sorties (150 hours 30 minutes).

This navigator has completed twenty-five trips out of which thirteen have been on major targets. His work has been of excellent calibre and his cheerful confidence has inspired a high standard of morale in his crew. His splendid record and quiet but dogged determination has been an example to all.

The sortie list was as follows:

26 November 1943 - Stuttgart (7.30)  
2 December 1943 - Leipzig (8.10)  
21 January 1944 - Magdeburg (6.55)  
19 February 1944 - Leipzig (7.25)  
20 February 1944 - Stuttgart (8.05)  
24 February 1944 - Schweinfurt (8.25)  
25 February 1944 - Augsburg (7.55)

6 March 1944 - Trappes (5.20)  
7 March 1944 - Le Mans (5.20)  
22 March 1944 - Frankfurt (6.45)  
24 March 1944 - Berlin (7.30)  
9 April 1944 - Villeneuve St. Georges (5.50)  
10 April 1944 - Ghent (4.25)  
20 April 1944 - Lens (4.35)  
22 April 1944 - Dusseldorf (5.35)  
24 April 1944 - Karlsruhe (7.00)  
26 April 1944 - Villeneuve St. Georges (5.25)  
1 May 1944 - St. Ghislain (4.45)  
7 May 1944 - St. Valery en Caux (3.45)  
24 May 1944 - Aachen (4.10)  
27 May 1944 - Bourg Leopold (5.15)  
5 June 1944 - Merville Franceville (5.50)  
8 June 1944 - Mayennes (5.40)  
14 June 1944 - Cambrai (4.25)  
16 June 1944 - Sautrecourt (4.30)

\* \* \* \* \*

SANDERSON, P/O John Stephenson (J89028) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 22 March 1917; home at Elstow, Saskatchewan (farmer); enlisted in Saskatoon, 24 January 1942. To No.2 Manning Depot, Brandon, 23 March 1942. To No.5 BGS, 23 May 1942 (non-flying duties). Posted to No.7 ITS, 18 July 1942; graduated and promoted LAC, 25 September 1942 but only posted to No.6 EFTS on 24 September 1942. Ceased pilot training, 28 November 1942 and posted to No.1 KTS; to No.5 BGS, 27 December 1942; may have graduated 26 February 1943 but not posted to No.5 AOS until 20 March 1943; graduated and promoted Sergeant, 30 April 1943. To "Y" Depot, Halifax, 14 May 1943; to RAF overseas, 26 May 1943. Promoted Flight Sergeant, 30 October 1943. Commissioned 16 August 1944. Promoted Flying Officer, 16 February 1945. Invested with award by the King, 13 July 1945. Repatriated 2 August 1944. To No.2 Air Command, 13 August 1945. To No.2 FTS, 14 September 1945. To No. Release Centre, 8 October 1945. Released 12 October 1944.

Pilot Officer Sanderson has completed many operations including attacks against such major targets as Kiel, Stuttgart and Stettin. He has consistently shown exceptional skill, enthusiasm and courage by his determination to press home his attacks despite all enemy opposition. He has set a splendid example to all his crew. In September 1944 Pilot Officer Sanderson was detailed for a daylight

operation against a military target at Flushing. While preparing to release his bombs he was wounded in the face by anti-aircraft fire. Undaunted he continued at his allotted task despite further facial injuries. His gallantry and devotion to duty have been most commendable.

\* \* \* \* \*

SANDERSON, Sergeant (now WO2) Stephen Andrew (R78549, later J21297) - **Air Force Medal** - No.14 SFTS, Aylmer, Ontario - Award effective 20 October 1942 as per **London Gazette** of that date and AFRO 1830/42 dated 13 November 1942. Name also rendered as Stephen Anderson Sanderson. Born in London, Ontario, 10 July 1919; home there (miner, 1937-1939); enlisted there 8 October 1940 (had been in COTC, 1939-1940). Enlisted in London, 8 October 1940. To No.1 Training Command, 25 October 1940. To No.1 ITS, 15 November 1940; graduated and promoted LAC 22 December 1940, having placed 70th in a class of 154; to No.3 EFTS on 22 December 1940; graduated 9 February 1941, placed 9th in a class of 26; to No.6 SFTS that day; graduated 22 April 1941 and promoted Sergeant; placed 16th in a class of 36. Posted to Central Flying School, 19 May until 8 August 1941; to No.14 SFTS, 9 August 1941; promoted Flight Sergeant, 1 December 1941; promoted WO2, 1 June 1942; commissioned 14 November 1942; posted to No.10 (BR) Squadron, 14 November 1942. Award presented by Governor General, 3 December 1942; promoted Flying Officer, 14 May 1943; killed 20 October 1943 in flying accident (Liberator 3701).

Sergeant Pilot Sanderson displayed exceptional devotion to duty on 17 October 1941 when, on discovering his aircraft to be on fire, first of all ensured the safety of his pupil by ordering him to jump from the burning aircraft, the pupil making a successful parachute landing. The pupil being safe, Sergeant Pilot Sanderson prepared to abandon the aircraft, but seeing that the fire was diminishing, stayed with the aircraft and proceeded to carry out a successful forced landing. His action at all times during this emergency were extremely commendable. This NCO has carried out some 400 hours of instructional flying. This, together with the initiative and presence of mind displayed on the above occasion, constitute a most valuable contribution to the success of flying training at this unit.

NOTE: As of 22 December 1942 he had flown 50 hours at No.3 EFTS, 87 hours at No.6 SFTS, 65 hours at Central Flying School, and 900 hours at No.14 SFTS.

The incident described occurred on 17 October 1941 and involved Harvard 3068. A summary of the accident report stated "On recovery from spin engine took fire. Pupil abandoned aircraft on order of pilot who subsequently got fire under control and landed wheels up." The incident



was blamed on carburettor icing and a stuck throttle. The pupil was L.M. Sullivan (subsequently killed on operations, 7 November 1943, Typhoon JP728, No.56 Squadron).

He was first recommended for the AFM on 14 February 1942 by one S/L Miller who was Officer Commanding, No.2 Squadron, No.14 SFTS, who wrote:

Sergeant Pilot Sanderson displayed exceptional devotion to duty on 17 October 1941 when, on discovering his aircraft to be on fire, first of all ensured the safety of his pupil by ordering him to jump from the burning aircraft, the pupil making a successful parachute landing.

The pupil being safe, Sergeant Pilot Sanderson prepared to abandon the aircraft, but seeing the fire was diminishing, stayed with his aircraft and proceeded to carry out a successful forced landing. His actions at all times during this emergency were extremely commendable he he is highly recommended for the recognition listed below.

This was concurred in by W/C G.N. Irwin who wrote, "It is felt that this award would bolster the morale of Sergeant instructors."

A/C G.E. Brookes agreed and endorsed the recommendation on 11 March 1942 as follows:

This instructor has carried out some 400 hours instructional flying. The particular instance cited by his Commanding Officer has been investigated and it is considered that Sanderson showed great presence of mind in quickly ordering his pupil to bail out of a burning aircraft and he subsequently showed determination and skill in remaining with the aircraft after the fire had diminished. He carried out a correct forced landing and his resourcefulness saved an expensive aircraft, the damage sustained being repairable at the Unit. Recommended for the AFM.

It appears this did not go through at once, for the form bears a notation, "Resubmitted" and the signature of A/V/M G.O. Johnson, Air Officer Commanding, No.1 Training Command, and date-stamped 5 August 1942. It is subsequently approved, 2 September 1942, at the Chief of Air Staff level with the following remarks:

In view of this Non-Commissioned Officer's initiative and presence of mind, displayed in saving an expensive aircraft at risk of his own life, and his very good record as a flying instructor, I concur in the recommendation for the award of the Air Force Medal.

Subsequently, on 27 October 1942, he was assessed as follows: " Has consistently shown high average ability in training students and has frequently been chosen to instruct difficult pupils."

\* \* \* \* \*

SANDERSON, Corporal William Andrew (R102847) - **Mention in Despatches** - Leeming - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 20 April 1912. Home in Toronto; enlisted there 6 May 1941 for General Duties and posted to No.1 Manning Depot. To No.5 BGS, 16 May 1941; remustered to Armament Branch (Bombs) and promoted AC1, 6 August 1941 or 30 November 1941. Promoted LAC, 1 April 1942. To No.2 OTU, 8 July 1942; to No.4 Repair Depot, 18 August 1942 until posted to "Y" Depot, Halifax, 11 February 1943. To RAF overseas, 2 March 1943. Promoted Corporal, 1 April 1943. Repatriated 2 August 1945. Released 20 September 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, noting he had served 22 months in Canada, 22 months overseas.

This NCO is in charge of a bomb dump crew, has been a bomb dump crew chief and key loading man over a long period of time. He is both cheerful and energetic, carrying out arduous tasks in a manner that is both efficient and trustworthy. His unfailing efforts have at all times set an example to his men and gained the confidence of his superiors. Corporal Sanderson has spent many hours over and above those normally required and has proven himself to be definitely outstanding both as a tradesman and NCO...

\* \* \* \* \*

SANDERSON, F/L William Clifford (J7331) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 12 January 1943 as per **London Gazette** of that date and AFRO 158/47 dated 28 March 1947. Born in Tate, Saskatchewan, 16 July 1917; home there (school teacher). Enlisted in Regina, 17 December 1940. To No.2 Manning Depot, Brandon, 17 December 1940. To No.2 Training Command, 5 January 1941. To No.3 SFTS, Calgary, 15 January 1941 (non-flying duties). To No.2 ITS, Regina, 5 March 1941; graduated and promoted LAC, 8 April 1941 when posted to No.18 EFTS; to No.12 SFTS, 19 June 1941. Graduated and commissioned, 1 September 1941. Warned for embarkation, 2 September 1941; to "Y" Depot, Halifax, 16 September 1941; to RAF overseas, 21 September 1941. Promoted Flying Officer, 1 September 1942. Promoted Flight Lieutenant, same date. Promoted Squadron Leader, 1 July 1943. Repatriated, 16 April 1945. Granted commission in postwar RCAF, 1 October 1946 in rank of Squadron Leader. With NWAC K Flight, as S/L, when AFRO published. Attained rank of Wing Commander, 1 September 1951. Retired from RCAF in 1967. Thereafter he was an avid outdoorsman (rafting and fishing in

Northwest Territories) and a supporter of the Aero Space Museum in Calgary. Died in Calgary, 16 May 1998. No DHist file found as of 2 October 1995 and no explanation as to why the time lapse between **London Gazette** and AFRO. RCAF photo PL-27642 (ex UK-12684 dated 26 July 1944) is captioned as follows: "Outside a typical basher hut, S/L W.C. Sandy Sanderson, DFC, J7331, of RCAF Overseas Headquarters, London, gives the latest gen to some fellow westerners flying Wellington bombers in India. On a liaison tour, Sanderson, whose home is in Duff, Saskatchewan, and who completed a tour of operations as a Hampen pilot in the United Kingdom, interviewed Canadian aircrew and ground crew personnel throughout India and Ceylon. The fliers from left to right are FS Doug Jones, R133105, 3813 Patterson Avenue, Burnaby, B.C., rear gunner [later DFM, No.215 Squadron]; WO1 Ron Chambers, R93978, 12118-79th Street, Edmonton, rear gunner; S/L Sanderson; F/L Vern Trottier, J14230, Corning, Saskatchewan, navigator, WO2 Pete Kindrat, R140918, Dauphin, Manitoba, bomb aimer; WO2 Doug King, R128084, Portrilas, Saskatchewan, navigator."

\* \* \* \* \*

SANDGREN, F/L Harry William (J16791) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2610/43 dated 17 December 1943. Born 8 October 1914. Home in Nelson, British Columbia; enlisted in Vancouver, 16 July 1941 and posted to No.2 Manning Depot. To No.2 ITS, 29 August 1941. Graduated and promoted LAC, 24 September 1941 when posted to No.19 EFTS. To No.12 SFTS, 22 November 1941. Graduated and promoted Sergeant, 13 March 1942. To "Y" Depot, 14 March 1942. To RAF overseas, 30 April 1942. Commissioned 4 January 1943. Promoted Flying Officer, 4 July 1943; promoted Flight Lieutenant, 22 September 1943. Invested with award by the King, 11 August 1944. Repatriated 30 November 1944. Initially reserved for very long range flying (probably Tiger Force). Retired 28 September 1945. Postwar employee of B.C. Hydro (retired 1979). Died on Pender Island, British Columbia, 13 August 2015 Photo PL-32537 taken on the occasion of investiture, PL-34331 is a group: **Front** are Corporal F. Fampson, F/L Sandgren, Sergeant A.A. Fenwick; **Rear** are Sergeant S.L. Dicken, Sergeant D.L. Pettigrew, Warrant Officer V.A. Donaldson and LAC G.A. Pratt. Photo PL-34351 is a portrait. Repatriated 30 November 1944. Released 28 April 1945.

This officer has a splendid record of successful operational flying. He has attacked many of the enemy's most vital targets in Germany including Berlin, Essen, Duisburg and Cologne. The determination with which he has pressed home his attacks in the face of intense opposition has been proved by excellent photographic results. An outstanding captain of aircraft, the fine spirit with which he has inspired his crew is a tribute to his qualities of leadership.

The following was transcribed for The Memory Project:

For the transfer, they just took me in a camp there and I was just, literally this camp janitor, and I worked in the office there for a while. The colonel wouldn't sign the paper to transfer. So one day, he went north because this RCAF or RCE [Royal Canadian Engineers] outfit went and they ended stationed in Alaska. And so when the colonel went up there to check things out, the captain, he says, "What are you sitting around here for anyhow?" and I said, "Well, I have this paper here to transfer and the colonel won't sign it." He says, "Give it to me." And he signed it. I still remember his name, it was Halliburton. So then I went and started in there [with the RCAF].

The first second dickie trip [a sortie a pilot did with a different crew as a part of his training] I did, we took off, I think we were going to Cologne [Germany] and two engines failed. So we ended up throwing everything that we could get our hands on to lessen the weight. And I got to give them a hand, they didn't, I thought for a minute they wanted me to jump too. But anyway, we threw batteries out or they called them accumulators and that wrecked the engine that ran the generator for the power. It was one of the ones that wasn't running. So we didn't have any wireless to find any QDMs [a magnetic heading needed for navigation] or anything. So we sort of headed in the right direction but we lost altitude because we took off so late.

And we were flying over France at broad daylight on two engines at 500 feet and I looked down and I could see people bicycling to work. And then we eventually found the coastline and they shot some tracer bullets [bullet with small pyrotechnic charge which, when ignited, allows aiming corrections] and like Bofors guns [anti-aircraft cannon], so we had to turn sideways and go in another direction. But anyway, we started across the Channel and the next thing I knew, there were two [Supermarine] Spitfires [fighter and photo reconnaissance aircraft] on each side, escorting us. We landed at, what's the name of that, I can't remember right now. Anyway, there was a grass field and the pilot made a beautiful landing on two engines, I can tell you.

When we were coming back [from a bombing trip to Stettin, Germany, now Szczecin, Poland], my bomb aimer had a little, what they call a Vickers machine gun and he wanted to fire that thing off. And his name was Frankie or Frank actually. And I said, "Well, you get the first shot in on that ship down there and I'll dive down on it as best I can." And so down we went and I thought it was a minesweeper. And so we dove down on it and just as we got down about, I don't know, not too far, maybe 2,000 feet or 1,500 feet, he says, "I can't see it." And all

of a sudden, no sooner got the words out and the whole sky erupted like the Fourth of July, well, the Bofors guns from the ship and it turned out to be a flak ship [anti-aircraft ship]. And they didn't turn away. I thought, "He's going to get it," so I whipped over, just flipped over and yelled for the mid upper gunner, "Let him have it!" But there was no response. So then I had to whip the other way, flop the other way over to get the rear gunners. And he fired on it and the shots were bouncing off the ship there and sparks flying and everything else and there was no more, they didn't reply at all. And later on, they said there were later reported a ship on fire. So I think we got the best of that one. But when you look after, what was happening, that flak ship had us sighted all the way and if I hadn't been diving, because he thought we were flying more or less level, if I hadn't been diving, we would have got the whole full force of that volley.

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SANGSTER, P/O George Alexander (J87066) - **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 2 April 1923 in Hensall, Ontario; home there (carpenter). Trooper in First Hussars, 1941-1942. Enlisted in RCAF, London, Ontario, 3 August 1942. To No.8 SFTS, 9 October 1942. Remustered to aircrew and posted to No.1 Re-Selection Unit, 6 March 1943. To No.2 Air Gunner Ground Training School, 8 March 1943. To No.3 BGS, 17 April 1943; graduated and promoted Sergeant, 28 May 1943. To "Y" Depot, 11 June 1943. Embarked from Halifax, 16 June 1943. Arrived in UK, 24 June 1943. To No.28 OTU, 7 July 1943 (Wellington aircraft, 82 hours five minutes). To Morton Hall, 28 August 1943. To No.1485 Flight, 6 September 1943. To No.1654 Conversion Unit, 13 September 1943. To No.9 Squadron, 22 October 1943 (Lancaster aircraft, 281 hours ten minutes). Promoted Flight Sergeant, 28 February 1944. Commissioned 27 May 1944. To ACAC, Drackle (whatever that is), 10 September 1944. To Repatriation Depot, 20 October 1944. Embarked for Canada, 14 November 1944; arrived in Halifax, 23 November 1944. Promoted Flying Officer, 27 November 1944. Released 7 April 1945. Rejoined in Winnipeg, 16 March 1956 in Flying Control (213954) with rank of Flying Officer. To Officer School, London, 27 March 1956. To School of Flying Control, Centralia, 3 June 1956. To Goose Bay, 18 August 1956. To Station Hamilton, 22 August 1958. To CJATC, Rivers, 7 December 1961. Promoted Flight Lieutenant, 16 March 1962. To No.1 Wing, Marville, 14 July 1965. Moved to Lahr, Germany, 17 July 1967. To Gimli, 7 August 1968. To Portage la Prairie, 2 March 1971. Retired 19 August 1974. Died in Portage la Prairie, 30 August 1978. Award sent by registered mail 19 December 1949.

Pilot Officer Sangster has completed many sorties against targets in Germany including eight attacks on Berlin. On one occasion when attacked by a Messerschmitt 110, by his skill and tenacity, the enemy fighter was driven off

damaged. At all times this officer has shown great keenness and devotion to duty setting a splendid example to all.

On Repatriation Form dated 31 October 1944 he stated he had flown 34 sorties (227 hours 30 minutes), the last on 2 August 1944. Also 168 hours 45 minutes non-operational and training. **Training:** Courses at No.2 AGGTS and No.3 BGS ran from 8 March to 28 May 1943. Stage 1 involved tests in Armament, oral (70/100), Armament, written (192/300), Anti-Gas (65/100), Aircraft Recognition (100/100), Mathematics (27/500), Navigation (61/100), Law, Administration and Hygiene (78/100) and Signals (55/100). Stage 2 involved Anson and Battle aircraft (21 hours 30 minutes). Spent 15 hours on turret manipulation, Fired 400 skeet rounds, 790 rounds on 25-yard range, 800 on 200-yard range, 400 air-to-ground and 3,820 air-to-air (5.1 percent hits). Tested in Armament, written (131/150), Armament, practical and oral (75/100), Aircraft Recognition (92/100), Drill (81/100) and Signals (55/100). Rated 74/100 on "Ability as Firer". Placed 43<sup>rd</sup> in a class of 68.

Public Record Office Air 50/179/269 has the following Combat Report:

Date: 24 February 1944  
Aircraft: Lancaster "Q", No.9 Squadron  
Target: Stuttgart  
Place: Target area  
Time: 0120 hours  
Height: 20,000 feet  
Speed: 165 I.A.S.  
Course: 015 degrees Magnetic  
Captain: P/O Porter

The rear gunner sighted an enemy aircraft (identified as an Me.110) 1,500 yards astern and up. The enemy aircraft continued to shadow the Lancaster and slowly closed in. When the enemy aircraft closed in to 800 yards, rear gunner ordered pilot to corkscrew starboard and opened fire, whereupon the enemy aircraft moved over to the starboard quarter without firing. Simultaneously an unseen aircraft opened fire with cannon and machine gun from below. This aircraft was not seen by any member of the crew.

Weather: Visibility good. No cloud. No moon.  
Searchlights: Nil, though operating against other aircraft and no ground co-operation.

No indication of any special apparatus.

Damage to own aircraft: Hole in port wing, port outer engine damaged. Rear turret hit. Mid-Upper turret hit. Port undercarriage hit. A number of shells through fuselage. Mid-Upper gunner sustained slight head injuries.

Damage to enemy aircraft: Hits scored on fuselage. Claimed damaged. Corroborated by Mid-Upper and Flight Engineer.

Mid-Upper Gunner fired nil rounds.  
Rear Gunner fired 250 rounds.

Mid-Upper Gunner - Sergeant Michael - No.3 BGS, Canada, 19 OTU.  
Rear Gunner - Sergeant Sangster - No.3 BGS, Canada, No.28 OTU.

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SANGSTER, Corporal Wilfred Lloyd (R104444) - **British Empire Medal** - Eastern Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 27 September 1921. Home in Halifax; enlisted there as a clerk, 29 July 1941. Posted to No.1 ITS, Toronto, 23 August 1941. Promoted LAC, 1 April 1942. Promoted Corporal, 18 June 1942. To No.2 OTU, 6 July 1942. To No.8 OTU, 13 November 1943. To Station Greenwood, 31 July 1945. To Release Centre, 29 January 1946. Released 6 February 1946. Award presented 16 April 1948.

This non-commissioned officer has rendered outstanding service to the Royal Canadian Air Force during his entire service career. At various times when he was occupied on operational duties he worked long and arduous hours almost to the limit of his endurance. For a period of approximately two years he was employed in the Aircraft Detection Corps branch during which time he travelled extensively, organizing observation posts and supervising twelve reporting centres. His cheerful demeanour and thorough knowledge of service procedure were at all times conducive to the all-round efficiency of the section in which he was employed and he is considered most worthy of recognition.

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SANHAM, Corporal Frank Henry (R63777) - **Mention in Despatches** - No.429 Squadron (AFRO gives unit as No.63 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 29 September 1918. Home in Brandon, Manitoba; enlisted in London, Ontario, 10 June 1940 in Armament Trade. To Trenton, 9 September 1940. Promoted AC1, 29 November 1940. Posted to No.1 ANS, 3 December 1940; to No.5 BGS, 12

March 1942. Promoted Corporal, 3 June 1942. To "Y" Depot, Halifax, 16 November 1942. To RAF overseas, 10 December 1942. Promoted Sergeant, 1 April 1943. Repatriated 7 August 1945. Released 24 September 1945. DHist file 181.009 D.2619 has recommendation forwarded to No.6 Group Headquarters, 31 July 1944 when he had served 30 months in Canada, 19 months overseas.

By his zeal for his work, and his good leadership, this NCO has made a great contribution to the work of the squadron and the war effort. For the past nine months he has been NCO in charge the Armourers of one Flight, a position normally filled by a Sergeant. He has proved himself an efficient and reliable NCO. He has instructed his men and by his energy and determination inspired them to great efforts in an endeavour to increase operational efficiency.

\* \* \* \* \*

SANKEY, Sergeant Douglas Ernest Eric (R128978) - **British Empire Medal** - Station Tofino - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 23 February 1919. Enlisted in Vancouver, 17 September 1941 for General Duties. Reclassified as Photographer, 26 September 1941. Posted to No.2 Manning Depot. Promoted AC1, 28 February 1942; to No.5 BGS, 2 April 1942; to Patricia Bay, 31 August 1942; promoted LAC, 1 January 1943; to Boundary Bay, 12 June 1943; promoted Corporal, 1 July 1943; to No.5 OTU, 27 September 1944; to No.3 OTU, 25 October 1944; to No.22 Sub-Depot, 21 March 1945; to Tofino, 10 June 1945; promoted Sergeant, 1 July 1945; to No.5 Equipment Depot, 24 July 1945. Served in postwar RCAF as a Photographer in rank of Sergeant (1 October 1946), Flight Sergeant (1 October 1949), WO2 (1 February 1952) and WO1 (1 April 1955). Died in Comox, British Columbia, 4 August 1996.

At various stations throughout his career, Sergeant Sankey has maintained a consistent record of efficient endeavour far beyond the normal call of duty. Personnel shortages have continually laid a heavy load on his shoulders but at all times he has more than adequately coped with the tasks assigned with diligence and efficiency.

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SANSOUCY, Sergeant (now P/O) Joseph Germain Fabien (R66953/C86345) - **Mention in Despatches** - No.75 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born in Ste. Angele, Quebec, 5 June 1919. Home in Iberville, County, Quebec (mechanic). Attended National Radio Institute (Washington), 1939. Enlisted Montreal, 27 August 1940 and posted to No.2 Manning Depot, Brandon. To School of



Technical Training, St. Thomas, 18 September 1940 for training as Aero Engine Mechanic. Promoted AC1, 8 February 1941. To No.3 SFTS, 12 February 1941. Promoted LAC, 1 July 1941. Warned for embarkation, 10 July 1941. Embarked for overseas, 14 August 1941. Taken on strength of No.3 PRC, 1 September 1941. To No.411 Squadron, 13 September 1941. To No.421 Squadron, 18 April 1942. Returned to No.411 Squadron, 26 May 1942. Promoted Corporal, 1 July 1942. To No.425 Squadron, 7 July 1942. Remustered to aircrew and posted to No.4 School of Technical Training, 11 August 1942. Qualified as Flight Engineer and promoted Sergeant, 30 September 1942. To No.1651 Conversion Unit, 1 October 1942. To No.75 Squadron, 13 October 1942 with which he flew 15 sorties (105 hours). Commissioned with effect from 13 June 1943 as per Appointments, Promotions and Retirements dated 5 July 1944, being subsequently promoted Flying Officer with effect from 13 December 1943. Missing, 14 June 1943 (Stirling BK646). Reported safe in United Kingdom, 8 October 1943, arriving via Gibraltar. To Repatriation Depot, 13 October 1943. Repatriated to Canada, embarking 13 November 1943 and disembarking 22 November 1943. To No.1 Manning Depot, 29 December 1943. To Repatriation Depot, Station Rockcliffe, 23 February 1944. Offered pilot training course but refused in the hope of early return overseas. Promoted Flight Lieutenant, 1 March 1945. To No.5 OTU, 3 April 1944, first at Boundary Bay and then Abbotsford. Retired 13 September 1945. Re-engaged 9 April 1946 and posted to Trenton and attachment to Air Armament School, Mountain View. Taken on strength of Regular Force, 1 October 1946 (20443) with rank of Flying Officer and trade of Flight Engineer. To Camp Borden, 8 June 1947. To Radio Communication and Signals School, Clinton, 19 December 1947. Trade altered to Signals Branch (subsequently Telecommunications), 8 June 1948. To Winter Experimental Establishment, Edmonton, 26 July 1949. Promoted Flight Lieutenant, 1 January 1950, Promoted Squadron Leader, 1 January 1951. To Experimental and Proving Establishment, Rockcliffe, 27 March 1951. To No.1 Air Division, Metz, 15 July 1954. To No.2 (Fighter) Wing, Grostenquin, 11 August 1954. To Air Defence Command, Canada, 11 July 1957. To AFHQ, 15 August 1962. Retired 31 July 1967. Died in Florida, 13 August 1991. Public Record Office WO 208/3315 has MI.9 account of his evasion; he left Gibraltar of 4 October 1943, arriving at Whitchurch on 5 October 1943. Pilot Officer Kirby, also an evader, was the air bomber).

I took off from Newmarket in a Stirling aircraft on 13 June 1943 at about 2300 hours on a mining operation just off Bordeaux. (NOTE: The date of departure is taken from Bomber Command Casualty Return, Serial No.FB/92, as P/O Kirby and Sergeant Sansoucy differ in their statements).

On the outward journey, while over Les Sabres d'Olonne (France, 1:250,000, Sheet 20) we were hit by light flak. We flew several miles out to sea and jettisoned our mines. We then started climbing and turned north.

Somewhere in the vicinity of Rennes we were attacked by an M.E. 109. I did not see the enemy fighter after the third attack and think we probably shot it down.

At about 0200 hours (14 June) the pilot gave the order to bale out. I came down in an orchard about 15 mile southeast of Rennes. I cut up my parachute with a knife I had with me and hid it in some undergrowth. I then ran off. I walked all through that night, and early in the morning, when I was somewhere near Retiers, I approached an old lady for food. She seemed very scared and said she was going to fetch a gendarme. I ran off and hid in some fields. Here I opened up my aids box and took out my compass. I also cut off my Sergeant's stripes and all other identifying badges from my tunic. About half an hour later the gendarme found me. I speak French fluently and told him who I was. He went off and returned a little later, bringing with him bread, cider, and a map of the district. He also told me that he had tried, unsuccessfully, to get some civilian clothes for me.

I left him and for the best part of the next two days continued walking southeast. I kept to the fields and side roads all the time, and stopped on one or two occasions at isolated farm houses for food and shelter. I found everyone in this district very willing to help.

I spent the night of 17 June at a farm at St. Julien de Vouvantes, about ten miles southeast of Chateaubriant, and the farmer gave me some civilian clothes.

I walked on all next day and somewhere near Ancenis I hailed a man in a small boat who rowed me across the River Loire.

For the first time since I had baled out I used the main roads, and next day I passed through Beaupreau (France, 1:250,000, Sheet 20) and slept that night in a field somewhere just north of Cholet. I approached several people for help, but found them very unwilling to do anything for me.

Next morning I saw many Germans about and therefore decided to skirt Cholet. By the time I reached Chatillon-sur-Sevre my knees gave out and I could walk no further. At about 1700 hours (19 June) I caught a bus and using the money from my purse I bought a ticket to Echere, about six miles northeast of Niort (Sheet 20). I spent that night in a barn. The following day I had to continue walking, as it was Sunday and there were no buses running. I went as far as Celles-sur-Belle, and at about 1500 hours (20 June) I stopped at a farm house, where I remained for six days. From this point my journey was arranged for me.

Another account from him comes via website

**My Evasion in Europe**  
**(The Summer of '43)**  
**J.G.F Sansoucy**  
**Edited and additional research**  
**By A.V.Webster**

Preface

When it was first suggested that I relate the story of my evasion in June of '43 my initial reaction was that the event would be of little interest, particularly when compared to the thrilling accounts of the Wooden Horse and other World War II escapes and adventures.

However. Bill Scolley with whom I flew in those eventful times, convinced me that I should attempt it anyway because of the historical interest to 75 (New Zealand) Squadron.

**My Evasion in Europe**  
**(The Summer of '43 )**

On June 13, 1945, at the Newmarket Air Base where I served with the RNZAF Squadron 75. I was assigned to replace a crew member who was not available for the night's operation. As I recall. The crew I was joining had only been on one previous operation It was to be my fourteenth and the mission appeared to hold little risk : night mining off Bordeaux in south western France. To get there of course we had to cross the French coast at two locations - the heavily fortified northern coast of Normandy. and at a point a few miles north of Bordeaux.

The crossing of the northern coast was effected with no incident : there was some flak .but not too heavy. In the middle of June the moonlight made the night very clear and we could see for miles. We could distinguish many lights and flying objects in the distance accompanied by ground flak . and numerous signs of air activity as other aircraft were headed for targets in the Ruhr area of Germany. As we flew further south, activity slowed,which probably stalled us into a false sense of security, and nearing the southern coast we were flying at a very low altitude approaching the drop zone for our mines. Just ahead was a small coastal village with no sign of lights or activity,

and we proceeded on our coterie across it with no thought of evasive tactics. Suddenly. All hell broke loose. With machine gun fire from within the village A starboard engine was hit and the starboard aileron badly damaged. We were also losing fuel but did not catch fire. The pilot immediately dove to avoid further damage. I thought my hour had arrived, but we levelled off very low over the water. Our mines were dropped and we turned. heading home. Needless to say, that village was carefully avoided on the way back. Meanwhile I was attempting to assess our damages, we had lost the fuel from our outer starboard tank the aileron seemed useless. And although I could see some pieces of engine cowling flapping it appeared to be functioning normally. The pilot complained that the engine was not responding to throttle and controls very heavy.

He had to apply left aileron and left rudder to maintain heading. He called me to assist him in handling the controls. which I did. In spite of these difficulties we managed to gain altitude to about 8,000 feet and were beginning to think we might make it to a base in England.

Although we were consuming more fuel than usual, I estimated that we had just enough that we might land somewhere in South Wales. Our hopes came to a sudden end with the appearance of an enemy fighter, a ME 109. His first salvo was long and lost somewhere ahead of us Our gunners replied but he was too far away. On approach of the fighter I had taken en my station in the astrodome to direct evasive action. but the pilot could not control adequately due to damages, and his attempt led to a spin. from which he recovered with difficulty I momentarily lost sight of the enemy and his next salvo came from below. hitting the cockpit and navigator's compartment just ahead of me. The pilot :may have been hit at that time. His command on the intercom was yelled. terse and imperative: "Get Out!" -no time for normal RT procedure or terminology. I made my way to the rear escape hatch in complete darkness and tender turbulent conditions. Fortunately I had become familiar enough with the aircraft that I could feel my way - it seemed to take an age, but was probably only a few seconds until I reached it. I found the wireless operator and gunners already there. but being somewhat disoriented and becoming frantic, they were unable to open the hatch in the dark. I lost no time to reach the release handles and was first out. I later heard that the gunners had also escaped but I was not to see any of the crew again. My chute opened with a mighty jerk, which was quite painful. As many will recall. walking with a tight harness was not very comfortable, and like almost everyone. I had disregarded instructions and left my straps loose. I now paid the price, but no permanent damage. as in later years I have been father to three children. As I floated to earth I was aware of a slight pain in my forehead which was probably caused on exit when my head hit the edge of the escape hatch. I could feel blood trickling down my face and was concerned that the wound might require medical care. This proved unfounded: only a minor cut. but like all scalp wounds it bled freely.

It seemed to be taking an age to reach the ground. Probably I should have waited to pull the rip cord. but this was my first jump and I opened my chute as soon as I cleared the aircraft. At such time the instinct of self-preservation takes precedence over reason. Looking around I thought I saw our aircraft hit the ground in the distance in a ball of fire, but could not be sure of identification. At about the same time I heard, and then saw an aircraft circling me, which I presumed was the fighter that had shot us down. I was quite alarmed and had visions of being riddled with bullets before I landed. That I had been seen was soon confirmed for a marker flare was dropped about a hundred feet from where I came to earth in soft ploughed ground between apple trees in an orchard.

Apart from the cut on my forehead and the slight discomfort in my lower abdomen. I felt in good condition. My first task was to tear off a few pieces of my chute to stuff inside my battle dress, then hide the chute in the side of a ditch. Next, with a razor blade. I cut all the insignia and identification from my uniform and made sure I had my escape kit. It was my custom to carry a small shaving kit in case we had to land at a strange airport on return from a mission. This happened quite often.

Of course I did not know where I was, but thought I could not be far from the Atlantic coastline which I remembered seeing shortly before we were attacked. I decided that my first move should be to head south-east away from the heavily garrisoned coast. A check of my escape map the next day indicated that I had landed about 20 miles north-east of Rennes probably in the same area where heavy engagements took place between the Americans and Germans shortly after D Day .

It was certainly bocage country as I was soon to discover. Decisions and such arrangements made I took a sight with the compass from my escape kit, and started off in a south-easterly direction as fast as my legs could carry me. I estimate the time of my descent at about 2:00 am on the morning of the fourteenth. And from then until 5:00 am. When it became light I never stopped running through thorn hedges which were rather numerous ; through streams and swampy or wet ground : avoiding roads and human habitation.

My legs became quite lacerated and my clothes torn and covered with mud. It seemed that I could run forever. oblivious to feelings of fatigue and the discomfort of the scrapes and cuts.

When it became light I singled out a barn, well remote from any farmhouses, and headed for it. Luckily there was a loft with some hay and also a water pump nearby to quench my thirst. I swallowed a couple of Horlicks tablets from my escape kit , and climbed into the loft for some

rest. and to reflect on what my next move should be. I laid out the map of France from my escape kit and determined my position from a name I had seen on a road sign Feeling very tired. I fell into a sound sleep from which I woke about three in the afternoon.

I had been lucky in my choice of a refuge: a look through the cracks in the wall I showed not a soul in sight I checked my map again and decided that i should cover more miles away from the crash site before approaching any, local inhabitants for help.

I rested in the barn until after sunset about 8:00 p.m, then proceeded in a south-easterly direction. There were fewer hedges and less swampy land. and progress was easier. Soon after midnight I became quite tired and hungry and again began to look for an isolated barn. I selected a structure that seemed suitable although there was a small village in the distance. I was exhausted and had no choice.

Worried about the location. I woke up soon after dawn broke and set out again.

1 Bocage: Thorn thicket underbrush

2 Horlicks : Chocolate

Not more than thirty minutes later I spotted two German soldiers on a country road in the distance. and suppose they saw me at about the same time. I thought the game was up. Reproaching myself that I should not have stayed so close to human habitation: someone had probably spotted me and notified the Germans. etc. At that point flight would have been hopeless and I began to resign myself to life in a prisoner of war camp. Non-the-less I decided to bluff it out. And proceeded at a steady pace with no sign of haste. The German soldiers duly intercepted me and began to ask questions in broken French, I replied fluently in French and soon realized that with my battle dress torn. tattered. and covered with mud. they did not suspect me. They asked if I had seen any British airmen in the vicinity, i shook my head in the negative. Then "Ou habitez-vous?".

My ready reply : "A cette ferme la" while pointing to a farmhouse in the distance, must have been convincing. as they let me go without further ado, much to my amazement and relief. Had they searched me they would have found unmistakable evidence of my identity : pieces of torn parachute in my jacket, and my escape kit. In retrospect I can only surmise that my ability to speak French did not fit in with their concept of a British airman. Moreover. I certainly did not

look the part : I had last shaved and washed two days before. I looked unkempt. and to them, like a backward French peasant.

I continued as before at a measured pace because I did not want to invite their suspicion, but without lingering in case they changed their minds. After about an hour I began to feel the pangs of hunger: the morning incident had boosted my morale a bit and I was emboldened to stop at a farm house to beg for some food..

The farm woman was not unfriendly, and called to her husband. After a short consultation they motioned for me to come in where they were just preparing breakfast . I had three fried eggs a crust of bread and a coffee brew made with roasted barley and perhaps other cereals. I could converse with them without any difficulty although they no doubt detected my foreign accent but refrained from asking where I came from and where I was heading...

It was not an affluent home by North American standards: a stone house with cobblestone floor. In the kitchen. A rough unfinished table, about four wooden chairs. A bench. A cupboard (armoire) where they kept their food. And an old iron stove completed their furnishings.

Along one wall was a huge stone fireplace with a cast iron cauldron over the grate and faggots for firewood piled at one side. As far as I could judge. the room had never been painted : all the walls and rough hewn beams were covered with flies and fly dirt - they were everywhere. In fact it was impossible to keep them off my plate. I soon discovered why they were so numerous : a manure pile about thirty feet away, and of course. The windows were open and not screened. I was to see many similar dwellings in the days ahead.

The breakfast lasted about thirty minutes at the end of which I was handed about six hard boiled eggs and invited to proceed on my way. The conversations had been polite but re-strained.. As I recall.

Most of the items discussed had to do with the weather, the state of the crops. The requisition of animals and cereals by the authorities, and when the war would end. They knew of course that I was not from the district, and it was obvious that they did not want to get involved. For my part. I was happy' not to be questioned too closely, and started on my way. thanking them profusely.

I walked continuously for the next three days. begging my food and sleeping in barns at night. On the third night I could not readily locate a place to sleep except a pile of hay in an open field.

Unfortunately, during the night it started to rain. I awoke from a sound sleep at dawn. soaked and chilled to the bone and set out at once.

About an hour later I found myself on the shore of the Loire River which at that point was a bit too wide and the current too swift for me to swim. I hesitated to cross on a bridge for fear it might be under surveillance. Finally spotting a boat on the shore near a house.

I asked the occupant if he would take me across, and agreed to a price of fifty francs. The first money I had spent from my escape kit had been, until a short time ago, the demarcation line between occupied and unoccupied territory. Happily the major concentration of troops had left the area. but all of France was now under Nazi domination.

Three days after escaping our mortally damaged aircraft. I felt sufficiently confident to travel along roads in a general southerly direction still avoiding large centres of population. After crossing the Loire I ventured to ride on a bus headed for a town which I had previously identified on my map. My aim was to reach the south of France and then cross over into Spain. The bus was old and fuelled by gas produced by burning wood. a system which could readily be identified by the large steel tank attached to its rear. Wooden blocks were fired in this closed cylinder with a limited supply of oxygen. On top of the bus were bags of blocks along with a number of used spare tires. Tires and conventional fuel were not available for civilian use.

As far as I could ascertain one bag of blocks was sufficient to take the bus about thirty kilometres at a maximum speed of fifty kilometre per hour. Going up a hill was a slow and laborious process; the driver always got out to check his burner before attempting the climb.

I was then travelling along gently rolling country which was quite different from the bocage with its thorny hedges where I had landed. The Loire country is reputed to be the garden of France, but during the War there were few signs of affluence. Many buildings showed the signs of neglect, and the farm workers appeared to be middle aged or older. I surmised that most of the young men were either in labour camps or were prisoners of war. While riding the bus I became conscious of acute discomfort in my feet, but with all the strange faces around me, I did not want to attract attention, so deferred removal of my shoes until a more appropriate time. About three kilometres out. I decided that it would not be wise to go through the town where many German soldiers might be garrisoned. and left the bus to walk roads and paths around La Haye Descartes, which was identified by a road sign.



As soon as I reached an area removed from buildings. I took off my shoes and found that both feet were covered. sole and heel, by large blisters. This development prompted me to seek help sooner than I had planned. Infection needing medical attention would almost certainly lead to capture. I headed for the nearest farm house.

It was then late afternoon and the farmer was outside his barn repairing his horse-drawn mower. I explained that I was experiencing difficulty in walking and would like to obtain food and lodgings for a few days, offering to work for him in return. He seemed a bit apprehensive, and when he asked me where I hailed from. I decided that he appeared to be a hard working, upright individual to whom I could reveal my identity. It was a risk. but in the circumstances it seemed justified. Asked for some proof. I pointed out my clothes and showed him my escape kit and pieces of my parachute. He became quite thoughtful and explained that beyond providing food and lodging for a few days there was little he could do himself.

He then added that he had heard of someone who could probably help me. took me in to his house, and introduced me to his wife and two teen aged children. The reception was warm. tinged with a degree of fear and apprehension. What impressed me most was the expression of ardent patriotism of both the man and his wife ; something which I had never heard in Canada or elsewhere. I suppose this was due to the many wars they had been subject to.

Approximately one for each succeeding generation, whereas in Canada our last conflict on home soil had been in 1812 One was either pro British, pro Quebec. or pro whatever country the immigrant had come from. Prior to 1940, a sense of strong Canadian identity was not evident. To me at any rate.

That evening I was served the first appetising meal that I had eaten in almost a week : rabbit stew, cheese, vegetables, and the customary 'vin de table' The evening that followed was busy with conversation. I had to tell them where I had lived, what I did, all about my relatives. Family and friends, and what I did in England. In turn they told me about their family ; how relatives and parents had died in former wars ,and of course about food requisitions and the shortage of consumer goods Compared to his neighbours, my host seemed to be relatively well off. The inside of his kitchen had been painted within a few years and the furniture was of a better quality than most I had seen to date. That night I slept on a straw palliasse which was quite an improvement over the accumulation experienced during the past few days.

The next morning I woke up feeling well rested, with some stiffness in the knees which fortunately disappeared after a few steps.

The blisters on my feet were quite uncomfortable. Breakfast with my hosts was eggs, the remains of the rabbit stew, crusty dark bread, homemade goat cheese, and a brew of the usual roasted cereals. This time the 'coffee' had been fortified with eau de vie, making it quite palatable. After breakfast I helped my host finish repairing his mower and for the rest of the morning I sat reading the local newspapers and wandered a bit in the vicinity. The farm was typical of many in the area: all buildings placed in the form of a 'U'. Along one leg, the storage sheds for farm implements, at the base, the stables, and along the other leg, the granary with milling equipment, a small workshop, and at the end, the living quarters. A pile of manure was located in the centre of the 'U'. 1 eau de vie : locally produced alcohol During the morning, my host had gone on his bicycle to inquire how to dispose of me, and had returned in a happy frame of mind just before lunch, with some travel orders. I was to proceed about fifteen kilometres to a small village called Draché to meet the local priest, who I was told, would arrange my flight out of the country. We had lunch, with wine, and conversation was quite lively. Obviously they were glad to help me as a patriotic duty. But I sensed their relief and understandably so, that I would soon be on my way. The penalty for harbouring enemy aliens was only too well known I was grateful for their hospitality, and I offered some of the francs from my escape kit, which they refused. Saying it was their duty to help as best they could.

Just before departing, I exchanged my battle dress blouse for an old civilian jacket which helped my disguise considerably. I said my good-byes and set off accompanied by my host, for the bus stop about two kilometres away. I thanked him again before boarding the bus.

Before going very far, I discovered that the bus was no longer headed for the village of Drache and approached the driver. I was told that since I was the only passenger for that village, he could not afford the fuel and I would have to walk the rest of the way - about five kilometres. I was in no position to argue.

The walk was quite uncomfortable, so I was quite relieved when Drache came into view. Fortunately all roads in France were still marked with weather proof metal signs on a concrete post, so finding the way was not too difficult. Draché was a small village whose population was probably about one hundred, a big old stone church in the centre. A passer-by informed me that the Cure lived in the small stone house adjacent to it. My knock at the door was answered by an elderly woman who turned out to be the Cure's mother. She informed me that the Cure, her son, was out but should return shortly. She invited me to come in and sit down in a room which doubled as a waiting room and dining room. It was then late afternoon and I was glad to rest my feet. The day's walk had not helped my blisters.

The Cure whose name was Henri Péan came in about twenty minutes later. He was a man of medium build with very expressive and kindly eyes and his movements gave the impression of boundless energy. After a few words of introduction, it became evident that he knew nothing of my coming. I explained that I had been referred to him for assistance in crossing the border into Spain. Related how I had parachuted from a destroyed Allied aircraft, with events of the past few days, and adding that I would appreciate a few day's rest to allow healing of my blistered feet.

I must have been convincing enough for he did not question me further and invited me to share a light supper with him and his mother. Conversation turned to the events of the war and how it was affecting the people of the region. He was quite curious about life in Canada and I tried to enlighten him as best I could. He seemed to be particularly intrigued by the fact that French was still spoken in some parts of Canada, and it appeared that I was the first French speaking Canadian he had come in contact with. After supper he invited me to jump on the back of his motorised bicycle, and a few minutes later.

After winding along the twisting country roads, we arrived in front of an old stone castle, which he identified as the Château de la Roche Ploquin near the village of Sepnes, owned by the Countess de Poix. He introduced me by the pseudonym of Henri Gauthier which we had agreed upon earlier, and said no more. She, of course, had no idea of my identity and assumed that I was a Belgian student trying to evade the work squads which the Germans were then actively recruiting.

This caused the Cure to chuckle a bit, after which he explained the circumstances of my visit. She was a lady of ready wit, and considerable charm, and she bid me a warm welcome. She and two domestics were the sole occupants of the Château which must have had at least twenty-five rooms. I was lodged in her library where I spent the next five days. To while away the hours I began to read a number of medical books which had belonged to her physician father, as well as some books of history.

In the days that followed, my movements were limited, and my feet healed rapidly. I had a number of conversations with the Countess, who explained that her husband had died from the effects of gas after World War I, and that she leased a number of farms adjacent to the Château, which permitted her to live comfortably. A number of Germans had been quartered in her Château while the demarcation line was in effect. The Countess continued with a twinkle in her eye that she had evened the score by helping Abbe Pean guide escapees and other enemies of the Germans to cross to safety.

I was quite interested to hear her philosophy of life. expressions of patriotism. and her pride in her ancestry. She appeared to me as a living symbol of 'nobless oblige' - of a feudal regime which I thought had died with the French revolution. obviously vestiges of that era still lived !

After five days of rest. I became anxious to be on my way again. but the Cure was no longer in touch with an underground organization and had been unable to contact anyone who could facilitate a border crossing. After some discussion, he persuaded me to wait, and it was arranged that I would stay with: one of the tenants of the Countess De Poix with the thought that I would be less likely to attract attention as the farmer's hired help.

During the days I spent in the library. I was photographed and given a false identity card with my new name. I also acquired a pair of trousers and shoes. thus removing any trace of my association with the military. My new host was M. Cathelin, and I remained with him, his wife, and three children for the next two months. The weeks slipped by without any word from the underground. I was, of course.

Anxious to continue as soon as physically possible, but was dissuaded by the Cure and the Countess because they considered that such a trip on my own would be too risky.

All the while the Cure was attempting to find some way to help, but unable to devise a workable scheme. All of these people were ardent patriots prepared to do anything to harass the Germans, but every move had to be carefully planned; even a small error could lead. Not only to their own death, but to the death of their family members and to all who were in any way associated with them.

I know that even then the Cure was active in organizing a cell of the Resistance to procure arms being parachuted by the Allies. He eventually succeeded that fall, but in February he was arrested and tortured to death by the Gestapo after being betrayed by an informer.

As well, M. Cathelin and the Countess de Poix were arrested and sent to concentration camps at about the same time.

After about two months during which I inquired weekly about escape plans. in October I informed my host and the Cure that I could not impose on them any, longer and was determined to be on my way They begged me to remain another week while the Cure made some travel south in the company of a French national who wished to proceed to North Africa a M. de Haviland. of

Limoges. (His father was a successful manufacturer and exporter of Limoges china). He spoke English quite well, but his first language was French. We were instructed to go to a location south of Pamiers where we would likely meet an agent who often took people across the border to Spain.

We boarded the train in the town of Chatellerault, bound for Toulouse, Foix, and Pamiers, planning to proceed on foot from there.

There were risks involved. as one was always subject to a security check by the German police. Fortunately everything went smoothly.

There were some anxious moments when our coach was filled with German soldiers at our next stop. It so happened that the day we boarded the train was the day after the Italian surrender, and the Germans were rushing troop reinforcements by every way possible.

As it turned out, we could not have been safer as no one was checking a troop train. At Toulouse, everyone disembarked and we took the next train to Pamiers, a village in the foothills of the Pyrenees. It would have been risky to continue, as we were approaching the well guarded border.

We spent the night in a barn, and in the morning made our way to the address given to my companion, where we were told we might find a group of escapees heading for Spain. About mid morning we saw a group approaching, and after speaking to the guide of the party, we joined them. I believe my companion had a certain amount of money which no doubt helped to smooth the way. I gave what I had left which wasn't much. Our goal was Andorra, a small state between France and Spain, jointly administered by them. The guide who was a contraband runner, knew the ground well. and we managed to evade all German patrols. The terrain was rugged and became quite difficult to negotiate, and I could see why patrols would avoid such an area. At one points a member of the group whose turn it was to carry a sack of provisions. lost his footing and in his scramble to avoid falling over a precipice. let the sack fall. We were on very short rations for the next two days until we reached a village in Andorra where we were well fed. Obviously, someone was providing an adequate supply of money, for our accommodations were good. It appears that Andorra was beyond the area patrolled by the Germans. But no one could be sure, so all remained cautious.

After a nights rest. we set out early the next morning and about noon the guide informed us that we were now in Spain.

Everyone was elated. and I, for one, breathed a sigh of relief. Shortly after this we came to a border crossing manned by Spanish officials.

We were asked to sign in and let go on our way. This puzzled me as I expected to be interned, but presume that cash and diplomacy accounted for this unusual procedure. We continued on foot for another two days. The terrain was still rugged but we could now travel openly by road. Which was much easier. There were still some rough detours. Bridges which had been distorted during the Spanish Civil War had not been repaired. Finally we found better roads and a bus which we boarded that took us to the out-skirts of Barcelona where I parted with my travelling companions. Who were continuing to North Africa With two other airmen who had been in the group, I was directed to the British Consulate Building where we were well received.

But I will always remember the look of the blonde receptionist who greeted us with "Keep away from me until you're deloused"! Not exactly friendly, but quite justified in the circumstances. We looked and were, unkempt to say the least with long hair and dirty clothes. I was still wearing the shirt in which I had left England. We no doubt looked like desperados! I remember that I never again enjoyed a shower as much as I did on that occasion - the first in four months ! After the shower we were instructed to rub ourselves with some oily substance from a bottle with instructions in Spanish which we could not read. The large picture of a bug on the label left no doubt as to its purpose. We were issued with a set of civilian clothes, and I felt like a new man In the clays that followed we were interrogated in detail and at length, and billeted with the family of a member of the consular staff We were well fed. All the food seemed, and probably was, particularly delicious and I could eat anything in any amount. My normal weight had been about 170 pounds, but was then at a low of 135 pounds.

However I had not starved to the point of adversely affecting my health, so I regained weight quickly. In fact, even after I returned to London I could walk for miles without experiencing any fatigue. After about a week in Barcelona. we were taken by car to Madrid for another week of interrogation. This time we remained on the grounds of the British Embassy with just a few walks in the area.

Then by train, escorted to Gibraltar where we spent another week before being flown back to Britain. It was then about the end of November, and the telegram that I sent from Gibraltar was the first indication to my relatives that I was alive. I had been reported missing, presumed dead.

The summer of '43 was, for me a period of personal hardships, with many times of anxiety, particularly for the first week, after which I adapted to my new environment as best I could. I was particularly impressed by the intense patriotism of some of the people who helped me, particularly the Abbe' Pean, the Countess de Poix and M. Cathelin, to all of whom I am eternally grateful.

To the question frequently asked : "were you scared at the time you were shot down ?" the answer of course is "Yes", but not as consciously as on some previous missions. In fact there was little time to be scared it happened so quickly. It is another matter when flying in flak, never knowing when the next hit will occur -just waiting, unable to do anything, and sometimes witnessing another aircraft hit nearby, disabled, and sometimes disappearing in a fireball and a cloud of debris, aircraft and human parts. That is the more nerve wracking experience - that is terrors. It is also difficult to describe adequately the feeling of elation and satisfaction experienced on reaching the Consulate at Barcelona.

As mentioned earlier I exercised as much caution as I could to ensure a successful evasion. There were no narrow escapes of the kind described in the story of the Wooden Horse, and other escape tales, with the possible exception of the encounter with the two German soldiers on the second day. My aim was to evade capture by any means possible, and in this I was successful.

J.G.F/ Sansoucy

**Notes:** Involved in accident, 2 January 1943, Stirling R9248, daylight test, damage Category AC. Undercarriage problems and it was uncertain as to whether it was down or nor. In checking, he failed to confirm that the tail wheel had been lowered (it had not) and aircraft damaged near rear turret.

When shot down, Stirling BK646 was carrying three 1,500-lb mines. Takeoff was 2235 hours of 14 June 1943. Crew were 130636 F/O John Lloyd Edwards (captain), 134555 P/O Russell George Kirby (air bomber), NZ42380 Sergeant Eric Gaul Dunnett (navigator), R66953 Sergeant Fabian Sansoucy (flight engineer), NZ415558 Sergeant Basil William Rawlinson (WOAG), 1498348 Sergeant Elfred Foukes Jones (air gunner), 1698372 Sergeant Thomas Maxwell (air gunner).

Application for Operational Badge listed the following sorties, all on Strlings:

20 November 1942 - Turin (7.45)  
28 November 1942 - Turin (9.00, low level)  
3 December 1942 - Frankfurt (5.50)  
4 December 1942 - Gardening, Frisian Islands (4.25)  
20 December 1942 - Duisburg (3.55)  
23 January 1943 - Lorient (6.10)  
3 February 1943 - Hamburg (6.15)  
4 February 1943 - Turin (8.15)  
7 February 1943 - Lorient (5.05)  
13 February 1943 - Lorient (5.00)  
16 February 1943 - Gardening, off Bordeaux (6.45)  
19 February 1943 - Wilhelmshaven (2.50, incomplete, turned back)  
25 February 1943 - Nuremberg (7.15)  
21 May 1943 - Gardening, Frisian Islands (3.55)  
14 June 1943 - Gardening, off Bordeaux (4.05, shot down)

#### **Selected Assessments:**

“A superior officer in all respects. Squadron Leader Sansoucy through his drive, determination and technical knowledge, assisted to a degree by his ability to speak French, has organized, but in operation and maintained the only micro-wave unit in the RCAF. The problems introduced by the installation of this new equipment, such as the training of technicians, installation of equipment on foreign soil (a difficulty not appreciated by many) and the daily maintenance of same have been overcome through his leadership. His honesty is beyond reproach. His desire for a more efficient Air Force is ever constant in his mind and his management of his juniors has produced an admiration by all who work for him. In addition he has furthered Franco-Canadian relations by going out of his way to make friends within the community in which he lives.” (Air Commodore W.F.M. Newson, No.2 Wing, 8 July 1957).

“Squadron Leader Sansoucy is a mature officer with a pleasing personality. He is well qualified technically and is particularly familiar with microwave radio systems with which he has been associated for the past four years in Europe and in his present assignment. Squadron Leader Sansoucy is particularly interested in world affairs and finance and is well read in these topics. He is well suited for staff, liaison and instructional duties.” (W/C R.R. Steeves, Air Defence Command Headquarters, 16 February 1959).



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SERGEANT, WO Maurice Sidney (R99002) - **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 21 March 1914; home in Winona, Ontario; enlisted in Digby, England with No.402 Squadron, 16 November 1940 as a Nursing Orderly with rank of Corporal; promoted Sergeant, 15 April 1941; reclassified as a Medical Clerk, 28 July 1942. Promoted Flight Sergeant, 10 June 1943. Repatriated 15 January 1945; to No.1 Air Command, 26 January 1945; to Technical Training School, 24 February 1945; promoted WO1, 28 February 1945; to No.1 CH (whatever that is), 15 August 1945; to Moncton, 21 August 1945; to No.10 Release Centre, 26 October 1945; released 15 November 1945. Served again with RCAF, 12 September 1949 to 1 February 1952 (Medical Assistant, Sergeant, 29053).

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SARGENT, F/O John Heitmann (J36850) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 18 April 1918 in Hazelton, British Columbia; home there (store manager, formerly in Royal Canadian Artillery, 10 January to 10 February 1941); enlisted in Edmonton, 28 July 1942. To No.3 Manning Depot, Edmonton, 28 August 1942. To No.4 SFTS, Saskatoon, 23 October 1942 (guard duty). To No.7 ITS, Saskatoon, 9 January 1943; graduated and promoted LAC, 19 March 1943 but not posted to No.2 AOS until 3 April 1943; graduated and commissioned on 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943 but actually embarked from Canada on 1 November 1943; Disembarked in Britain, 9 November 1943. Attached to ACOS (whatever that is), 31 January 1944 to 18 February 1944. To No.10 (Observer) AFU, 22 February 1944 (Anson aircraft, described as "A competent and precise navigator whose work has been above average throughout the course."). To No.22 OTU, 4 April 1944. Promoted Flying Officer, 15 April 1944. To No.61 Base, 21 June 1944. Attached to No.1666 Conversion Unit, 21 June to 26 July 1944. To No.428 Squadron, 26 July 1944. To No.408 Squadron, 3 September 1944. Posted to "R" Depot as non-effective (sick), 5 November 1944, following crash-landing; "was attacked by fighters on way in and way out of target and crash-landed on drome just outside Brussels." Not injured by stressed and sleepless for some days. Returned to No.408 Squadron, 16 November 1944. Attached to Dalton for instructor course, 6 April 1945. Repatriated 9 July 1945. Retired 30 August 1945. Died in Hazelton, British Columbia, 20 April 1974 as per British Columbia Vital Statistics. Award presented 6 May 1950. RCAF photo PL-43038 (ex UK-20245 dated 9 April 1945) shows three navigators of No.408 Squadron on completion of first operational tour - F/O

Ross Fernihough (Hamilton, Ontario), Warrant Officer A.F. Hearnden (Ottawa) and F/O John Sargent (New Hazelton, British Columbia).

Flying Officer Sargent has displayed great courage and sound navigational ability throughout his tour of operational duty. During one mission his aircraft was attacked and damaged by a night fighter while over the target and, during the next hour and a half, seven more attacks were made. Despite the fact that the navigational aids had been rendered unserviceable and the log lost during the combat, Flying Officer Sargent navigated the bomber safely to an emergency airfield in Belgium, coolly warning his pilot of high ground and wooded areas as they flew in to make a successful crash landing.

The original recommendation is found in DHH file 181.009 D.2618 (Library and Archives Canada RG.24 Volume 20627); drafted by W/C F.R. Sharp, 17 April 1945 when he had flown 35 sorties (214 hours 20 minutes):

[www.bombercommandmuseum.ca/archives/](http://www.bombercommandmuseum.ca/archives/)

25 September 1944 - Calais (4.15)  
26 September 1944 - Calais (4.35)  
27 September 1944 - Duisburg (5.20)  
28 September 1944 - Cap Gris Nez (4.15)  
29 September 1944 - Sterkrade (4.40)  
6 October 1944 - Dortmund (6.05)  
14 October 1944 - Duisburg (5.45)  
25 October 1944 - Homberg (5.40)  
28 October 1944 - Cologne (5.40)  
1 November 1944 - Oberhausen (6.05)  
2 November 1944 - Dusseldorf (5.20)  
18 November 1944 - Duisburg (6.05)  
28 December 1944 - Opladen (5.35)  
30 December 1944 - Cologne (6.10)  
2 January 1945 - Ludwigshaven (7.15)  
6 January 1945 - Hanau (6.55)  
13 January 1945 - Saarbrücken (7.45)  
14 January 1945 - Grevenbroich (6.25)  
13 February 1945 - Bohlen (8.20)  
17 February 1945 - Wesel (6.10)  
21 February 1945 - Worms (7.05)  
23 February 1945 - Essen (6.05)  
24 February 1945 - Essen (7.00)  
27 February 1945 - Mainz (6.35)  
1 March 1945 - Mannheim (6.15)  
5 March 1945 - Chemnitz (9.20)  
7 March 1945 - Hemmingstadt (6.25)  
8 March 1945 - Hamburg (6.15)  
11 March 1945 - Essen (5.35)

12 March 1945 - Dortmund (6.00)  
4 November 1944 - Bochum (4.30)  
13 March 1945 - Wuppertal (5.50)  
15 March 1945 - Castrop Rauxel (5.50)  
19 March 1945 - Witten (6.50)  
20 March 1945 - Dorsten (5.45)  
14 March 1945 - Zweibrücken (6.20)  
15 March 1945 - Hagen (6.35)  
22 March 1945 - Dorsten (5.50)

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

Flying Officer J.H. Sargent (J.36850) has recently completed a tour of operations on four-engined bombers. On more than one occasion during his operational tour, this officer has displayed great courage and sound navigational ability. During one night operation his aircraft was attacked and hit by a night fighter over the target, and during the next hour and a half seven more attacks were made. But despite this, plus the fact that his navigational aids had been knocked out and his log lost shortly after bombing, this officer navigated his bomber by dead reckoning from within German territory to the safety of an emergency field in Belgium, coolly and accurately supplying his pilot with information as to high ground and wooded areas as they flew in low to crash land successfully.

Flying Officer Sargent's fine service record is considered most deserving of the award of the Non-Immediate Distinguished Flying Cross.

**Notes:** At No.2 AOS (4 April to 15 October 1943) he was on Anson aircraft (38.15 day as first navigator, 33.45 day as second navigator, 21.35 night as first navigator, 15.15 night as second navigator). Air work marks as follows: Air Navigation, Day, 278/350; Air Navigation, Night, 158/200; Log Keeping, 156/200; Reconnaissance, 84/100; Photography, 83/100; Met Observations, 39/50. Ground School courses and marks were Air Navigation Elements (161.5/200), Air Navigation Theory (167.5/200), Air Navigation Exercises (158/200), Meteorology (85.5/100), Signals, Practical (97.5/100), Aircraft Recognition (38/50); Reconnaissance (48.66/50); Photography (42/50) and Armament (29/50). "Very good student; keen, very hard working. Personality excellent. Appearance smart." Assessed as "Definitely Suitable" to be a navigation instructor as "Extremely suitable" for a specialist navigation course.

At No.1666 HCU his captain was a F/O Parsons and Air Bomber was Sergeant Stables. He was assessed there on 25 July 1944 under the following headings:

1. DR Navigation (knowledge of basic DR, nearness, accuracy and speed of plotting) - "Good knowledge of basic DR. Neat with fair accuracy and speed."
2. Log Keeping (use of standard method, accuracy) - "Uses standard method, accurate."
3. Calculations (accuracy and speed) - "average accuracy and speed."

4. Manipulation of Aids (what further training will be required to be proficient for operations). - "Fully trained." This section listed DR Compass ("fully trained"), API ("requires further air training"), Gee ("fully trained") and H2S ("requires further air training").

5 Use of Aids - Does Navigator (a) use information intelligently ("Yes'), (b) knows what to look for and where ("Yes"), (c) get put off by the loss of one aid ("No"), (d) understand the use of single position lines ("Yes"), (e) Understand the use of HPPs ("Yes")

6. Navigation - rated "Good" in Climb and Descent, Level Flight, Track Keeping and Timing.

7. Reliability and Keeness - "A keen, reliable navigator who should do well on operations."

8 Teamwork - Does crew produce a good navigation team ? ("Yes").

Noted that he received proper cooperation from Captain, Air Bomber and other crew members.

His file includes several maps and reports from advanced training overseas.

Application for Operational Wing dated 25 March 1945 stated he had flown 35 sorties (228 hours 36 minutes), 25 September 1944 to 22 March 1945.

Form on repatriation (21 May 1945) stated he had flown above hours, sorties and dates plus 194 hours 39 minutes non-operational. Overseas he had been in Ansons (34.35), Wellington (64.50), Halifax II (62.05), Halifax III (57.57), Halifax VII (201.28) and Dakota (3.30).

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SARGENT, F/L Paul Treneman (J10828) - **Mention in Despatches** - No.422 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 6 April 1917 in Bawl, Alberta; educated in Ontario including two years of accounting at University of Toronto; home in Toronto (ledger keeper, accounting clerk); enlisted there 27 May 1940 and posted to No.1 Manning Depot. To No.1 ITS, 1 June 1940; graduated and promoted LAC, 22 June 1940 although posted on 21 June 1940 to No.1 EFTS; graduated 16 August 1940 when posted to No.1 SFTS; graduated 26 November 1940 when promoted Sergeant. To Trenton, 27 November 1940 for course as instructor, 27 November 1940; to No.6

SFTS, 20 January 1941; instructing to 18 May 1942; commissioned 31 March 1942. Struck off strength of No.6 SFTS, 31 May 1942; disembarked in UK, 23 May 1942; to No.7 PRC, Harrowgate, 22 June 1942; to No.4 (CO) OTU, 18 August 1942; promoted Flying Officer, 1 October 1942. To Lough Erne, 19 November 1942; to No.422 Squadron, 23 November 1942; promoted Flight Lieutenant, 23 March 1943. Praised throughout his career as a fine instructor and then as a flying boat pilot; a report dated 6 October 1943 described him as "An excellent pilot, persistent and consistent." Killed in action, 17 October 1943 (Sunderland JM712); name on Runnymede Memorial. RCAF photo PL-15742 (ex UK-3609 dated 20 April 1943) taken in galley of a Sunderland; he is pouring coffee while Sergeant James Stafford demolishes bacon and eggs; "Orange juice, bread, jam and cheese round out the meal." Photo PL-36259 is a portrait. Public Records Office Air 2/5010 indicates that he was recommended for the **Victoria Cross** which was not awarded. Recommendation was as follows:

On the 17th October 1943, Flight Lieutenant Sargent was pilot and captain of a Sunderland aircraft escorting an important North Atlantic convoy. The convoy was attacked by submarines and Flight Lieutenant Sargent sighted two surfaced U-boats in close company near to the convoy. There was very little cloud cover but, without hesitation, he pressed home a determined attack from a low level, taking avoiding action to minimize the effect of the intense fire from the two vessels. Owing to a mechanical defect only three depth charges could be released and these fell short. A few hits were sustained by the aircraft and her return fire was so good that the decks of the U-boat under attack were seen to be clear of gun crews.

Flight Lieutenant Sargent at once made a second attack. To ensure the greatest accuracy, he maintained a straight course during the run-in and, disdaining the withering fire, released his two remaining depth charges. These straddled the submarine perfectly and it was seen to rise and then disappear.

During the second attack the Sunderland sustained many hits, two of the crew being killed, the navigator fatally injured and damaged caused to the engine controls. The aircraft was almost unmanageable through lack of power. Before he died, the navigator provided a course to the nearest convoy and Flight Lieutenant Sargent descended in the very heavy seas with such skill that, with assistance from HMS **Drury**, uninjured members of the crew were able to escape. Unfortunately the gallant captain was trapped and went down with his aircraft. He had previously completed 34 sorties, involving 457 hours flying, and had invariably displayed great courage, skill and devotion to duty.

NOTE: At No.1 EFTS (Finch II) he flew 32 hours ten minutes dual, 30 hours 30 minutes solo and graduated third in a class of 21. The CFI wrote, "Very keen and alert. He is of very wiry material and quick to think and act. Should do well as an officer and is fighter pilot material." He may well have become a fighter pilot but for his instructional tour in Canada. Assessments in Coastal Command are interesting; all the following are by W/C L.W. Skey.:

An officer who lacks drive but once he is certain can get things done. Should show great improvement after obtaining more experience as a captain. (13 February 1943).

A good leader with reliable judgement and a steady, cool performance. An excellent pilot and captain of aircraft who should be marked for a flight commander post on completion of his operational tour. (11 July 1943)

Should make a good flight commander with further experience. An above average pilot and captain of aircraft with determination. (3 August 1943).

Flight Commander of a flying boat squadron with another two months experience. An excellent pilot, persistent and consistent (6 October 1943).

F/O A.R. Bellis of the crew stated that F/O C.B. Steeves had been killed by gunfire before ditching and had been carried down with the wreckage. He was informed by crew of HMS **Drury** that Sargent was dead or unconscious following the ditching, and was entangled in the wreckage when it sank. The full crew of S/422 (JM712) was as follows: J10828 F/L P.T. Sargent (captain, killed); J11564 F/O A.R.B. Bellis (second pilot, rescued); 1217623 FS B. Campbell (second pilot, rescue); J16802 P/O C.B. Steeves (navigator, missing); 1023837 FS J.Y. Rutheford (WOM/AG, rescued); R92682 WO2 J.H. Shand (WOP/AG, rescued); R103910 WO2 J.D. Stafford (WOP/AG, rescued); R101 280 WO2 W.F. Beals (WOP/AG, rescued); 572141 FS L.T. Needham (flight engineer, missing); 572523 FS D. Mesney (flight engineer, rescued) and 81422 F/L P.A.S. Woodwark (passenger, No.15 group Gunnery Officer and passenger, killed).

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SARRE, F/L George De Carteret (J11765) - **Commended for Valuable Services in the Air** - No.1 WS - award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 10 January 1917 in Montreal. Shoe store clerk, 1933-1936 and service station owner, 1936-1939. Had 20 hours flying in gaining a private pilots license before the war. Home in Kitchener, Ontario; enlisted in Hamilton, 2 July 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 14 October 1940 when posted to No.9 EFTS; graduated 11 December 1940 when posted to No.5 SFTS; graduated and promoted Sergeant, 11 March 1941 when posted to Trenton. To No.15 SFTS, 9 June 1941. Promoted WO2, 11 March 1942. Commissioned 15 May 1942. To No.3 SFTS, 2 June 1942. To No.2 Flying Instructor School, 27 August 1942. Promoted Flying Officer, 15 November 1942. To No.1 Training Command, 24 November 1943. To No.5 SFTS, Brantford, 29 November 1943. Promoted Flight Lieutenant, 1 August 1944. To Station Trenton, 18 November 1944 (armament course). To No.1 Wireless School, 11 December 1944; No.1 SFTS, 5 October 1945, to No.1 Flying Training School, Centralia, 15 November 1945; to Maintenance Command Headquarters, Uplands, 1 January 1946 attached to AFHQ Practice Flight; to Instrument Flying Training School, Trenton, 24 January 1946; to Maintenance Command Headquarters (Practice Flight again), 16 April 1946; released 12 October 1946. Died in London, Ontario, 1968.

This officer has been employed as staff pilot and flying instructional duties for the past three years. He has always displayed great enthusiasm and keenness for his work. As a flight commander he has set a high example of initiative and devotion to duty.

This began as a recommendation for an AFC, 11 July 1945, drafted when he had flown 2,472 hours 30 minutes (129.15 in previous six months) of which 2,252 hours had been instructional. Text as follows:

This officer has been employed as staff pilot and flying instructional duties for the past 37 months. He has always displayed great enthusiasm and keenness for his work. As a flight commander he has set a high example of initiative and devotion to duty.

This was supported by A/V/M E.E. Middleton (No.1 Air Command) on 31 August 1945. Air Commodore M. Costello (AFHQ Awards Committee) turned it into a Commendation, 20 November 1945.

**Selected Assessments:** "A very capable instructor, deserving of promotion. Conscientious and enthusiastic in the performance of his duties. Very reliable and excellent NCO." (signature illegible, No.15 SFTS, March 1942).

"A hard working and experienced instructor. A former NCO Instructor who requires some time to overcome an NCO attitude." (S/L F.R. Sharp, No.2 Flying Instructor School, 19 February 1943). "This officer made a habit of continually complaining which affected the morale of his flight. Considerable improvement has been noted since this was drawn to his attention." (W/C J.B. Harvey, No.2 FIS, 19 February 1943).

"An above average flying instructor and a flight commander who achieves commendable results." (S/L A.T. Wilson, Chief Instructor, No.5 SFTS, Brantford, 20 July 1944).

**Notes:** Although a good pilot, he had no wartime administrative experience. Attended an Officer Administrative Course at Uplands, 17 June to 11 August 1946. His service writing was deemed very poor; considered below average in RCAF Organization and Financial Services, and low average in Air Force Law, Equipment and Office Organization. "Not recommended for continued service in the RCAF Regular, because of low standard in administrative ability." Two officers recommended his retention (W/C D.J. Williams, Camp Commandant and S/L J.T. Reed, OC of the AFHQ Practice Flight at Uplands, but the final decision was to release him.

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SARUK, FS (now WO2) Michael Alexander (R163670) - **Distinguished Flying Medal** - No.576 Squadron (deceased) - Award effective 21 May 1944 as per **London Gazette** dated 21 December 1945 and AFRO 155/46 dated 15 February 1946. Born 4 June 1918 in Fish Creek, Saskatchewan; parents born in Ukraine; home Alvena, Saskatchewan where he attained Grade X education (farmer; he had three brothers farming, mother dead, father farming); enlisted in Regina, 4 May 1942. Posted to No.2 Manning Depot, Brandon, on enlistment. To No.3 BGS, Macdonald, Manitoba, 23 June 1942 (guard duty); to No.2 ITS, Regina, 2 August 1942; graduated and promoted LAC, 26 September 1942) but not posted to No.15 EFTS, Regina, until 25 October 1942. Ceased training and posted to Composite Training School, Trenton, 24 November 1942; to No.5 BGS, Dafoe, 28 December 1942; graduated 20 March 1943 and posted next day to No.5 AOS, Winnipeg. Graduated and promoted Sergeant, 30 April 1943. Struck off strength of No.5 AOS on 14 May 1943 on posting to "Y" Depot. Embarked from Halifax, 21 May 1943; disembarked in United Kingdom, 4 June 1943. Taken on strength of No.3 PRC, Bournemouth, 5 June 1943. To No.6 (Observer) AFU, 5 July 1943. Attached to Morton Yalince

[?], 14 July 1943. Posted from No.3 (Observer) AFU on 3 August 1943 (not clear when he went from No.6 to No.3) and taken on strength of No.30 OTU. To No.1667 Conversion Unit, 22 October 1943. Promoted Flight Sergeant, 30 October 1943. Attached to Cranwell, 28 October to 4 November 1943; attached to Hemswell, 2-15 November 1943 (overlapping dates not explained); attached to Binbrook, 10-15 January 1944. Posted to No.576 Squadron, 15 January 1944. Killed in action, 22/23 May 1944 (Lancaster S2/576, ME687), raid on Dortmund. Crew were 172568 P/O R.R. Reed, DSO, 1583779 Sergeant A. Taylor (flight engineer); R163670 FS M.A. Saruk (RCAF, DFM, air bomber), 151077 F/O G. Hallows (navigator), 133523 F/O W. Murphy (WOP), 650233 Sergeant S.S. Greenwood (air gunner) and 134661 F/L F. Hill, MBE, DFC (air gunner). Aircraft was one of two shot down by a single night fighter. Buried in Germany. Award presented by Governor General to next-of-kin, 9 December 1947.

Since the commencement of his operational tour in January 1944, Flight Sergeant Saruk has completed many sorties over well defended enemy areas. During May 1944, his aircraft was attacked and set on fire by one enemy night fighter before reaching the target, rendering the inter-communication system useless. By using hand signals this airman directed his captain over the target and successfully bombed it. Almost immediately after leaving the target the aircraft was again attacked and set on fire. Flight Sergeant Saruk was of invaluable assistance to his captain in helping him to control the aircraft which was almost unmanoeuvrable. On many occasions he has displayed the utmost skill and determination which merit the highest praise.

NOTE: The DFC event was further described in a British paper under the heading "Bomber's Miracle Flight", reprinted in Saskatoon **Star-Phoenix**, date unknown.

With the flight engineer helping the pilot with the control column and the bomb aimer [Saruk] clinging to the rudder pedals, a Lancaster flew home from the 1,500 ton attack on the big tank depot at Nailly, near Rheims, on the night of May 3, 1944, so badly damaged that it was a wonder it remained in the air.

The bomber had been on fire and the rear gunner killed. There was a large hole in the floor, the compasses were broken, the intercom dead, the wireless set useless and some of the oxygen supply had leaked away. The elevators, rudders and electrical circuits were all severely damaged.

The electrical system had to be switched off, which caused the radiator flap to close and the engine to overheat.

The Lancaster was hit from end to end and fire broke out in the rear. Evasive action took it away from the target, so a second run up was made. Owing to damaged hydraulics the bomb doors had already swung open and the crew were to bomb the markers.

While still on fire it was attacked by another fighter and damaged again.

The Flight Engineer, Sergeant A. Taylor of Norton Cuckney, Mousfield, Notts., went to inspect the damage and through a hole in the fuselage saw the wreckage of the rear turret. It appeared to be hanging down by a thread.

The flames were helped by the tremendous draught through the floor, but Sergeant Taylor put them out with an extinguisher. The wireless operator patched up his set and distress signals were sent out.

Once across the sea, a fighter station was asked to prepare for a crash landing, but on getting near it, P/O R.R. Reed of Willingborough, Northants., thought he could reach his own base.

On arriving there the pilot was strapped in and the crew took up their crash positions. As the Lancaster touched down the starboard wheel collapsed and the bomber swung off the runway, skidding sideways to a standstill with steam rising from one of the engines.

FURTHER NOTE: Public Record Office Air 2/9632 has recommendation dated 21 May 1944 when he had flown 17 sorties (104 hours 30 minutes).

Since commencing his operational tour on 17th January 1944, Sergeant Saruk (a Canadian) has completed 17 operational sorties and 104 hours 30 minutes flying hours against many of the most heavily defended of the enemy targets as Bomb Aimer in a Lancaster bomber.

On the night of 3rd/4th May 1944, he was in an aircraft detailed to bomb a tank depot at Mailly in France. When the aircraft was about 20 miles from the target

it was hit, severely damaged and set on fire by a night fighter. The aircraft immediately went into a steep dive and after much exertion the captain, aided by the Engineer, managed to straighten out after having lost a good deal of height.

Soon after this the navigator who had gone aft to see what damage had been done, returned and reported by shouting to the Engineer, as the inter-communication system was useless, that the fire had gone out but that there appeared to be a great deal of damage.

The captain returned to the target area, and was directed on a bombing run over the objective by Sergeant Saruk using hand signals, which were relayed by the Flight Engineer to the captain, and in spite of tremendous difficulties a successful attack was achieved.

Almost immediately after leaving the target the aircraft was again attacked and set on fire in the middle of the fuselage. The Engineer went aft and successfully put the fire out; meanwhile Sergeant Saruk helped his captain to control the aircraft which was almost unmanoeuvrable. By his coolness and presence of mind this Non-Commissioned Officer was to a large extent responsible for a successful bombing attack on the target. Throughout the flight and throughout his tour he has shown considerable courage and devotion to duty and I strongly recommend him for the Non-Immediate award of the Distinguished Flying Medal.

The Officer Commanding, RAF Station Elsham Wolds, added his remarks on 22 May 1944:

Sergeant Saruk has displayed the utmost courage and skill in aiming his bombs accurately at many strongly defended enemy industrial and military centres. His spirit is well shown by the attack which he carried out on Mailly on the night of 3rd/4th May when despite the fact that his aircraft had been attacked and set on fire, he coolly directed his captain over the target and dropped his bombs accurately. For his splendid contribution towards bombing of the enemy he is recommended for the Non-Immediate award of the Distinguished Flying Medal.

NOTE: Interviewed on 16 February 1942 at No.4 Recruiting Centre, Saskatoon. Noted that he had completed WETP courses. Described as follows: "Nice appearing, but foreign in speech and

manner. Slow in understanding. Has desire and confidence for aircrew but mixed feelings for comeback. Believe will fit in in, deliberate but reliable. Should round out with training." Recommended for Observer.

At No.2 ITS he was described thus: " This airman from Ukrainian stock speaks the Ukrainian language. He has not yet learned to speak fluent English and has a language difficulty which tends to keep him back giving one the idea that he is not sure of himself. He is earnest and industrious. He is a hard worker.

At No.15 EFTS he flew Tiger Moths for 15 hours 30 minutes (12 hours 15 minutes dual to solo; one hour 35 minutes total solo). Described as below average, "swings badly on take-offs and hits the deck on landing, bouncing high and does nothing about it."

At No.5 BGS flew in Ansons (15.35 bombing by day, 5.30 bombing by night) and Bolingbromes (8.45 gunner by day). In bombing his average error by day (high level converted to 10,000 feet, best two exercises) was 84 yards and by night it was 80 yards - dropped 30 bombs by day and 20 by night. Low level bombing (by day) showed average error as 54 yards (12 bombs dropped). In gunnery he scored as follows: Beam Test - 9 % hits (400 rounds fired); Beam Relative Speed Test, 10 % hits (800 rounds fired); Under Tail Test, 11 % hits (400 rounds fired). He also fired 200 rounds of tracer. Turret manipulation time was six hours. Examined in following subjects with marks as noted: Bombing (written) - 208/250; Bombing (Oral) - 202/250; Proficiency as Bomb Aimer - 277/400; Gunnery (Written) - 84/100; Gunnery (Oral) - 77/100; Proficiency as Air Gunner - 160/200; Aircraft Recognition - 50/50. Signals - 30/50. Described as "above average" in both bombing and gunnery; placed 19<sup>th</sup> in a class of 56. Described as "A slow, steady, conscientious student. Is not brilliant but works hard and is anxious to succeed."

At No.5 AOS flew in Anson aircraft - 22 hours 30 minutes by day and 11 hours 55 minutes by night. Examined in following subjects with marks as indicated: Navigation (Air Work) - 74/100; Bombing (Air Work) - 73/100; Photography (Air Work) - 81/100; Elements of Navigation - 34/50; Signals (Practical) - 53/75; Photography - 42/50; Reconnaissance - 40/50; Aircraft Recognition - 66/75. Described under following headings: **Navigation:** "Has shown average results throughout. Has worked hard." **Armament:** "Bombing seems erratic, exercises all very good or very bad. Is keen and tries hard. Marks are above class average." **General:** "Has worked hard to attain required standard. Very quiet type and needs more confidence in his own ability." Placed 17<sup>th</sup> in a class of 20.

At No.6 (Observer) AFU, course lasted 5 July to 2 August 1943. Flew in Anson aircraft (3.50 day bombing, 25 minutes night bombing; 13.45 day combined exercises and 5.15 night combined exercises; 7.30 hours by day and 3.00 hour by night on "Other" flying. Dropped 12 bombs by day (average error, 85 yards) and none by night. Also flew one daylight simulation with photography and four night simulations with infra-red. No gunnery. Courses on ground as follows: Bombing Theory (140/150); Bombing, Practical (190/200); Air Sighting (30/50); Gunnery, Practical (60/100); Map Reading (150/200); Aircraft Recognition (64/100). No courses taken in reconnaissance, photography or signals. Air Work assessed under following headings: Bombing-Day (145/200); Map Reading-Day (140/200). No exercises taken in Bombing-Night, Gunnery, Reconnaissance or Photography (but see listing of simulation air exercises).. Described as "A very good pupil. Keen on maintaining his log; shared the work with navigator very well."

At No.30 OTU, course lasted 3 August to 29 September 1943. Flew in Wellington III and Wellington X aircraft - 2.25 local bombing (day), 2.20 local bombing (night); 1.50 local gunnery (day), 14.25 cross-country exercises (day), 23.30 cross-country exercises (night); other flying was 5.35 (day) and 10.45 (night). The work involved both Bombing and Gunnery. The course is described in much detail. Under **Bombing (Day)** he performed the following - High Level Exercise (one, eight bombs dropped, average error converted to 10,000 feet was 114 yards); Level Test (two exercises, 12 bombs dropped; average error converted to 10,000 feet was 136 yards); Low Level Exercise (one, six bombs dropped; average error converted to 10,000 feet was 179 yards); Stick Exercise (four exercises; eight bombs dropped; average error converted to 10,000 feet was 139 yards); Live Bombing (one exercise, two bombs dropped, average error not available); Simulation by Photography (two exercises). **Bombing (Night)** was as follows: High Level (one exercise, six bombs dropped; average error converted to 10,000 feet was 103 yards); Level Test (two exercises, 12 bombs dropped, average error converted to 10,000 feet was 207 yards); Stick (two exercises, four bombs dropped; average error converted to 10,000 feet was not available); Simulation with Infra-Red (seven exercises, no bombs dropped). Used type "C", "S", "B" and Mark IX bomb sights. Under **Gunnery (Day)** he carried out the following: Air to Air (one exercise, 250 rounds fired, 4.5 % hits); Air to Air - Self Tow (one exercise, 250 rounds fired); Air to Sea/Ground (one exercise, 250 rounds fired); Cine Camera Gun (one exercise, two films exposed). **Gunnery (Night)**: Air-to-Air, Self Tow (one exercise, 250 rounds fired). Under **Ground Work** he was graded in the following subjects: Bombing Theory (35/50); Bombing Drill, Panel Manipulation (144/200); Map Reading, A.M.B.T. (110/200); Photography (49/50); Operational Bomb Loads (either no course or not tested); ship recognition (either no course or not tested); Air Sighting (56/100); Gunnery, Practical (120/150); Aircraft Recognition (27/50); Signals (no course); Emergency Crew Drills (50/50). In **Air Work** he was assessed under the following headings: Bombing-Day (125/150); Bombing-Night (125/150); Map Reading-Day (150/200); Map Reading-Night (150/200); Photography-Day (no course or no test);

Photography-Night (80/100); Gunnery (80/100). Assessed as "Average Air Bomber. Will improve with experience. Aircraft recognition needs brushing up, otherwise good."

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SATTERLY, FI/O Mary Florence (V30086) - **Mention in Despatches** - RCAF Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 1909. Home in Toronto; enlisted there 23 October 1941 and posted to Training Depot. Commissioned in Administrative Branch, 27 November 1941. Promoted Assistant Section Officer, 9 March 1942. To No.6 SFTS, 23 March 1942. To No.4 BGS, 8 August 1942. Promoted Flight Officer, 2 March 1943. To "Y" Depot, 8 October 1943; taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Repatriated 23 July 1945. Retired 15 September 1945. No citation. RCAF photo PL-40216 (ex UK-16904 dated 24 November 1944) is captioned as follows: "Photo interpretation is a specialized war job which is the climax of aerial photography work. Section Officer Mary F. Satterly of Toronto is a photo interpretation officer at RCAF Bomber Group Headquarters in Great Britain. When aerial photographs are received after a bombing mission, she studies them and from her trained knowledge she can discover the exact results of the attack. The interpreter can glance at a photograph and recognize intimate details about the target, the type of crater, the definite damage and the need, if any for further attacks. Section Officer Satterly is the daughter of a professor of science at the University of Toronto and before the war she was a ceramic artist and conducted her own pottery studio in The Village, Toronto's art colony." RCAF Photo PL-42038 (circa 8 February 1945) is captioned as follows: "Flight Officer Mary Satterly of Toronto (95 Burnard Avenue) stationed at RCAF Bomber Group overseas, studies film taken during operational sortie to determine the concentration of the raid and the degree of success achieved. She is one of the few women officers trained in photographic interpretation." RCAF photo PL-44483 (ex UK-21540 dated 23 May 1945) shows RCAF Women's Division personnel of No.6 Group Headquarters attending service of thanksgiving, Knaresborough, a market town in the north of England; Flight Officer M.F. Satterly leads a flight in the parade. Photo PL-44485 (ex UK-21542 dated 23 May 1945) shows three RCAF WD officers attending service of thanksgiving, Knaresborough - Flight Officer M.F. Satterly (Toronto), Squadron Officer J. Watkins (Victoria) and Squadron Officer K.L. Ball (Richmond Hill, Ontario).

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SATTLER, F/O Martin (J21942) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2610/43 dated 17 December 1943. Born in Yugoslavia, 8 November 1922; home in Regina, Saskatchewan;



enlisted there 13 August 1941. To No.2 Manning Depot, 13 August 1941; to No.2 BGS, 9 October 1941. Posted to No.2 ITS, 23 November 1941; promoted LAC, 17 January 1942 and posted that date to No.5 EFTS; to No.7 SFTS, 11 April 1942; graduated and commissioned 31 July 1942. To "Y" Depot, Halifax, 14 August 1942. To RAF overseas, 30 August 1942. Promoted Flight Lieutenant, 26 August 1943. Promoted Squadron Leader, 1 November 1943. In March 1944, at Pathfinder Night Training Unit, he was piloting Lancaster EE120 (QF-P), taking off from Warboys at 2045 hours for dual night conversion. At 2130 hours, gathering speed for another take-off, a tyre burst and aircraft was wrecked beside runway (no injuries). Pilot being trained was S/L E.W. Blenkinsop. Repatriated to Canada, 25 September 1944. Posted back to Britain reporting to No.3 PRC, Bournemouth, 8 November 1944. Repatriated again, 13 September 1945. Retired 18 November 1945. DFC and Bar sent by registered mail, 23 April 1946. Photo PL-23722 is a portrait.

This officer, as captain of aircraft, has completed many operational sorties against some of the enemy's most important targets including Berlin, Stuttgart and Cologne. At all times he has shown complete disregard for danger and great determination and skill in pressing home his attacks.

SATTLER, S/L Martin (J21942) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 23 May 1944 and AFRO 1380/44 dated 30 June 1944.

Squadron Leader Sattler has taken part in many operational missions, the majority of which have been directed against major targets in Germany in attacks on such objectives as Hamburg, Berlin and Cologne. He has proved himself an outstanding pilot. Many of his non-operational duty hours have been spent improving the efficiency of less experienced crews.

**Note:** For a Combat Report relating to his career see entry for W.R.W. Anderson.

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SAUNDERS, F/O Donald Robert Worth (J89293) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 17 July 1945 as per **London Gazette** of that date and AFRO 1453/45 dated 14 September 1945. Born 27 August 1922. Home in Ottawa; Royal Canadian Artillery, 1936-1940; enlisted in Ottawa, 23 April 1940 as Equipment Assistant. Promoted AC1, 23 July 1940. To Rockcliffe, 24 July 1940. To Technical Training School, 25 October 1940. To No.5 SFTS, 28 November 1940. Promoted LAC, 1 April 1941. To No.1 Manning Depot, 23 May 1941. To

University of Toronto, 24 May 1941. Promoted Corporal, 9 June 1941. To Rockcliffe, 14 August 1941. Remustered to aircrew and posted to No.5 ITS, 1 August 1942. May have graduated 24 October 1942 but not posted to No.10 EFTS until 7 November 1942; may have graduated 10 January 1943 but not posted to No.2 SFTS until 23 January 1943. Graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 28 May 1943. Further postings incomplete. Commissioned 16 July 1944. Promoted Flying Officer, 16 January 1945. Dates of repatriation and release uncertain. Rejoined RCAF as a pilot, 16 February 1952 (200826, short service commission).

As pilot and captain of aircraft, this officer has participated in very many attacks against enemy targets. He has set a very fine example in pressing home his attacks and his determination to make all his sorties a success has won great praise. On one occasion, whilst over Bremen, his aircraft was hit by anti-aircraft fire. Flying Officer Saunders was struck about the eye with fragments of shrapnel. Although suffering from shock, loss of vision in the injured eye and bleeding profusely, Flying Officer Saunders pressed home a successful attack. His example of courage and devotion to duty was typical of that which he has shown throughout his tour of operational duty.

DHH file 181.009 D.1502 (Library and Archives Canada RG.24 Vol.20599) has original recommendation of W/C R.W. Norris for an immediate DFC drafted 17 May 1945 when he had flown 22 sorties (149 hours 33 minutes):

27 November 1944 - Neuss (5.05)  
5 December 1944 - Soest (5.45)  
17 December 1944 - Duisburg (6.00)  
5 January 1945 - Hanover (5.50)  
6 January 1945 - Hannau (7.30)  
28 January 1945 - Stuttgart (7.15)  
20 February 1945 - Dortmund (6.40)  
21 February 1945 -Duisburg (6.30)  
1 March 1945 - Mannheim (7.20)  
2 March 1945 - Cologne (5.55)  
5 March 1945 - Chemnitz (9.00)  
7 March 1945 - Dessau (8.45)  
11 March 1945 - Essen (5.45)  
12 March 1945 - Dortmund (6.25)  
14 March 1945 - Zweibrucken (6.35)  
15 March 1945 - Hagen (6.40)  
31 March 1945 - Hamburg (5.30)  
4 April 1945 - Leuna/Merseberg (9.00)  
8 April 1945 - Hamburg (5.55)  
10 April 1945 - Leipzig (8.00)  
16 April 1945 - Schwandorf (8.50)  
22 April 1945 - Bremen (5.18)

On the night of February 21, 1945, Flying Officer Saunders was detailed to attack Duisburg. En route to his target, while climbing to bombing height, he found the oxygen system had failed. As they approached the target area, the oxygen was still not working and, since the crew were showing unmistakable signs of oxygen lack, Flying Officer Saunders decided to turn back. About ten minutes later, the Engineer effected emergency repairs, allowing some oxygen to get through to the crew members, whereupon the pilot again set course for the target, bombing it from 14,000 feet 15 minutes after the raid was scheduled to end. On another occasion, on the night of March 5, 1945, this captain and his crew took off on an operation involving a very deep penetration into enemy territory. Immediately after take-off, Flying Officer Saunders discovered that the rudder trimmer was unserviceable and that it was only possible to keep the aircraft straight and level by exerting extreme pressure on the rudder bar. Despite this, at great physical expense, Flying Officer Saunders carried on to the target, bombed it successfully and, at the point of exhaustion, returned safely to base. On a third occasion, in the attack on Bremen on April 22, 1945, this captain's aircraft was badly shot up by flak and he was wounded in the left eye by fragments. Shock, loss of blood and the loss of one eye did not deter him from continuing his attack and returning the aircraft and crew to base.

These three occasions are outstanding examples of Flying Officer Saunders' determination. All are highly commendable and fully merit the immediate award of the Distinguished Flying Cross.

It may be noted that he had been recommended for a DFC earlier (13 March 1945) when he had flown 19 sorties (100 hours 20 minutes), describing only the sortie of 21 February 1945.

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SAUNDERS, FS (now P/O) Frederick George Kenneth (R210293/J94202) - **Distinguished Flying Medal** - No.431 Squadron - Award effective 5 June 1945 as per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born 15 March 1921. Home in Basswood, Manitoba; enlisted in Winnipeg, 18 December 1942 and posted to No.2 Manning Depot. To No.3 WS, 3 February 1943. To No.12 SFTS (non-flying duty), 21 April 1943. To No.7 ITS, 1 May 1943; graduated and promoted LAC, 9 July 1943; posted next day to No.6 EFTS; graduated 3 September 1943 and posted next day to No.10 SFTS; graduated and promoted Sergeant, 28 January 1944. To No.3 Aircrew Graduate Training School, 11 February 1944. To "Y" Depot, 22 March 1944. Taken on strength of No.3 PRC, Bournemouth, 30 March 1944. Commissioned 8 March 1945. Repatriated with No.431 Squadron, 11 June 1945 and assigned to Tiger Force. To Release Centre, 22 August 1945. Retired 13 September 1945. Award presented 13 September 1947.

In March 1945, this airman was detailed to attack Heide. During the bombing run, the aircraft sustained severe damage. A large hole was torn in the port wing. The aircraft became almost uncontrollable and went into a dive. Flight Sergeant Saunders succeeded in levelling out and turned away from the target. The mounting of one of the engines was badly damaged and Flight Sergeant Saunders was forced to feather the propeller. The aircraft began to lose height and was vibrating badly and could scarcely be manoeuvred. Nevertheless, this pilot displayed the greatest coolness and later brought the aircraft down safely. In hazardous circumstances this airman set a splendid example of skill, courage and resolution.

DHH file 181.009 D.5526 (Library and Archives Canada RG.24 Volume 20667) has recommendation drafted 26 March 1945 when he had flown nine sorties (61 hours 20 minutes). Sortie list and submission follows; the document is a faded carbon copy and some text is illegible:

[www.bombercommandmuseum.com/archives/](http://www.bombercommandmuseum.com/archives/)

20 February 1945 - Dortmund (6.37)

27 February 1945 - Mainz (7.08)

2 March 1945 - Cologne (6.28)

11 March 1945 - Essen (6.15)

12 March 1945 - Dortmund (6.13)

14 March 1945 - Scheinbicken (7.31)

15 March 1945 - Hagen (7.48)

21 March 1945 - Heide (6.12)

22 March 1945 - Heildeshein (6.07)

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

This Non-Commissioned Officer, a pilot of a heavy bomber, was detailed to carry out an attack on Heide, 21<sup>st</sup> March 1945. While making his bombing run his aircraft was hit by a 500-pound bomb dropped from another aircraft. Though a large hole was torn in the port wing and the aircraft severely jolted, Flight Sergeant Saunders bombs were dropped on the target. His aircraft becoming almost unmanageable, this pilot showed great airmanship in pulling the aircraft from a dive and finally being able to keep it on an even keel. He was forced to feather an engine as the mounting was damaged, vibration became so bad that rear gunner was ordered from his turret, it being considered unsafe, and the balance tabs fell off the tail plane. Losing height in an aircraft that could hardly be manoeuvred, Flight Sergeant Saunders, though only on his eighth sortie, showed great coolness and expert ability... this condition he effected a difficult but safe landing ... outstanding ability and fearlessness in the face of great ... immediate Distinguished Flying Medal.

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SAUNDERS, S/L Howard Laun (J9149) - **Distinguished Flying Cross** - No.218 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2610/43 dated 17 December 1943. Born in Midale, Saskatchewan, 25 May 1920. Educated at Wyburn, 1926-1931; attended high school in Bridgewater, Nova Scotia, 1931-1938. Member of the West Nova Scotia Regiment, July 1937 (signaller). Worked in a hotel in Chester, Nova Scotia, 1937-1938 until it closed. Returned to Saskatchewan where he was a member of the South Saskatchewan Regiment, 1939-1941 (Reserve Battalion). Home in Fort Qu'Appelle (bank clerk); enlisted in Regina, 21 April 1941 and posted to No.2 Manning Depot. To No.7 BGS (guard duty), 21 May 1941. To No.4 ITS, 20 June 1941; graduated and promoted LAC, 26 July 1941 when posted to No.18 EFTS; graduated 11 September 1941 when posted to No.15 SFTS; graduated and commissioned 5 December 1941. To "Y" Depot, 6 December 1941. To RAF overseas, 9 January 1942. To No.15 (Pilots) AFU, 2 March 1942. To No.13 OTU, 23 June 1942; to No.14 OTU, 25 August 1942. Promoted Flying Officer, 1 October 1942. To No.1657 Conversion Unit, 11 December 1942. To No.149 Squadron, 8 January 1943. Reported to No.218 Squadron, 17 February 1943. Promoted Flight Lieutenant, 1 May 1943. Promoted Squadron Leader, 25 June 1943. To No.1665 Heavy Conversion Unit, 11 October 1943 (instructing). To RCAF Overseas Headquarters, 6 June 1944. To No.3 PRC, 3 August 1944. To No.22 OTU, 15 August 1944. To No.76 Base, 20 December 1944. To No.408 Squadron, 4 March 1945; . To No.415 Squadron, 23 April 1945. To No.62 Base, 15 May 1945. To No.429 Squadron, 2 June 1945. Repatriated until 13 June 1946. Retired 11 July 1946. Public Relations release 1990 dated 18 May 1943 reported he had two Canadians in his crew (navigator James Bell, rear gunner Earl Dixon). Attacked

twice on first operation. Second and third trips were to Berlin with heavy flak damaging aircraft on first of these while searchlights held him for five minutes on second. Invested with award by the King, 13 July 1945. Died 7 September 1975; buried Qu'Appelle, Saskatchewan. RCAF photo PL-45282 (ex UK-22721 dated 19 July 1945) shows him and his wife; Miss Betty Bradley (sister-in-law) on right.

Squadron Leader Saunders has proved himself to be an excellent pilot and has displayed outstanding coolness and tenacity. In March 1943, whilst raiding Essen, his aircraft was attacked by two fighters. Later severe damage was sustained from anti-aircraft fire. Despite these harassing incidents Squadron Leader Saunders continued and completed his mission. He has at all times displayed high courage and determination.

**Notes:** Accident with Wellington DV891, 21 September 1942, No.14 OTU. "Aircraft being dispersed by pupil pilot, brakes failed to hold and aircraft struck hedge." He was being led into dispersal area by ground crew, and brakes failed on steep gradient. Pilot cleared of blame; ground crewman deemed to have misunderstood orders and was held at fault.

**Assessments:** "This officer has always shown marked ability as a captain with above average ability in all spheres of his work and has lately been acting as Flight Commander and performing those duties with energy and marked ability. Has completed 18 operations on his first tour." (W/C D.T. Saville, No.218 Squadron, 1 June 1943, at which time he had flown 87 hours 35 minutes on operations, all in the last six months).

"A very average officer who did not do as well as was expected of him. Probably due to the fact that he was not interested. Quite short, a very average personality." (W/C J.K.M. Cooke, No.22 OTU, 19 December 1944). Overall deemed to easy-going - "He is a nice guy with pleasant manners but he must exert more character and force into his work." (G/C F.E. Nuttal, same date).

"This officer served a very short time as Flight Commander with this squadron. During this time he proved very capable. He can be relied upon to do a good job anytime." (W/C F.R. Ball, No.415 Squadron, 13 June 1945).

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SAUNDERS, F/O Leslie Christopher (J39816) - **Mention in Despatches** - No.441 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 23 May 1920. Enlisted in Toronto, 17 June 1941. To No.1 Manning Depot, 22 July 1941. To No.1 SFTS (guard duty), 9 August 1941. To No.1 ITS, 10 October 1941; graduated and promoted LAC, 6 December 1941 when posted to No.10 EFTS; graduated 28 February 1942 when posted to No.1 SFTS; graduated and promoted Sergeant, 19 June 1942. To No1 OTU, Bagotville, 12 July 1942. To No.125 (Fighter) Squadron, 29 October 1942. Promoted Flight Sergeant, 19 December 1942. Promoted WO2, 19 June 1943. To No.128 (Fighter) Squadron, 25 June 1943. Returned to No.125 Squadron, date uncertain. Commissioned 8 November 1943. To "Y" Depot, 12 January 1944. Taken on strength of No.3 PRC, 20 January 1944. Promoted Flying Officer, 8 May 1944. Repatriated 2 June 1945. Retired 8 September 1945. Application for operational wings dated 17 October 1944 stated he had flown 105 sorties (154 operational hours), 13 February to 15 October 1944.

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SAUNDERS, F/O Paul Duncan (J26371) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 18 August 1921 in Torbolton, Ontario; home in Ottawa (Westboro, where he was a wood worker and electrician); enlisted there 30 April 1942 and posted to No.5 Manning Depot. To No.4 Manning Depot, 11 June 1942. To No.5 Manning Depot again, 11 July 1942. To No.3 ITS, 29 August 1942; graduated and promoted LAC, 24 October 1942 but not posted to No.11 EFTS until 21 November 1942; may have graduated 15 January 1943 but not posted to No.13 SFTS until 23 January 1943; graduated and commissioned 14 May 1943. To No.1 GRS, 28 May 1943; to "Y" Depot, 14 August 1943; taken on strength of No.3 PRC, Bournemouth, 13 October 1943. Promoted Flying Officer, 14 November 1943. Promoted Flight Lieutenant, 12 February 1945. Repatriated 28 February 1945. To No.16 SFTS, 15 April 1945. To No.3 Release Centre, 24 April 1945; retired 30 April 1945. Award presented by Governor General, 28 February 1946. Rejoined RCAF as a pilot, 1 September 1950 (206128), being granted rank of Flight Lieutenant on joining. Placed on Supplementary Reserve, 31 March 1952; living in Ottawa at that time. 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 2/9059 has recommendation dated 12 January 1945 when he had flown 31 sorties (176 hours), 16 September 1944 to 22 January 1945 (sortie list obviously updated after first submission).

16 September 1944 - Steenwyk  
23 September 1944 - Neuss  
26 September 1944 - Calais  
5 October 1944 - Saarbrücken  
7 October 1944 - Emmerich  
12 October 1944 - Fort Frederick Hendrik  
13 October 1944 - Duisburg  
15 October 1944 - Wilhelmshaven  
19 October 1944 - Stuttgart  
23 October 1944 - Essen  
28 October 1944 - Cologne  
30 October 1944 - Cologne  
31 October 1944 - Cologne  
4 November 1944 - Bochum  
6 November 1944 - Gelsenkirchen  
11 November 1944 - Dortmund  
16 November 1944 - Düren  
18 November 1944 - Wanne Eickel  
29 November 1944 - Dortmund.  
3 December 1944 - Urft Dam  
6 December 1944 - Merseburg  
12 December 1944 - Essen  
15 December 1944 - Ludwigshaven  
21 December 1944 - GARDENING  
24 December 1944 - Cologne  
28 December 1944 - München Gladbach  
29 December 1944 - Scholven-Buer  
2 January 1945 - Nuremberg  
5 January 1945 - Hanover  
6 January 1945 - GARDENING

22 January 1945 - Duisburg

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

This Canadian officer, as captain of aircraft, has taken part in 31 sorties against some of the most heavily defended targets in Germany.

Throughout these sorties, Flying Officer Saunders has proved himself to be a most proficient captain of aircraft and has inspired his crew by his total disregard for enemy opposition and determination to press home his attacks to the maximum advantage.

Under a calm and quiet manner he has set a fine offensive spirit in action and on more than one occasion has extricated his aircraft from a perilous situation by his skill and presence of mind.

For his devotion to duty, courage and magnificent operational spirit he is recommended for the award of the Distinguished Flying Cross.

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SAUNDERS, F/O Robert Frederick (J89420) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 5 December 1921 in Wadena, Saskatchewan; home in Victoria (machinist); enlisted in Vancouver, 31 August 1942. To No.3 Manning Depot, 28 September 1942. To No.4 SFTS, 23 November 1942 (guard duty); to No.7 ITS, 20 February 1943; graduated and promoted LAC, 30 April 1943; posted on 1 May 1943 to No.23 EFTS; graduated 25 June 1943 and posted next day to No.4 SFTS; graduated and promoted Sergeant, 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, 31 October 1943. Commissioned 16 August 1944. Promoted Flying Officer, 16 February 1945. Repatriated 10 September 1945. To No.8 Release Centre, 20 September 1945. To No.6 OTU, 9 November 1945. To No.2 Air Command, 8 January 1946. To No.5 Release Centre, 11 February 1946. Retired 13 February 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.2610 (RG.24 Vol.20627) has recommendation dated 15 March 1945 when he had flown 33 sorties (204 hours 25 minutes), 14 September 1944 to 2 March 1945.

This officer has now completed his first tour of operations comprised of thirty-three trips over enemy territory. This officer was captain of one of the

outstanding specialist crews and in this capacity completed eleven mining operations, many of them in adverse weather conditions and under difficult circumstances.

The courage, skill and determination in action displayed at all times by Pilot Officer Saunders have been a great inspiration to his crew. His coolness and devotion to duty has contributed in a large measure to the success of his many operational flights.

The sortie list was as follows:

14 September 1944 - Wilhelmshaven (2.55, incomplete ?)

15 September 1944 - Kiel (5.40)

20 September 1944 - Calais (3.10)

23 September 1944 - Duisburg (5.45)

25 September 1944 - Calais (4.25)

27 September 1944 - Duisburg (5.40)

28 September 1944 - Cap Gris Nez (3.30)

4 October 1944 - Bergen (6.25)

14 October 1944 - Duisburg (5.15)

14 October 1944 - Duisburg (3.55)

15 October 1944 - Wilhelmshaven (4.25)

2 November 1944 - Dusseldorf (6.30)

4 November 1944 - Bochum (5.30)

6 November 1944 - Gelsenkirchen (5.05)

16 November 1944 - Julich (5.20)

18 November 1944 - Munster (6.30)

21 November 1944 - Castrop Rauxel (6.00)

27 November 1944 - Neuss (5.35)

30 November 1944 - Duisburg (6.30)

4 December 1944 - Karlsruhe (6.55)

24 December 1944 - Oslo (6.40)

28 December 1944 - Oslo Fiord (7.10)  
29 December 1944 - Oslo (7.35)  
31 December 1944 - Oslo Fiord (7.00)  
2 January 1945 - Ludwigshaven (6.55)  
5 January 1945 - Hanover (5.45)  
6 January 1945 - Hanau (7.15)  
12 January 1945 - Flensburg Harbour (5.50)  
14 January 1945 - Oslo (6.50)  
16 January 1945 - Oslo (7.30)  
14 February 1945 - Pomeranian Bay (7.10)  
23 February 1945 - Oslo Fiord (7.00)  
24 February 1945 - Portsgrunn (7.40)  
27 February 1945 - Mainz (7.15)  
2 March 1945 - Cologne (6.05)

\* \* \* \* \*

SAUVE, F/O Aurel Mederic (R61306, later J18874) - **Distinguished Flying Cross** - No.514 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. Born 27 April 1916 in Hull, Quebec; home there (B.F. Goodrich employee); enlisted in Ottawa, 14 June 1940. To No.2 WS, 13 October 1940; to No.1 ITS, 10 December 1940; promoted LAC, 19 January 1941 and posted that date to No.2 Manning Depot. Returned to No.2 WS, 2 March 1941; to Trenton, 16 August 1941; to No.1 BGS, 25 October 1941; graduated and promoted Sergeant, 8 December 1941. To "Y" Depot, 9 December 1941. To RAF overseas, 7 January 1942. Promoted Flight Sergeant, date uncertain. Promoted WO2, 8 June 1943; promoted WO1, 8 December 1943. Commissioned with effect from 13 September 1943. Promoted Flying Officer, 13 March 1944. To RCAF Overseas Headquarters, 10 May 1944. Repatriated at uncertain date but posted to No.3 Training Command, 8 December 1944. To No.3 Release Centre, 9 January 1945. Retired 15 March 1945. Award presented by Governor General, 28 February 1946.

As rear gunner this officer has participated in a large number of sorties, many of them far into enemy territory. He has proved himself to be a most devoted crew member whose vigilance and coolness have contributed materially to the successes of many missions. On one occasion whilst over an enemy target the

aircraft was hit by anti-aircraft shells. A fire started near the bomb bays. Flying Officer Sauve, displaying great coolness, soon got the fire under control and with the assistance of another member of the crew eventually extinguished the flames completely. His promptitude and resolution set a fine example.

\* \* \* \* \*

SAVAGE, F/L Cyril Raymond (J13415) - **Distinguished Flying Cross** - No.44 Squadron - Award effective 10 January 1944 as per **London Gazette** dated 18 January 1944 and AFRO 410/44 dated 25 February 1944. Born 9 June 1921; home in Calgary; enlisted there 4 August 1941. To No.2 Manning Depot, 19 September 1941. To No.12 SFTS (guard duty), 3 January 1942; to No.7 ITS, 14 February 1942; graduated and promoted LAC, 11 April 1942 when posted to No.3 AOS; graduated and commissioned 14 August 1942. To "Y" Depot, 15 August 1942. To RAF overseas, 2 September 1942. Promoted Flying Officer, 14 February 1943. Promoted Flight Lieutenant, 1 November 1944. Repatriated 18 November 1944. To No.2 Air Command, 19 January 1945. To No.7 Release Centre, 7 March 1945. Retired 9 March 1945. Award sent by registered mail 12 September 1946. Deputy Squadron Navigation Leader. Died, probably in Calgary, 1996.

This officer has completed an outstanding tour of operational duty as a navigator. During this period he has participated in attacks on Berlin, Peenemunde and many targets in the Ruhr area. During the sortie to Peenemunde his aircraft was attacked by two enemy fighters which were eventually driven off. The aircraft was then engaged by heavy and accurate anti-aircraft fire, height was lost and the aircraft was far off its course, whilst the lack of fuel began became a great anxiety. Nevertheless, cool, skilful navigation by Flight Lieutenant Savage extricated the crew from this dangerous situation and ensured a safe landing at base. This officer has done excellent work in training junior navigators.

NOTE: Public Records Office Air 2/9153 has recommendation dated 19 November 1943 when he had flown 30 sorties (193 hours 28 minutes).

8 April 1943 - Duisburg (5.37)  
13 April 1943 - Spezia (9.34)  
18 April 1943 - Spezia (9.36)  
20 April 1943 - Stettin (8.07)  
26 April 1943 - Duisburg (5.10)  
30 April 1943 - Essen (4.36)  
4 May 1943 - Dortmund (5.47)  
23 May 1943 - Dortmund (5.06)  
25 May 1943 - Dusseldorf (4.40)  
29 May 1943 - Wuppertal (5.49)  
11 June 1943 - Dusseldorf (4.42)  
12 June 1943 - Bochum (5.16)  
24 June 1943 - Wuppertal (5.22)  
25 June 1943 - Gelsenkirchen (5.18)  
28 June 1943 - Cologne (4.42)  
3 July 1943 - Cologne (5.28)  
9 July 1943 - Gelsenkirchen (5.18)  
12 July 1943 - Turin (10.44)  
16 July 1943 - Reggio (11.00)  
24 July 1943 - Leghorne (8.15)  
27 July 1943 - Hamburg (4.54)  
30 July 1943 - Ramscheid (4.54)  
14 August 1943 - Milan (9.16)  
17 August 1943 - Peenemunde (7.05)  
22 August 1943 - Leverkusen (4.37)  
23 August 1943 - Berlin (7.13)  
30 August 1943 - Munchen Gladbach (4.36)  
31 August 1943 - Berlin (7.21)  
2 September 1943 - GARDENING, Nectarines (2.54)  
30 September 1943 - Berlin (8.34)





Flying Officer Savage has now completed an outstandingly efficient operational tour of 30 sorties as navigator. During this period he has taken part in attacks on Berlin (thrice), Peenemunde, and the Ruhr on numerous occasions. A striking example of the quality of his work is that his log for his last trip - Berlin - was selected for publication (Bomber Command Navigational Summary).

For the greater part of his service in the squadron he has been Deputy Navigation Leader and as such has done a great deal to raise the squadron navigational standard, both by his own operational example and his enthusiasm and devotion to duty on the ground where he coached and inspired new navigators with splendid results.

Shortly after attacking the target at Peenemunde, Flying Officer Savage's aircraft was first attacked by two enemy fighters, which were eventually driven off, then engaged by heavy and accurate fire from ground defences. Considerable height was lost, however, and the aircraft was well off track and fuel also became a great anxiety. Cool and skilful work by Flying Officer Savage extricated the crew from this situation and the aircraft eventually landed safely at base.

\* \* \* \* \*

SAVARD, F/L Joseph George Ernest (J20430) - **Distinguished Flying Cross** - No.440 Squadron - Award effective 23 May 1945 as per **London Gazette** dated 1 June 1945 and AFRO 1147/45 dated 13 July 1945. Born 22 April 1920 in Winnipeg; home in Kildonan, Manitoba. Apprentice mechanic; enlisted in Winnipeg, 18 June 1941. Granted Leave Without Pay until 27 August 1941 when posted to No.2 Manning Depot. To No.4 SFTS (guard duty), 27 October 1941. To No.7 ITS, 21 December 1941; graduated and promoted LAC, 13 February 1942 but not posted to No.19 EFTS until 28 February 1942; may have graduated 24 April 1942 but not posted to No.10 SFTS until 10 May 1942; graduated and commissioned 28 August 1942. To No.3 Flying Instructor School, 26 September 1942. To No.4 EFTS, 9 November 1942. To No.19 EFTS, 18 January 1943. Promoted Flying Officer, 18 February 1943. Promoted Flight Lieutenant, 28 August 1944. Dates of postings overseas, repatriation and release uncertain. Rejoined as a pilot on Short Service Commission, 8 May 1951 (38455). To Supplementary Reserve, 7 October 1953. Award presented 11 June 1949. Died 20 February 2001 in Moncton, New Brunswick as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2001.

Throughout numerous operational sorties Flight Lieutenant Savard has attacked many heavily defended targets. He has always pressed home his attacks, often in the face of intense enemy opposition and has destroyed a large number of enemy transports and locomotives. As a flight commander, by his outstanding ability and fine leadership, this officer has materially contributed to the many successes achieved by his squadron.

NOTE: Public Record Office Air 2/9099 has recommendation drafted by S/L H.O. Gooding, Commanding Officer, No.440 Squadron, 10 March 1945 when he had flown 96 sorties (108 operational hours).

This officer has completed 96 dive-bombing and strafing sorties against heavily defended targets which included bridges, marshalling yards, enemy strong points, barges, locomotives, railway tracks, canal locks and V-1 sites.

As a flight commander this officer has led the squadron against many targets, obtaining excellent results. He is exceptionally good at finding ground targets and has pressed home his attacks despite intense flak to destroy a large number of enemy transport and locomotives.

By his outstanding dive-bombing ability and good leadership he contributed much towards helping the squadron make a record number of rail cuts during the month of February 1945.

Flight Lieutenant Savard, under a calm and quiet manner, has a fine offensive spirit in action, and by his courage, skill and determination has set an example to all members of his squadron. I strongly recommend that this officer be awarded the Distinguished Flying Cross.

This was endorsed by W/C F.G. Grant (10 March 1945), G/C A.D. Nesbitt (11 March 1945) and the Air Officer Commanding, No.83 Group (20 March 1945). Air Marshal A. Coningham approved the award on 13 April 1945.

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SAVARD, S/L Joseph Logan (C1664) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1294/43 dated 9 July 1943. Born 15 May 1921 in Quebec City. Home in Quebec City. Attended High School there and qualified for Royal Military College. Enlisted there 29 January 1940. Trained at No.1 ITS (posted there 22 April 1940), Station Trenton (posted there 3 June 1940) and No.1 SFTS (wings and commission on 19 August 1940). Promoted to Flying Officer, 5 October 1940. Posted to No.6 SFTS as instructor, 27 November 1940; promoted to Flight Lieutenant, 15 September 1941; embarked for Britain by air, 14 April 1942, arriving next day. To No.419 Squadron, 24 April 1942; promoted to Squadron Leader on 24 June 1942; to No.425 Squadron, 28 June 1942; to No.429 Squadron, 3 May 1943; promoted Wing Commander, 1 June 1943 on assuming command. Killed in action 22 June 1943, 3 May 1943 (Wellington HZ312 of No.429 Squadron). Aircraft was detailed to attack Mulheim; airborne at 2328 hours. Those in crew were Savard, J10050 F/O J. MacIntyre (navigator), R79494 Flight Sergeant J.C.A. Labarge (bomb aimer), 971456 Warrant Officer J. Allen (wireless operator) and J17396 P/O R. Bonefant (gunner). Buried in Germany. RCAF photo PL-2398 taken as a Flying Officer, 1940.

Squadron Leader Savard has taken part in numerous operational sorties, many of them against the most heavily defended targets. He has, throughout, demonstrated his courage on operations, being most keen to participate in attacks against strongly defended objectives. This officer's untiring efforts and his splendid example have done much towards establishing a squadron Esprit de Corps and have succeeded in bringing the squadron to its present high state of efficiency.

NOTE: Public Record Office Air 2/8955 has recommendation drafted when he had flown 23 sorties (123 hours 45 minutes). Sortie list and submission as follows:

5 June 1942	Essen (4.00, second pilot)
8 June 1942	Essen (4.30, second pilot)
16 June 1942	Essen (4.20, second pilot)
25 June 1942	Bremen (5.25, aircraft captain hereafter)
5 October 1942	Aachen (6.20)
6 October 1942	Osnabruck (5.30)
13 October 1942	Kiel (6.20)
15 October 1942	Cologne (5.35)
31 October 1942	Emden (5.40, daylight)

10 November 1942	GARDENING (3.40)
7 December 1942	GARDENING (6.40)
9 December 1942	Turin (8.30)
31 December 1942	GARDENING, Brest (5.55)
29 January 1943	Lorient (6.10)
3 February 1943	Hamburg (6.20)
6 February 1943	Lorient (6.20)
14 February 1943	Cologne (5.45)
19 February 1943	Wilhelmshaven (6.10)
26 February 1943	Cologne (5.30)
5 March 1943	Essen (5.05)
29 March 1943	Bochum (5.30)
4 February 1943	Kiel (6.00)

Squadron Leader Savard has completed 23 operational sorties, many of them against the most heavily defended targets. He has throughout demonstrated his courage on operations and always has been most keen to take part in attacks against strongly defended objectives. His untiring efforts and his splendid example have done much towards establishing a squadron **esprit de corps** and towards bringing the squadron to a high state of efficiency.

The Station Commander wrote (24 April 1943):

I have watched with admiration Squadron Leader Savard's attitude towards operational flying and consider that the support which he has given his squadron Commander has been invaluable. His splendid record warrants the award of the Distinguished Flying Cross.

On 26 April 1943, Air Vice-Marshal G.E. Brookes added his remarks:

Squadron Leader Savard is one of the original Flight Commanders of 425 RCAF Squadron; I concur in the above remarks and recommendation.

NOTES Instructor Course taken 10 October 1940 to 25 November 1940. Prior to course he had flown 90 hours single-engine solo, 50 hours single engine dual, eight hours twin-engine solo and seven hours twin engine dual. Course itself involved 22.10 single engine solo, 19.20 single engine dual, three hours twin-engine solo and 10.25 twin-engine dual. F/O W. Abercromby wrote of him, "Has done good work. Has suffered by being behind throughout; advanced course has been rushed, average pilot." He had been examined on a Lockheed 12.

Assessed as Flying Instructor at No.6 SFTS, , 9 March 1941 and considered "above average)

Assessed again as Flying Instructor, 24 October 1941 while at No.13 SFTS, St. Hubert. He had been instructing since 28 November 1940, having flown 600 hours on such duties. He had experience on Fleet, Moth, Anson, Harvard, Yale, Oxford and Battle. Considered a very able instructor although tended to talk too quickly.

Involved in accident with Wellington X3390, No.419 Squadron, 1730 hours, 24 June 1942 at Mildenhall. Mission was non-operational day flight. Crew were Savard (with 1,000 hours on all types, 25 on Wellingtons). On taking off, at 500 feet, the upper nacelle cowling of port engine tore off. It was believed that the port tire was severely bruised on takeoff, and after retraction it burst, blowing off cowling. "The pilot did a good job landing the aircraft with the tyre flat, and caused no damage beyond straining the port undercarriage and nacelle, which was bound to suffer, due to the violent swing and drag. There was no brake pressure on landing, due to the pilot having jettisoned his fuel prior to coming in." Crew were R61683 Flight Sergeant C.P.L. Brown (navigator), &71416 Sergeant E.R. Marquand (gunner) and R55685 Sergeant F. Hubbard (gunner).

General assessments uniformly favourable. On 12 December 1940 described as "An experienced officer, but is lively and keen." On 7 May 1941 described as "Proved himself to be thoroughly efficient and reliable. Retention recommended. Exceptionally keen, conduct exemplary and appearance good." On 20 August 1941, on posting from No.6 SFTS to No.13 SFTS, S/L R.L. Lee wrote, "This officer is very keen and conscientious and has a good deal of organising ability. He works hard and well, and is well deserving of advancement." ON 6 December 1941, S/L J.B. Mirabelli wrote, "Employed as Flight Commander and now acting Examining Officer. Very keen, hard working and reliable. Good organising ability. A high average instructor who should go far in this phase of training. Neat and smart in appearance." On 15 February 1943, the Commanding Officer of No.425 Squadron wrote, "Outstanding officer, is very keen, diligent worker , handles all his duties in a satisfactory manner. Dress, conduct and bearing beyond reproach."

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SAVARD, F/O Joseph Roger (J24821) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 19 July 1945 as per **London Gazette** dated 27 July 1945 and AFRO 1672/45 dated 2 November 1945. Born 11 July 1919 in St.Catharines, Ontario; home in Montreal. Attended LaSalle Academy, Trois Rivieres. Attended O'Sullivan Business College, Montreal (two years). Accountant, Provincial Transport Company, Montreal, 1936-1940. Enlisted in Montreal, 26 June 1940 as Clerk/Administration. To Technical Training School, St. Thomas, 31 July 1940 for accounting courses (placed 77<sup>th</sup> in a class of 158). To Eastern Air Command, 31 August 1940. Promoted AC1, 1 October 1940. Promoted LAC, 1 January 1941. Promoted Corporal, 1 February 1941. Promoted Sergeant, 1 July 1941. Appointed Acting Flight Sergeant, 1 March 1942. Remustered to aircrew and posted to No.3 ITS, 4 July 1942; may have graduated 26 August 1942 but not posted to No.11 EFTS until 26 September 1942; graduated 20 November 1942 and posted next day to No.13 SFTS; graduated and commissioned 19 March 1943. To No.1 GRS, 20 March 1943. To "Y" Depot, 19 June 1943. Embarked from Canada, 23 June 1943; disembarked in Britain, 1 July 1943. To No.18 (Pilots) AFU, 27 July 1943. Promoted Flying Officer, 19 September 1943. To No.9 (Coastal) OTU, Crosby on Eden, 23 November 1943. To No.404 Squadron, 8 March 1944. Reported missing, 9 February 1945 (he was to have been screened that day; safe in United Kingdom, 12 May 1945). To No.3 PRC, 12 May 1945. Promoted Flight Lieutenant, 19 March 1945. Repatriated 8 July 1945. To Station Lachine, 20 July 1945. Retired 17 September 1945. Award presented in Montreal, 25 November 1949. Died at Morin Heights, Quebec, 10 January 1984 as per **Legion Magazine** of May 1984 and **Airforce Magazine** of June 1984.

Since March 1944, this officer has taken part in a large number of attacks against enemy naval units and merchant shipping off the Norwegian, Dutch and Bay of Biscay coasts. On several occasions he has led formations of aircraft and on two occasions his squadron with excellent results. In February 1945 he was detailed for an attack against eleven enemy naval vessels including a destroyer which were lying at anchor in a fjord. The target was well defended by anti-aircraft fire from the ships and shore as well as being covered by the steep hills surrounding the fjord. As the attack commenced our aircraft were engaged by twelve enemy fighters. Flying Officer Savard immediately turned into the enemy's attack and to the assistance of his leader. In the ensuing combat his aircraft was so badly damaged he was compelled to make a forced landing on the ice-covered fjord. Throughout his operational career this officer has invariably displayed fine leadership, dauntless courage and great devotion to duty.

**Training:** Course at No.3 ITS was 6 July to 28 August 1942. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas, Armament (written), Aircraft Recognition, Drill and Signals (written). Scored 825 points of a possible 1,000, graduating 53<sup>rd</sup> in a class of 79. "Cheerful, sincere, steady. Thinks quickly, has above average ability and is reliable."

Course at No.11 EFTS was 28 September to 20 November 1942. Finch II aircraft - eleven hours dual to first solo, 40.25 total day dual, 28.35 day solo, 4.00 night dual, 1.00 night solo. Was 7.30 on instruments. Logged eleven hours in Link. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition and Signals (written). Scored 483 points of a possible 700 points, Placed 26<sup>th</sup> in a class of 34. "Cheerful, keen, cooperative, very good type, just average ability."

Course at No.13 SFTS was 23 November 1942 to 19 March 1943. Harvard II aircraft - 9.50 day dual to first solo, total 67.50 day dual, 51.10 day solo, 6.20 night dual, 9.40 night solo. Was 9.10 in formation and 25.10 on instruments. Logged 20.15 in Link. Ground courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Signals (written and practical) and Meteorology. Scored 572 of a possible 750 points. Placed 31<sup>st</sup> in a class of 56. "Low average pilot. Rough on landings. Needs to be checked on Airmanship. Recommended for Commission."

Course at No.1 GRS was 5 April to 4 June 1943. Anson aircraft (43 hours 25 minutes, all by day). Courses in DR Navigation Intermediate (51/100), DR Navigation Final (215/300), DR Navigation Air Work (210/300), Reconnaissance (160/200), Reconnaissance Air Work (65/100), Astro Navigation (72/100), Compasses and Instruments (132/200 on supplementary), Meteorology (117/200), Signals (61/100), Coding (60/100), Ship Recognition (164/200), Photography (65/100) and Visual Signals (Pass). "This pupil could have improved his standing by working a little harder." Placed 21<sup>st</sup> in class of 22.

Course at No.18 (Pilots) AFU was 17 August to 22 November 1943. Oxford aircraft - 7.55 day dual to first day solo, 27.55 total day dual, 28.35 day solo, 1.40 night dual to first night solo, 8.40 total night dual, 12.25 night solo. Was seven hours in formation. On instruments, 6.15 (day) and 10.30 (night). Logged 12.20 in Link. Rated in General Flying (205/400), Applied Flying (105/200), Instrument Flying (125/250), Night Flying (55/100); and Link (280/50). "Average. Flying lacks polish. Suitable captain after more experience." Selected instructor remarks - 17 August 1943, "Trained on singles. Absorbs instruction quite well. Used to flying 'feet off'. Seems keen and should convert OK." 18 August 1943, "Cockpit check bad. Seems a smart fellow and quite confident and picks up instruction well." 26 August 1943, "Some difficulty experienced in map reading at first, improved slowly, could do with plenty of practice."



Maintained height and course quite well." 27 August 1943, "Not a good effort. Very weak in setting course, map reading poor. Failed to see that we were off course although we were some distance to wrong side of a canal which was very plain to see. Cannot cope with flying a course and writing a log at same time. . . . Seems so confident that he won't get lost that he doesn't bother much about where he is, Needs a lot of practice and I think he should do Nav 3 again." 29 August 1943, "Had no trouble today. He was bothered at one point when ETA was up and he did not know where he was until he looked directly beneath him and saw his turning point, Should not hesitate to send him solo on a cross country." 20 September 1943 with F/O Woodruff, "Flying on instruments just passble. Poor at coordinating his movements, Too high on first approach and little low on second. Landings reasonable." 21 September 1943 with FS Nichol, "A bit rough on controls. Seems to be very tense while flying. IF only fair. Single engine flying very vague and chases his airspeed in a steep turn. Should improve with practice." 22 September 1943, "Identifies beacons easily. Keeps a good look out and R/T procedure OK. IF not very smooth and he is harsh on controls, particularly elevators. Went solo on this exercise." 1 October 1943, "Formation - OK straight and level. Found difficulty keeping position in turns but improved by end of detail. Ready for solo."

Attached to No.1514 Beam Approach Training Flight, 7-13 August 1943. Oxford aircraft- ten hours 30 minutes plus five hours in Link. Graded in the following - Beam Approach Procedure and "Q" Codes, Link Trainer (115/200), Receiver Operation (59/100), Instrument Flying (118/200), Cloud and Night Flying (118/250) and General Application of Beam Approach Procedure, Flying (102/200). "Has not acquired familiarity with beam procedure. Needs to practice this more. IF not up to standard required. Slow to correct for height and course error.'

Course at No.9 (Coastal) OTU was 24 November 1943 to 29 February 1944. Flew Beaufort (8.20 dual to first day solo, 13.25 total day dual, 5.05 day solo, 2.00 night dual to first night solo (total night dual) and 30 minutes night solo. Also Beaufighter - 4.35 day dual to first day solo, 8.35 total day dual, 50.55 day solo, seven hours night solo. Was 1.40 in formation, 1.35 on instruments and and 5.10 in Link. Had one accident - 25 February 1944, Beaufighter X8072 when he swung on landing. "D" category damage (repairable at unit). Assessed as "Carelessness". Fired 8,800 rounds of .303 and 600 rounds of 20-mm ammunition. Flying tests in General Flying (300/400), Applied Flying (150/200), Instrument Flying (187/250), Night Flying (67/100) and Link (35/50). Ground examinations in Airmanship (223/300), Armament (216/300), Meteorology (74/100), Navigation (166/200) and Signals (61/100). Character graded as 75/100. "He should be an asset to any squadron. His flying is average, but personality above." (W/C R.E.G. Morewood, Chief Instructor, 8 March 1944). "I concur - he wants to watch that he does not let over confidence creep into his flying." (G/C J.A.S. Brown, Commanding Officer).

**Notes:** Accident, 25 February 1944. 1430 hours, No.9 (Coastal) OTU, Beaufighter X8072, with Sergeant J. Middleton. At the time he had flown 199 hours (all types) including 50 on Beaufighters. "I was authorized to complete O.F.E. 12 in Beaufighter X8072. Upon completing exercise I received permission to pancake. After making a normal approach and landing, I noticed the aircraft bearing to the right. I immediately applied brake to correct this. Upon applying correction, the aircraft immediately developed a violent swing to the left, which could not be corrected by the usual means of correction, and resulted in a ground loop." It had been a navigation exercise, and the conclusion was that he had applied excessive port brake. Starboard undercarriage collapsed. On 26 February 1944 Wing Commander Roger E.G. Morewood wrote, with some wise compassion, "F/O Savard is a good average pilot who was rather inclined to be a bit bumptious. This accident has done him a lot of good. He is very keen and the fact that he has broken an aircraft has made him think a lot harder." G/C J.A.S. Brown added, rather more harshly, "A swing on landing caused by carelessness due to over-confidence. Although the pilot is under training, I recommend a 'Carelessness' endorsement which may make him think harder."

Assessed 1 November 1944 by W/C E.W. Pierce when he had flown 93.10 operational hours (81.10 in past six months). "A capable operational pilot and a cheerful and willing officer."

Assessed 24 February 1945 by W/C E.W. Pierce when he had flown 604 hours 55 minutes (100.25 in past six months). "A well above average type of officer - most cheerful and energetic. A most capable and experienced operational pilot." To this, on 27 February 1945, G/C R. Terence Corry added, "A first class operational pilot who never failed to give of the best. This officer had a great sense of humour."

On 23 June 1945 at No.3 PRC he filed a form stating he had flown 160 operational and 250 non-operational hours; had flown 48 sorties and taken part in eight shipping strikes.

Application for Operational Wing: Dated 19 September 1945 and listing the following sorties with No.404 Squadron (all on Beaufighters):

- 18 April 1944 - Anti-shipping, Norway (4.35)
- 19 April 1944 - Anti-shipping, Norway (30 minutes)
- 20 April 1944 - Anti-shipping, Norway (4.05)
- 25 April 1944 - Anti-shipping, Norway (45 minutes)
- 28 April 1944 - Anti-shipping, Norway (2.05)

6 May 1944 - Anti-shipping, Norway (4.00)  
6 June 1944 - Anti-shipping, France (3.50)  
9 June 1944 - Anti-shipping, France (1.45)  
12 June 1944 - Anti-shipping, France (1.05)  
15 June 1944 - Anti-shipping, France (3.20)  
18 June 1944 - Anti-shipping, France (2.10)  
22 June 1944 - Anti-shipping, France (2.30)  
27 June 1944 - Anti-shipping, France (3.25)  
8 July 1944 - Anti-shipping, Holland (4.00)  
15 July 1944 - Anti-shipping, Holland (5.05)  
18 July 1944 - Anti-shipping, Holland (4.20)  
6 August 1944 - Anti-shipping, France (4.15)  
8 August 1944 - Anti-shipping, France (4.05)  
12 August 1944 - Anti-shipping, France (2.20)  
13 August 1944 - Anti-shipping, France (35 minutes)  
14 August 1944 - Anti-shipping, France (4.45)  
6 September 1944 - Anti-shipping, Norway (4.05)  
19 September 1944 - Anti-shipping, Norway (20 minutes)  
21 September 1944 - Anti-shipping, Norway (4.15)  
28 September 1944 - Anti-shipping, Norway (4.30)  
30 September 1944 - Anti-shipping, Norway (4.45)  
2 October 1944 - Anti-shipping - Norway (4.20)  
8 October 1944 - Anti-shipping - Norway (4.05)  
13 October 1944 - Anti-shipping - Norway (3.20)  
21 November 1944 - Anti-shipping - Norway (5.40)  
26 November 1944 - Anti-shipping - Norway (5.15)  
29 November 1944 - Anti-shipping - Norway (5.40)  
11 December 1944 - Anti-shipping - Norway (40 minutes)  
12 December 1944 - Anti-shipping - Norway (5.00)  
14 December 1944 - Anti-shipping - Norway (4.30)

19 December 1944 - Anti-shipping - Norway (3.15)  
26 December 1944 - Anti-shipping - Norway (5.20)  
28 December 1944 - Anti-shipping - Norway (4.50)  
9 January 1945 - Anti-shipping - Norway (4.05)  
11 January 1945 - Anti-shipping - Norway (4.00)  
14 January 1945 - Anti-shipping - Norway (5.35)  
29 January 1945 - Anti-shipping - Norway (4.05)  
3 February 1945 - Anti-shipping - Norway (4.35)  
9 February 1945 - Anti-shipping - Norway - shot down.

Total of 156 hours 40 minutes on operations,

Events of 9 February 1944 - Beaufighter NV292. "This aircraft was in a formation of 32 aircraft of which 11 were from this squadron [No.404], which were escorted by a squadron of Mustang fighters. This force was despatched to the Norwegian coast to locate and attack an enemy naval force, The naval force consisting of 11 vessels including one destroyer, was sighted in Ford Fjord and attacked, As a result of enemy flak from the ships and the shore, and enemy single-engined fighters, six aircraft from this unit were lost of which the above was one. No details are known as to the exact fate of this aircraft but it is presumed to have been shot down in the vicinity of the target, wither by fighters of flak. Captain of the aircraft was J23821 F/O J.R. Savard (pilot), RCAF and the navigator, RAF 187929 P/O Middleton (Nav/W), RAF."

His was one of nine aircraft lost this day - one from No.144 Squadron, two from No.455 Squadron and six from No.404 Squadron.

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SAVAS, FS Theodore (R140600) - **Distinguished Flying Medal** - No.550 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 4 June 1920 in Fort William, Ontario; home there (waiter); enlisted in Winnipeg, 11 November 1941 as "Tradesman" and posted to No.1 Manning Depot. To "E", 3 January 1942 when classified as "Guard". To No.6 SFTS, 29 January 1942. Promoted AC1, 11 February 1942. Promoted LAC, 11 May 1942. To NNS (whatever that is), 11 August 1942. Remustered to aircrew and posted on 5 December 1942 to No.3 ITS; graduated 6 March 1943

when posted to To 11 EFTS. Ceased training, 2 April 1943 and posted to No.5 Manning Depot; to No.1 BGS, 1 May 1943; graduated 24 July 1943 when posted to No.4 AOS; graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 19 September 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Promoted Flight Sergeant, 3 March 1944; promoted WO2, 3 December 1944. Repatriated 23 December 1944. To No.5 Release Centre, 23 January 1945; released 19 February 1945. Award sent by registered mail. Died in Toronto, 3 February 2015. 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 1 December 1944 when he had flown 31 sorties (152 hours 51 minutes), 6 July to 12 October 1944.

6 July 1944 - Foret du Croc (3.44)  
12 July 1944 - Revigny (9.00)  
16 July 1944 - Sannerville (3.46)  
18 July 1944 - Scholven Buer  
20 July 1944 - Wizenef (3.25)  
23 July 1944 - Kiel (5.10)  
24 July 1944 - Stuttgart (8.37)  
28 July 1944 - Stuttgart (8.16)  
31 July 1944 - Le Havre (3.30)  
1 August 1944 - Belle Croix les Bruyere (2.47)  
2 August 1944 - Le Havre (3.21)  
4 August 1944 - Pauillac (8.07)  
8 August 1944 - Fontenay (3.22)  
10 August 1944 - Le Culot (3.22)  
16 August 1944 - Stettin (8.22)  
18 August 1944 - Ghent Terneuzen (3.08)  
26 August 1944 - Russelsheim (8.32)  
27 August 1944 - Kiel (4.13)  
30 August 1944 - Stettin (8.51)  
3 September 1944 - Gilse-Rijen (3.29)  
5 September 1944 - Le Havre (3.50)  
6 September 1944 - Le Havre (3.36)  
8 September 1944 - Le Havre (4.01)  
12 September 1944 - Frankfurt (7.10)  
16 September 1944 - Steenwijk (3.21)  
17 September 1944 - Calais (3.04)  
3 October 1944 - Westkappelle (3.06)  
6 October 1944 - Saarbrucken (6.28)  
7 October 1944 - Emmerich (4.18)

11 October 1944 - Fort Frederick Hendrick (3.24)

12 October 1944 - Fort Frederick Hendrick (3.06)

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

This young Canadian non-commissioned officer has now completed his first tour of operations which has included attacks on such heavily defended targets as Stuttgart, Stettin, Frankfurt and Kiel.

Throughout his operational tour of duty he has shown dogged determination, skill and devotion to duty. The accuracy with which he has pressed home his attacks has been confirmed by the photographic evidence he has brought back and which has been of inestimable value in assessing the accuracy of the raid.

By such results it is proved that Flight Sergeant Savas consistently goes through all enemy opposition and lets nothing deter him from invariably reaching the target and pressing home his attack.

I strongly recommend that such a fine record of achievement be recognized by the award of the Distinguished Flying Medal.

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SAVOIE, Corporal Armand (R73381) - **Mention in Despatches** - Tholthorpe - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 16 December 1918. Home in Shippegan, New Brunswick; enlisted in Edmundston, New Brunswick, 5 December 1940 as Airframe Mechanic and posted to No.1 Manning Depot. To technical Training School, St. Thomas, 13 December 1940. Promoted AC1, 10 May 1941; to No.11 SFTS, 14 May 1941. Promoted LAC, date uncertain. To "Y" Depot, 2 January 1943; to RAF overseas, 7 January 1943. Promoted Corporal, 1 April 1943. Repatriated 23 April 1945. To Moncton, 8 May 1945. To Release Centre, 24 June 1945; released 28 June 1945. Re-engaged in Interim Force, 29 April 1946. To No.12 (Communications) Squadron, 18 August 1946. To No.165 (Transport) Squadron, 1 November 1946. To No.412 (Transport) Squadron, 15 May 1947, serving to 2 October 1947. Released 31 October 1947. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has list of MiDs this date with unit. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945. Confirms trade as Air Frame Mechanic; enlisted 5 December 1940; states he served 30 months in Canada, 18 months overseas.

This NCO has displayed outstanding qualities both as an NCO and as a tradesman. His untiring efforts under extremely difficult conditions, especially while serving in North Africa, are worthy of the highest praise.



The following recollection is from The Memory Project:

We were informed in... I believe, it was... in March of 1943 that we were going overseas again, the whole squadron was going. We were not told that we were going to Africa. But on our kit bag, they had given us an address, AA, something else, North Africa. I believe it was on the address. Algiers... Algeria, Algiers, North Africa. It was written on our kit bags. So, anyway, we were all getting ready, then, given the shots and about April, early April, we were on board ship.

We were put on board ship and we came half way across the Atlantic, and south, until we got to Gibraltar—the [USS] Detroit there— and then it came back. On the way there, we were chased by submarines, German submarines. We were on a 25,000-tonne [SS] Duchess of York.\* And the Duchess of York—a model of it is in Halifax, is in the Citadel of Halifax. I saw it in 1943. It went down. After we got off the ship at Algiers, the war in Africa was over. They had 242,000 prisoners of war, and they loaded our ship that we got off with German prisoners and sailed for New York. But on the way back, on the way across, the Germans sank the ship.

[The SS Duchess of York was a Canadian Pacific liner commissioned as a troop ship in the Second World War. On 11 July 1943, the Duchess of York was sunk off the coast of Morocco by German aircraft. The above account of her sinking is not quite accurate - see Wikipedia entry].

\* \* \* \* \*

SAWERS, F/O William (J14539) - **Distinguished Flying Cross** - No.414 Squadron - Award effective 23 February 1945 as per **London Gazette** of that date and AFRO 563/45 dated 29 March 1945. Born in Glasgow, 6 April 1922; home in Montreal; enlisted there 10 September 1941. To No.1 Manning Depot, 6 October 1941. To No.13 SFTS (guard duty), 27 October 1941. To No.3 ITS, 21 December 1941; graduated and promoted LAC, 14 February 1942 but not posted to No.4 EFTS until 28 February 1942; graduated 6 June 1942 when posted to No.13 SFTS; graduated and commissioned 25 September 1942. To No.1 Flying Instructor School, 24 October 1942. To No.1 SFTS to instruct, 12 December 1942. Promoted Flying Officer, 25 March 1943. To "Y" Depot, 18 July 1943. Taken on strength of No.3 PRC, Bournemouth, 4 October 1943. Promoted Flight Lieutenant, 25 September 1944. Forced to bale out of Spitfire MK924, 26 March 1945, following engine failure; landed in Allied territory. Repatriated 26 September 1945; released 1 November 1945. Rejoined RCAF Auxiliary, 29 May 1949 (90170) with No.400 Squadron in rank of Flying Officer; released 23 January 1952 to live in Ottawa. Award presented 22 June 1949. Action mentioned in citation was on 24 December 1944 when he shot down three Bf.109s and damaged two in the Cologne and Venlo areas (Spitfire MJ966).

This officer has displayed a high degree of skill and courage in his attacks on the enemy. In an engagement against a force of some ten enemy fighters in December 1944, Flying Officer Sawers fought with great tenacity and shot down three of the enemy aircraft. This officer has taken part in very many sorties and throughout has shown the greatest keenness.

NOTE: Public Record Office Air 2/9044 has recommendation drafted 24 December 1944 when he had flown 56 sorties (55 hours 45 minutes). The first paragraph appears to have been composed by his Flight Commander: His rank was given as Temporary Flight Lieutenant.

On December 24<sup>th</sup>, 1944, 1944, Flight Lieutenant W. Sawers was flying No.2 on a Tactical Reconnaissance sortie. When they were over Neuss they were attacked by ten-plus Messerschmitt 109s. The section broke into them and Flight Lieutenant Sawers during the ensuing dogfight shot down three destroyed which were seen to crash or blow up in the air and one probable which went down smoking badly. His No.1, though hit in the gas tank, returned safely, possibly due to Flight Lieutenant Sawers' excellent attacks on the enemy aircraft.

Squadron Leader G. Wonnocott then added his own remarks:

Flight Lieutenant Sawers joined this squadron on 28 September 1944. He has flown 55 hours 45 minutes operationally and has always shown the greatest keenness in all his duties. On the 24<sup>th</sup> December 1944, this pilot show down three Messerschmitt 109s as destroyed and one as probable when on a Tactical Reconnaissance sortie. This is an outstanding example of courage and ability as they were outnumbered five to one, and were bounced, and out of position when the fight started. I therefore highly recommend this officer for the award of the Distinguished Flying Cross.

\* \* \* \* \*

SAWLE, F/L (now S/L) Charles Leonard Treggerthen (C1489) - **Air Force Cross** - No.12 SFTS - Award effective 16 April 1943 as per **London Gazette** of 13 April 1943 and AFRO 1035/43 dated 4 June 1943 - Born in Edmonton, 29 June 1918. RMC and Militia, 1937-1939. Enlisted in Kingston, 2 January 1940. Primary training at Edmonton Flying Club, 2 January to 28 April 1940; further trained at No.1 ITS (graduated 31 May 1940), Ferry Flight at Trenton (8-15 June 1940, practising on Fleets), and No.1 SFTS (17 June to 5 October 1940, with wings granted on 19 August but training not complete in Advanced Training School until 5 October 1940). To Central

Flying School (7-23 October 1940) and then to instruct at No.2 SFTS (26 November 1940 to 12 May 1941: attained B Category Instructor Level, 2 April 1941), No.12 SFTS (13 May 1941 to 13 June 1944 (A2 Instructor as of 11 December 1942), with time out to take refresher course at Central Flying School (8-26 March 1943; graded A1 Instructor). At No.5 OTU, 17 June to 5 November 1944. Subsequently to Headquarters, No.2 Air Command. As of 14 September 1946 he claimed 581 hours 25 minutes on single-engine aircraft, 1,629 hours 25 minutes on multi-engines aircraft. To No.9402 Squadron Detachment, 16 September 1946 until 16 April 1947; on strength of Station Winnipeg, 16 April 1947 to 12 February 1948. To Canadian Joint Staff London, 12 February 1948. Commissioned 16 December 1939; promoted to Flying Officer, 5 October 1940; promoted to Flight Lieutenant, 15 October 1941; to Squadron Leader, 15 January 1943. Award presented 20 March 1944. RCAF photo PL-46246 (ex UK-23702 dated 17 November 1945) taken at Repatriation Depot, Torquay showing four men from Edmonton - S/L C.L.T. Sawle, AFC, S/L Wesley Bainbridge (former United Church Minister in Calgary), S/L Ernie Ross (education officer) and S/L T.W. Saunders. Killed on flying operations overseas, 30 August 1948 flying Meteor IV, EE568, Empire Test Pilot School, Farnborough. Took off at noon to test lateral and directional stability of aircraft, intending to go to 20,000 feet. At 1225 hours he dove into ground at 45 degree angle. At the that he had flown only five hours in Meteor. Speculation that aircraft sustained structural failure, but there was not enough left to be sure. The following citation found in Governor General's Records, RG.7 Group 26, Volume 57, file for 1943.

During the year and a half that Flight Lieutenant Sawle has been employed at this unit he has proven to be extremely capable in all phases of his work. His ability and knowledge as a Flying Instructor and later as Examining Officer have made him an extremely valuable member of the staff. His devotion to duty and the conscientious manner in which he has performed his work have been an excellent example to all members of this unit. This officer has completed 1,328 flying hours as an instructor over a period of twenty-four months. His total flying time is 1,617 hours.

First recommended for AFC, 1 March 1942 by S/L Knowles when he was Flight Lieutenant and Examining Officer, No.12 SFTS: "This officer has carried out the duties of Flight Commander and Examining Officer in a highly satisfactory manner at all times and by his efforts has set a good example to all junior officers on the station." Recommendation approved same day by W/C E.H.G. Moncrieff and further approved by an Air Commodore (possible Slemon) at No.2 Training Command Headquarters, 2 May 1942. However, it did not reach priority list for New Year 1943. Recommended again by a S/L Laing (name not clear on form), 8 January 1943: "This officer has proven to be extremely capable in all phases of his work during the year and a half that he has been on this station. His organizing ability and his professional knowledge and ability have made him a popular and valued member of the staff who has shown consistent keenness and initiative. This officer has completed 1,617 hours flying time, of which 1,328 hours have been instructional since 9th December 1940, being the date of commencement of duty as an

instructor in Combined Training Effort." This was approved on 9 March 1943 by W/C W.S. Wurtel (for No.12 SFTS), on uncertain date by A/V/M T.A. Lawrence for No.2 Training Command, and on 3 March 1943 by A/M Breadner (Chief of the Air Staff).

\* \* \* \* \*

SAWYER, F/L Francis Morris (J10596) - **Mention in Despatches** - No.418 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 14 February 1915 (date unclear). Home in Hatzie, British Columbia; enlisted in Calgary, 3 June 1941. To No.2A Manning Depot, 24 June 1941. To No.4 ITS, 2 August 1941; graduated and promoted LAC, 12 September 1941 when posted to No.8 EFTS; may have graduated 7 November 1941 but not posted to No.7 SFTS until 21 November 1941; graduated and commissioned 13 March 1942). To Trenton that date. To No.7 SFTS, 12 June 1942. To No.31 OTU, 30 August 1943. To "Y" Depot, 13 November 1943. To RAF overseas, date uncertain. Unit not given in AFRO which says only "Overseas". Credited with one V-1 destroyed (11/12 August 1944) plus several intruder victories including one Ju.88 destroyed (7/8 July 1944). See **The RCAF Overseas: The Fifth Year**, pp.168, 191 and 280. Repatriated to Canada, 16 October 1944; to No.8 OTU, 11 November 1944; to Patricia Bay, 11 July 1945; to No.8 Release Centre, 10 September 1945; retired 28 September 1945. RCAF photo PL-28740 (ex UK-10023 dated 24 April 1944) shows a crew of No.418 Squadron - F/O F.M. Sawyer (left, Rossland, British Columbia) and his navigator, F/O J. Howell (Brackley, Northamptonshire).

RCAF Press Release No.4416 dated 8 April 1944 from P/O Williamson reads:

Flying Officer Moe Sawyer, Rossland, B.C., and his Royal Air Force navigator, F/O Johnny Howell, have combined wild duck hunting with their duties as members of a Canadian Intruder Squadron. At least, they brought home a duck, and a good sized one at that. Expert nimrods with the City of Edmonton squadron estimate the member of the mallard family that fall before the attack of Sawyer's Mossie to weigh about five pounds. Here's how it happened. While on a recent Intruder trip, Sawyer and Howell felt a slight impact as they darted over the Coast of France. But their Mosquito continued its smooth functioning and they completed their trip. The following morning, their ground crew gave them the story. They'd brought back a mallard. The member of the aristocratic section of the duck family had struck the Mosquito on the nose, had penetrated through and came to rest on top of the machine guns of the aircraft. "It's too bad they never had the opportunity to fire their guns," said F/L Weir, Flin Flon, Manitoba, Engineering Officer with the Squadron, "If they had, they could have brought the bird back, ready for the table".

\* \* \* \* \*

SAYE, Sergeant Herbert George John (R112983) - **British Empire Medal** - RCAF Station Goose Bay - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 10 December 1921. Home in Toronto; enlisted there 9 July 1941 in General Duties trade and posted to No.1 Manning Depot. To Trenton, 23 July 1941. Reclassified as Fire Fighter, 20 September 1941 when promoted AC1. Promoted LAC, 13 December 1941. To No.4 WS, 25 June 1942. Promoted Corporal, 1 September 1942. To No.6 Repair Depot, 6 January 1943. To Newfoundland,, 17 May 1943. Promoted Sergeant, 1 July 1943. To Goose Bay, 24 February 1944. To Halifax, 18 October 1944. To No.16 Explosive Depot, 5 March 1945. To Release Centre, 5 November 1945. Discharged 9 November 1945. Award presented 18 October 1947. BEM incident was on 6 July 1944 following crash of a Ventura in Labrador. Cited with Flight Sergeant C.H. Brooks (see above for citation). See also G/C A.J. Hanchet-Taylor, OBE.

\* \* \* \* \*

SAYE, F/O William Paul (J27647) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 29 May 1924 in Toronto; home there (student); enlisted there 29 May 1942 and posted to No.1 Manning Depot. To No.13 SFTS (guard duty), 24 July 1942. To No.5 ITS, 29 September 1942; graduated and promoted LAC, 5 December 1941 but not posted to No.13 EFTS until 27 December 1942; may have graduated 19 February 1943 but not posted to No.17 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 31 December 1944. Retired 13 March 1945. Award presented 18 October 1947. No citation other than "completed ...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 28 October 1944 when he had flown 31 sorties (147 hours 40 minutes), 3 July to 25 October 1944.

This officer has made thirty-one successful sorties over enemy territory. During these trips he has shown a high degree of skill and has been an outstanding captain of aircraft. At all times he has been a keen, willing worker and an inspiring example to other pilots.

For his airmanship, intense loyalty and splendid record, Flying Officer Saye is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows (\* denotes daylight mission):

3 July 1944 - Biennais (3.40, second pilot\*)  
12 July 1944 - Thiverney (4.10, second pilot)  
17 July 1944 - Caen (3.55)  
18 July 1944 - Wesseling (4.35)  
24 July 1944 - Ferfay (4.15)  
12 August 1944 - Mont Richard (5.25\*)  
14 August 1944 - Bons Tassilly (4.45\*)  
15 August 1944 - Brussels (4.05\*)  
16 August 1944 - Kiel (2.30, duty not carried out)  
18 August 1944 - Bremen (5.25)  
25 August 1944 - Brest (4.55)  
27 August 1944 - Mimoyceques (3.20)  
31 August 1944 - Ile de Cezembres (4.45\*)  
3 September 1944 - Volkel (4.00\*)  
6 September 1944 - Emden (4.05\*)  
9 September 1944 - Le Havre (4.45\*)  
10 September 1944 - Le Havre (4.05\*)  
11 September 1944 - Castrop Rauxel (5.05\*)  
12 September 1944 - Bochum (5.05\*)  
13 September 1944 - Osnabruck (4.30\*)  
15 September 1944 - Kiel (6.00)  
17 September 1944 - Boulogne (3.55\*)  
27 September 1944 - Bottrop (5.05\*)  
28 September 1944 - Cap Gris Nez (3.50\*)  
30 September 1944 - Sterkrade (4.55\*)  
6 October 1944 - Dortmund (6.15)  
9 October 1944 - Bochum (6.25)  
12 October 1944 - Wanne Eickel (5.00\*)  
14 October 1944 - Duisburg (4.55\*)  
15 October 1944 - Wilhelmshaven (4.25)  
23 October 1944 - Essen (4.30)  
25 October 1944 - Hamburg (5.05\*)

**Note:** In Wellington DF638, No.82 OTU, 2342 hours, 20 March 1944 when it was damaged, Category AC (for repair by contractor's party). Engaged in night training. Starboard engine malfunctioned. He was given clearance for an emergency pancake. On approach he was given a red light so opened throttle to go around again; engine caught fire. Pilot (Saye) landed to the right of the runway in a freshly ploughed field. Aircraft ran some distance and then wheels sank; machine went up on its nose. No injuries. Crew were Saye, P/O F.L.J. Tinevez (navigator, later DFC, slightly injured), R165419 Sergeant Flanagan (air bomber), R193222 Sergeant Thomas (WOP) and J37792 P/P L.C. Benson (gunner, injured).

\* \* \* \* \*

SAYEAU, F/O Harold Ernest (J19922) - **Distinguished Flying Cross** - No.106 Squadron - Award effective 17 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 3 or 9 June 1922 in Cardinal, Ontario; home there. Educated there and subsequently employed by Canada Starch there as a labourer. Served with Brockville Rifles; enlisted in Ottawa, 16 October 1941. To No.1 Manning Depot, 19 December 1941. To No.6 BGS (guard duty), 18 January 1942. To No.5 ITS, 9 May 1942; graduated and promoted LAC, 4 July 1942 but not posted to No.13 EFTS until 29 August 1942; graduated 23 October 1942 and posted next day to No.2 SFTS; graduated and promoted Sergeant, 19 February 1943. To "Y" Depot, 5 March 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 19 August 1943. Commissioned 12 November 1943. Promoted Flying Officer, 12 April 1944. Repatriated 23 November 1944. Retired 28 February 1945. Award sent by registered mail 18 September 1945. Died 13 June 1981 in Cardinal, Ontario.

This officer has completed many sorties as captain of aircraft and has at all times displayed outstanding determination and skill. One night in August 1944 he was detailed for a mine-laying mission. The operational called for the highest standard of accuracy and resolution as the target area was very strongly defended. However, regardless of personal danger, the mines were laid with great precision despite intense fire from the ground defences. His devotion to duty has been unflinching.

NOTE: Public Record Office Air 2/9160 has recommendation drafted 18 August 1944 by G/C W.N. McKechnie when he had flown 14 sorties (76 hours 50 minutes). See also award to F/O C.W. Kipfer for same mission.

Flying Officer Sayeau, as captain of aircraft, has carried out 14 successful operational sorties. On the night of 16/17th August 1944 he was detailed to lay mines in the channel leading from Stettin to Sweenemunde, a task which required extremely accurate flying at a very low level. From the outset of this

operation Flying Officer Sayeau showed keenness, courage and determination of a high order. Due to some technical trouble his aircraft was not ready at the time of take-off, with the result that he was unable to leave base until 45 minutes after schedule. Undeterred by this late start, he, by his skill and airmanship, made up a considerable amount of time. He was, however, still late over the target and had to face the possibility of being the only aircraft there at the time.

He found the flak and searchlight activity was intense, and could see that the beams of the searchlights were practically horizontal and were being played up and down the channel, which meant that if he made his mining run straight along the channel he must fly right into the glare of the searchlights and become an excellent target for the light guns. He had the alternative of flying diagonally across the channel, thus shortening considerably the time he would be subjected to the searchlight illumination and anti-aircraft fire. This, however, meant that all his mines could not possibly be laid in the channel. Nevertheless, without hesitation and regardless of the danger, Flying Officer Sayeau with great coolness and courage set course to fly straight along the channel and in the face of the most fierce anti-aircraft opposition pressed home his attack with the utmost determination by flying his aircraft at a very low level over the flame floats marking the channel. This officer's skilful and calculating handling of his aircraft under these extremely difficult conditions enabled his bomb-aimer to lay the mines successfully. He then flew his aircraft safely back to base.

Flying Officer Sayeau displayed great devotion to duty and outstanding determination to complete this sortie. After a very late take-off, he faced fierce enemy opposition with the utmost resolution and skill and I consider he fully deserves the immediate award of the Distinguished Flying Cross.

\* \* \* \* \*

SCANLAN, F/O Paul Douglas (J35088) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 27 June 1913 in Cobalt, Ontario; home in Kirkland Lake (truck driver, former student at British Institute of Technology); enlisted in North Bay, 1 June 1942. To No.3 Manning Depot, 12 August 1942. To No.4 SFTS (guard duty), 25 September 1942. To No.7 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942 but not posted to No.6 EFTS until 23 January 1943; may have graduated 19 March 1943 but not posted until 9 April 1943 when sent to No.4 SFTS. Ceased training, 15 April 1943 and posted to No.2 Manning Depot. To No.1 BGS, 1 May 1943; graduated 24 July 1943 when posted to No.4 AOS; graduated and commissioned 3 September 1943. To No.1 BGS again, 18 September 1943. To



“Y” Depot, 29 October 1943. Taken on strength of No.3 PRC, 31 October 1943. Promoted Flying Officer, 3 March 1944. Further trained at No.2 (O) AFU (Millon, Cumberland) and No.3 OTU (Nottingham). Flew 32 missions. Repatriated 9 February 1945. To No.16 SFTS, 11 April 1945. To Release Centre, 23 April 1945. Retired 26 April 1945. Award presented 5 June 1949. Postwar he served in the Militia, rising from Lieutenant to Lieutenant-Colonel and Commanding Officer, No.106 Manning Depot. Retired in 1965. Appointed Honourary Lieutenant-Colonel, No.411 Squadron, 1975-1983. Executive with Canadian Arsenals and from 1981 to 1983 was on Metric Canada Commission. Honourary Colonel, No.402 Squadron, August 1990. Other honours have been **Knight of the Holy Sepulchre** (1982 Papal knighthood for service to church and country), **Order of St.John of Jerusalem** (1982) and **Sovereign and Military Order of Malta** (1987). 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.1750 (PAC RG.24 Vol.20608) has recommendation dated 21 December 1944 when he had flown 29 sorties (156 hours ten minutes). Postwar he was an Officer, Order of St.John of Jerusalem (St.John Ambulance Association); employed by Royal LePage; Honourary Colonel of No.411 Squadron; author of a novel, **The Surly Bonds of Earth**. Died in Toronto, 17 March 1994.

Throughout his tour as Air Bomber, now nearly completed, this officer has consistently displayed keenness and enthusiasm and has set a fine example by his gallantry, skill and devotion to duty. Unstinting in his efforts to further develop his bombing technique, he also has become a good navigator and is an exceptionally good member of his crew. Although anxious to fly at all times and under any conditions, Flying Officer Scanlan's work in assisting ground training has also been of the highest order...

\* \* \* \* \*

SCANLAN, S/L Percy Harold (C5756) - **Member, Order of the British Empire** - No.13 EFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Toronto; enlisted in Montreal, 14 June 1941 in Administration Branch. Promoted Flight Lieutenant, 15 December 1941. To Halifax, 14 December 1942. To No.1 Naval Air Gunner School, 21 December 1942. Promoted Squadron Leader, 1 October 1943. To No.301 Personnel Holding Unit, 1 May 1944. To No.13 EFTS, 22 April 1945. Retired 26 October 1945. Award sent by registered mail 13 February 1948.

This officer has done an outstanding job as an Administrative Officer over a long period. He served with distinction as Squadron and Station Adjutant at several units in Western Hemisphere Operations and has achieved exceptional results in the formation of new units. He has actively promoted Victory Loan campaigns and Station activities generally. On one occasion he was recalled from his unit to conduct a Victory Loan campaign, producing excellent results. This achievement typifies the efficient manner in which he has discharged his many responsible duties.

\* \* \* \* \*

SCARF, P/O John Caldwell Johnstone (J90970) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 1 September 1923 in Welland, Ontario; home in Fort Erie (clerk).; enlisted in Hamilton, 12 November 1942. Granted Leave Without Pay until 25 April 1943 when posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 27 June 1943. To No.2 Air Gunner Ground Training School, 3 September 1943. To No.3 BGS, 16 October 1943; graduated and promoted Sergeant, 26 November 1943. To "Y" Depot, 10 December 1943. Taken on strength of No.3 PRC, 20 January 1944. Further trained at No.24 OTU and No.1664 Conversion Unit. Commissioned 4 September 1944. In crew of Halifax NA582, 10/11 September 1944 when it sustained flak damage during raid on Le Havre. On 2 November 1944 in Halifax MX882 (ops to Dusseldorf) his aircraft attacked by a Ju.88. Sergeant R.A. Alford (RAF flight engineer) injured in back, rear turret badly damaged and rear of aircraft set on fire. Gunners returned fire and enemy aircraft damaged. Pilot Officer F.M. Forbes (RCAF, pilot) kept control with the help of two crew holding elevator controls and landed Woodbridge. Repatriated 21 December 1944. Retired 16 March 1945. Canadian Forces photo PL-43770, now with Library and Archives Canada. Award presented in Stamford Centre, Ontario, 7 August 1949.

Pilot Officer Scarf has completed many operational sorties, the majority of which have been flown against important and heavily defended enemy targets. At all times he has displayed the utmost vigilance and skill which combined with his accurate gunnery and determination have largely contributed to the successes achieved by his crew. In September [sic, November] 1944 his aircraft was detailed for a mission against Dusseldorf. While on the way to the target this officer sighted a Junkers 88 preparing to attack his aircraft. By his accurate fire and excellent directions to his pilot he destroyed the enemy fighter. Pilot Officer Scarf's courage and devotion to duty at all times have been most praiseworthy.

DHH file 181.009 D.1515 (Library and Archives RG.24 Vol.20600) has the original recommendation (for a Distinguished Flying Medal) drafted 22 November 1944 when he was still a Flight Sergeant (R200775) and had flown 33 sorties (156 hours 30 minutes).

28 July 1944 - Hamburg (5.30)  
1 August 1944 - Ferme de Forestel (4.15)  
3 August 1944 - Foret de Nieppe (4.20)  
4 August 1944 - Bois de Casson (4.35)  
5 August 1944 - St. Leu d'Esserent (4.40)  
7 August 1944 - Caen (4.20)  
8 August 1944 - Chantilly (4.20)  
9 August 1944 - Foret de Nieppe (3.50)  
10 August 1944 - La Pallice (7.05)  
14 August 1944 - Bons Tassily (4.30)  
16 August 1944 - Kiel (5.50)  
25 August 1944 - Brest (4.45)  
27 August 1944 - Mimoyceques (3.30)  
31 August 1944 - Ile de 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)  
15 September 1944 - Kiel (5.40)  
17 September 1944 - Boulogne (3.50)  
25 September 1944 - Calais (4.05)  
26 September 1944 - Calais (4.05)  
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)  
15 October 1944 - Wilhelmshaven (4.45)  
23 October 1944 - Essen (5.40)  
25 October 1944 - Hamburg (4.55)  
28 October 1944 - Cologne (6.20)  
30 October 1944 - Cologne (5.05)  
1 November 1944 - Oberhausen (6.25)  
2 November 1944 - Dusseldorf (5.10)

Flight Sergeant Scarf has completed many operational sorties, the majority of which have been against important and highly defended enemy targets. In September [sic, November] 1944 he was gunner in an aircraft detailed to attack Dusseldorf. While en the way to the target he sighted a Junkers 88 preparing to attack his aircraft. Flight Sergeant Scarf claimed a "destroyed" owing to his accurate fire and the directions given by him to his pilot. Throughout his tour Flight Sergeant Scarf has maintained a high standard of vigilance, efficiency and courage. It is strongly recommended that his efforts be rewarded by the award of the Distinguished Flying Medal (Non-Immediate).

Website <http://www.yorkshire-aircraft.co.uk/aircraft/planes/ryedale/na582c.html> provides the following information:

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).

During the evening of 2 November 1944 many of those named above were flying Halifax MZ882 on operations to Dusseldorf when the aircraft was attacked by a Junker Ju88. Sgt Afford was injured in the back during the attack, the rear turret was badly damaged and the rear of the aircraft was set on fire. The air gunners returned fire and damaged their attacker. F/O Forbes was able to keep control with the help of two of his crew holding onto the elevator controls and landed at Woodbridge airfield at 21.10hrs with serious damage.

\* \* \* \* \*

SCARFFE, FS (now P/O) Charles Edgar (R208615/J92810) - **Distinguished Flying Medal** - No.405 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 16 December 1921 in Abbey, Saskatchewan; home there (waiter); enlisted in Winnipeg, 1 December 1942 in University Air Training Corps. To No.2 Manning Depot, 13 January 1943. To No.5 ITS, 28 March 1943; to No.9 Pre-Aircrew Education Detachment, 18 April 1943; to No.1 Air Gunner Ground Training School, 19 May 1943; promoted LAC and posted to No.9 BGS, 26 June 1943; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943. To United Kingdom, 25 August 1943. Commissioned 4 December 1944. In crew of Halifax LW582, No.432 Squadron, 26/27 March 1944 when it was badly damaged by flak on operation to Essen; pilot was F/O Gordon William

Webb. George Bova was WOP; navigator was Flying Officer Victor Francis Painter; Bomb Aimer was Flight Sergeant Clarence Archibald Young. Repatriated 9 February 1945. Retired 22 April 1945. Died in Chilliwack, British Columbia, 6 November 1980. Award presented 17 May 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 2/9051 has recommendation dated 20 December 1944 when he had flown on 50 sorties (253 hours 35 minutes), 25 November 1943 to 22 December 1944. Most of his sorties **appear** to have been in same crew as WO Bova.

\* denotes 1/3 sortie

25 November 1943 - NICKELLING, Paris (4.30)  
14 March 1944 - Aulnoye (5.50)\*  
26 March 1944 - Essen (6.40)  
30 March 1944 - Nuremburg (8.35)  
9 April 1944 - Paris (5.50)\*  
10 April 1944 - Ghent (4.00)\*  
18 April 1944 - Paris (5.10)\*  
20 April 1944 - Lens (4.40)\*  
7 May 1944 - St.Valerie (3.45)  
8 May 1944 - St.Pierre (4.00)  
11 May 1944 - Boulogne (3.50)  
12 May 1944 - Louvain (4.35)  
19 May 1944 - Le Clipon (3.15)  
27 May 1944 - Bourg Leopold (4.35)  
2 June 1944 - Neuf Chatel (3.35)  
14 June 1944 - St.Pol (3.50)  
16 June 1944 - Sterkrade (4.40)  
17 June 1944 - Oisemont-Neuville-au-Bois (4.05)  
23 June 1944 - Bientgues (3.40)  
24 June 1944 - Bamieres (3.45)  
12 July 1944 - Vaires (3.15)  
15 July 1944 - Nucourt (3.55)  
18 July 1944 - Cagny (2.40)  
19 July 1944 - Rollez (3.00)  
22 July 1944 - Acquet (2.35) DNCO  
23 July 1944 - Kiel (5.25)  
24 July 1944 - Stuttgart (7.15)  
25 July 1944 - Stuttgart (7.30)  
27 July 1944 - Boissons (3.20)  
28 July 1944 - Hamburg (4.45)  
30 July 1944 - Battle area (2.55)  
3 August 1944 - L'Isle Adam (2.55)

4 August 1944 - St.Maximum (3.00)  
5 August 1944 - Bordeaux (7.35)  
7 August 1944 - Battle area (2.30)  
8 August 1944 - Foret de Lucheux (2.45)  
25 August 1944 - Russelsheim (7.00)  
26 August 1944 - Kiel (5.35)  
29 August 1944 - Stettin (9.00)  
6 September 1944 - Emden (3.55)  
12 September 1944 - Frankfurt (6.00)  
13 September 1944 - Gelsenkirchen (3.25)  
14 October 1944 - Duisburg (4.35)  
15 October 1944 - Wilhelmshaven (4.05)  
19 October 1944 - Stuttgart (5.20)  
23 October 1944 - Essen (4.15)  
25 October 1944 - Homberg (3.15)  
31 October 1944 - Cologne (4.10)  
2 November 1944 - Dusseldorf (4.10)  
28 November 1944 - Freiburg (5.00)  
30 November 1944 - Duisburg (4.10)  
2 December 1944 - Hagen (5.25)  
6 December 1944 - Merseburg (6.30)  
21 December 1944 - Cologne (4.10)  
22 December 1944 - Bingen (5.25)

Flight Sergeant Scarffe is a very capable and keen Air Gunner, who has now almost completed two tours of operations. He has participated in attacks on such heavily defended enemy areas as Stuttgart, Essen and Kiel. Invariably and without reservations, this non-commissioned officer has applied himself diligently to all air and ground tasks allotted, performing these duties with a decided enthusiasm, which has set a splendid example to other air gunners in the squadron. His fearlessness and high sense of responsibility is very commendable and in keeping with the highest traditions of the service.

\* \* \* \* \*

SCARFFE, S/L Thomas (C3637) - **Mention in Despatches** - Eastern Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Enlisted in Ottawa in Administration Branch, 18 January 1941. Promoted Flight Lieutenant, 15 September 1941. To Eastern Air Command, 26 June 1942. To "Y" Depot, 30 November 1942. Promoted Squadron Leader, 1 January 1943. To No.8 Construction and Maintenance Unit, 16 February 1944. To Eastern Air Command Headquarters again, 4 September 1944. Returned to No.8 Construction and Maintenance Unit, 11 September 1944. Proceeded overseas, April 1945; repatriated at uncertain date. Retired 12 September

1945.

This officer has shown exceptional devotion to duty and has, in every way, endeavoured to promote efficiency. By his organizing ability and tact he has brought many difficult assignments to a successful conclusion.

\* \* \* \* \*

SCHAUENBERG, FS (now P/O) Bernard Leo (R61810/J15768) - **Distinguished Flying Medal** - No.12 Squadron - Award effective 16 June 1942 as per **London Gazette** dated 22 September 1942 and AFRO 1653/42 dated 16 October 1942. Born in Verwood, Saskatchewan, 21 May 1920; home there (farmer); enlisted in Regina, 19 July 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 13 October 1940 when posted to No.2 WS; to No.2 BGS, 16 February 1941; graduated and promoted Sergeant, 17 March 1941. To "Y" Depot, 27 March 1941; to RAF overseas, 5 April 1941. Promoted Flight Sergeant, 1 December 1941. Commissioned 18 July 1942. Invested with award by the King, 24 November 1942. Promoted Flying Officer, 18 January 1943. Repatriated 4 December 1943. To No.3 BGS, 13 January 1944. Promoted Flight Lieutenant, 23 August 1944 on posting to Pennfield Ridge. To No.,165 (Transport) Squadron, 9 November 1944. To No.164 (Transport) Squadron, 31 October 1945. To Release Centre, 26 February 1946. Retired 2 March 1946. Died 9 February 2005 in Assiniboia, Saskatchewan as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2005.

Flight Sergeant Schauenberg is an enthusiastic and resolute wireless operator whose coolness is undisturbed in any circumstances. He has participated in attacks on highly important targets in Germany and German occupied territory including towns and naval bases. On one occasion during a raid on Brest his resourcefulness and devotion to duty were largely instrumental in the safe return of his aircraft. This airman has interested himself in the duties of all members of the crew and could in an emergency completely replace any one of them.

NOTE: Public Records Office Air 2/9598 has recommended citation in greater detail; had flown 29 sorties (153 operational hours):

Flight Sergeant Schauenberg is an enthusiastic and resourceful wireless operator whose coolness is undisturbed in any circumstances. Since November 1941, he has participated in attacks on highly important targets in Germany and German occupied territory including industrial towns and naval bases. On one occasion during a raid on Brest in January 1942 he proved of the greatest assistance to his Captain. During a steep dive at about 350 miles per hour, his Captain was unable to pull out. This airman immediately went forward to help and by their combined efforts they were able to regain control of the aircraft. The second pilot had left the aircraft by parachute, while the navigator collapsed shortly afterwards. The

wireless set became unserviceable but Flight Sergeant Schauenberg proved his worth by skilfully navigating the aircraft back to this country. His resource and devotion to duty on this occasion was largely instrumental in the safe return of his aircraft. This airman has interested himself in the duties of all other members of the crew and could, in an emergency, competently replace any one of them.

Public Record Office Air 50/187 has the following which seems to bear upon P/O (previous Flight Sergeant) B.L. Schauenberg and Flight Sergeant Edwin John Lowans on the night of 12/13 June 1943:

### Combat Report

**Aircraft:** Lancaster ED625 "B"

**Target:** Mannheim

**Time:** 0155

**Height:** 19,000 feet

**Position:** 52.25 N 06.50 E.

**Heading:** 3,000 [sic]°

**Crew:** Captain: F/L Munro; Flight Engineer, Sergeant Reddish; Navigator, P/O Harris; Wireless Operator: P/O Schauenberg [Schauenberg?]; Bomb Aimer, Flight Sergeant Lowans. Mid-Upper Gunner, Flight Sergeant Wood (Gunnery School, Port Perry, Australia, No.29 OTU and Wigalsy Conversion Flight; Rear Gunner: Flight Sergeant Dreaver, Gunnery School, Levin New Zealand and Chakea, New Zealand and OTU, Old Sarum.

**Conditions:** No clouds. No searchlights.

Sighted astern and above at 600 yards an enemy aircraft, unknown, twin engines. Corkscrew action was taken and the rear gunner opened fire, firing a four-second burst. The fighter closed in to 200 yards and pushed its nose down, last seen diving vertically. Rear gunner fired approximately 300 rounds. No return fire from enemy aircraft.

\* \* \* \* \*

SCHENK, F/L Wilfred George (J29097) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December and AFRO 212/46 dated 1 March 1946. Born 25 May 1915 in Kitchener, Ontario; home there; enlisted in Hamilton, 16 June 1942. To No.1 Manning Depot, 5 August 1942. To No.1 ITS, 5 December 1942; graduated and promoted LAC, 19 February 1943 and posted next day to No.9 EFTS; graduated 17 April 1943 when posted to No.14 SFTS; graduated and commissioned 6 August 1943. Posted that date to No.1 GRS. To "Y" Depot, 13 November 1943. Taken on strength of No.3 PRC, 25 November 1943. Promoted Flying Officer, 6 February 1944. Promoted Flight



Lieutenant, date uncertain. Repatriated 3 August 1945. Retired 18 September 1945. Died in Kitchener, 24 October 2010. Shown in CF photo PL-43770 (with J.C.J Scarf ?). Award presented in Hamilton, 27 July 1949. No citation other than "completed... numerous operations against the enemy in which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/8772 has recommendation dated 2 June 1945 when he had flown 29 sorties (179 hours five minutes).

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

2 January 1945 - Nuremburg  
28 January 1945 - Stuttgart  
1 February 1945 - Ludwigshaven  
2 February 1945 - Weisbaden  
7 February 1945 - Cleve  
13 February 1945 - Dresden  
14 February 1945 - Chemnitz  
20 February 1945 - Dortmund  
21 February 1945 - Duisburg  
23 February 1945 - Pforzheim  
1 March 1945 - Mannheim  
2 March 1945 - Cologne  
7 March 1945 - Dessau  
8 March 1945 - Kassel  
18 March 1945 - Hanau  
25 March 1945 - Hanover  
27 March 1945 - Paderborn  
31 March 1945 - Hamburg  
3 April 1945 - Nordhausen  
4 April 1945 - Lutzkendorf  
9 April 1945 - Kiel  
10 April 1945 - Plauen  
22 April 1945 - Bremen  
30 April 1945 - MANNA (The Hague)  
3 May 1945 - MANNA (Rotterdam)  
7 May 1945 - MANNA (Rotterdam)  
9 May 1945 - Melsbroeck (EXODUS)  
10 May 1945 - Melsbroeck (EXODUS)  
11 May 1945 - Melsbroeck (EXODUS)

Flight Lieutenant Schenk, a Canadian, is an extremely skilful pilot of proven ability. He has completed a highly successful tour of twenty-nine operations against a wide variety of targets in Germany. Most of these officer's targets have been fiercely defended, and on several occasions his aircraft has sustained damage.

With cheerful confidence and superb disregard for personal danger, Flight Lieutenant Schenk has never allowed the enemy opposition to deflect his determination to inflict the heaviest possible damage on the target.

This officer's keenness for operations has been outstanding and this together with his excellent leadership has set a high standard to his crew. The excellent qualities displayed by Flight Lieutenant Schenk are worthy of the highest praise and well merit this recommendation for the award of the Distinguished Flying Cross.

RCAF photo PL-43770 (ex UK-21040, 1 May 1945) has the following caption: "They bombed Cleves to pave the way for its capture by Canadian troops. F/O W.G. Schenk,,left, Lancaster pilot with an RAF squadron (Kitchener) and his navigator, F/O W.R. Dane (Owen Sound) got their biggest thrill when their bombs blasted German troops ahead of the Canadian advance - so effectively that the troops had no place to sleep when they took the town."

\* \* \* \* \*

SCHEVING, Sergeant Larus (R147391) - **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 22 March 1907. Home in Winnipeg; enlisted there 29 December 1941 for General Duties. To Western Air Command, 17 January 1942. Promoted AC1, 29 March 1942. Promoted LAC, 29 June 1942. Promoted Corporal, 1 February 1943. Promoted Sergeant, 1 December 1943. To Port Hardy", 31 March 1944. To No.21 Staging Unit, 31 March 1944. To Prince Rupert, 24 July 1944. To Station Edmonton, 6 November 1944. To No.10 Construction and Maintenance Unit, 8 November 1944. To Maintenance Command, 20 November 1945. To No.3 Release Centre, 17 January 1946; retired 21 January 1946. Died in New Westminster, British Columbia, 16 June 1984. Cited with Sergeants Sergeant Edward Howard Baker, Felix Londeau, Henry Arnold Joseph Rosko, Michael George Svos, Ronald James Ward and Sergeant 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.

\* \* \* \* \*

SCHIERER, F/L Walter Murray (J20063) - **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 16 June 1915. Home in Ponoka, Alberta; enlisted in Vancouver, 10 October 1941. To No.3 Manning Depot, 5 November 1941. To No.7 SFTS (guard duty), 5 December 1941. To No.4 ITS, 21 February 1942; graduated and promoted LAC, 24 April 1942; posted that date to No.5 EFTS; graduated 3 July 1942 and posted next day to No.7 SFTS; graduated and commissioned 23 October 1942. To No.34 OTU, 6 November 1942. To "Y" Depot, 27 February 1943. To RAF overseas, 8 March 1943. Promoted Flying Officer, 23 April 1943. Promoted Flight Lieutenant, 23 October 1944. Repatriated 2 August 1945. Retired 20 September 1945. Subsequently changed his name to Robert Donald Holmes. However, Vancouver **Sun** of 4 February 2005 reported the death of "Walter Murray Schierer" on 2 February 2005. It stated he was born in Ponoka, 25 June 1918 and had lived in Langley, British Columbia since 1965. See Canadian Forces photo PL-15656, now with Library and Archives Canada showing P/O G.E. Gaucher (Nelson, British Columbia), P/O D.A. VanLaufer (Philadelphia) and P/O W.M. Schierer (Ponoka), 23 March 1943.

\* \* \* \* \*

SCHLATTER, Sergeant Rudolph Hudson (R77623) - **Mention in Despatches** - Dalton - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 29 September 1917. Home in Calgary; enlisted there 26 November 1941 as Cook. Posted on enlistment to No.1 Manning Depot. To Technical Training School, St. Thomas, 27 December 1940. To No.3 BGS, 11 February 1941. Promoted AC1, 26 February 1941. To No.4 ITS, 21 June 1941. To No.3 Manning Depot, 21 July 1941. Promoted LAC, 1 October 1941. Promoted Corporal, 1 November 1941. To No.13 SFTS, 19 June 1942. To "Y" Depot, 1 September 1942. To RAF overseas, 25 September 1942. Promoted Sergeant, 1 October 1942.. Repatriated 18 June 1945. To Debert, 19 June 1945. To Halifax, 20 September 1945. Retired 30 September 1945. Died 20 June 1993 in Abbotsford, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of October 1993. DHist file 181.002 D.225 notes that he had served one year ten months in Canada plus two years eight months in Britain. Recommendation dated 23 June 1945 stated:

This non-commissioned officer has been in charge of the Sergeants' Mess since it first opened in January 1944. Throughout this time he has shown outstanding devotion to duty through very trying and busy times. Through his extreme willingness to serve, he has maintained a most efficient section and at all times has strengthened the morale of those working under him.

\* \* \* \* \*

SCHMIDL, Sergeant Donald William (R50431) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 25 November 1919. Home in Moncton; enlisted there 29 March 1940 as Wireless Electrical Mechanic. To No.1 WS, 26 April 1940. Promoted AC1, 30 June 1940. To No.6 Detachment, 16 September 1940. Promoted LAC, 1 April 1941. To "S", 2 September 1941. To "Y" Depot, 2 January 1942. To RAF overseas, 7 January 1942. Promoted Corporal, 1 July 1942. Repatriated, date uncertain; released 27 July 1945. The Coburg **Star** of 22 January 1990 and 9 February 1990 reported the death of Donald W. Schmidl (who may or may not be the RCAF veteran); specific date not given. 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 1 May 1945. It notes that he enlisted 30 March 1940, spent 22 months in Canada, 39 months overseas. Wireless Mechanic employed at No.62 Base Major Servicing Section.

This non-commissioned officer is employed in Base Major Servicing Section in charge of a Signals Workshop. At all times he has taken a keen interest in his work and has displayed a devotion to duty beyond all normal requirements and has been an excellent example to the men under his command. His untiring efforts and ingenuity have been a large contribution to the serviceability of Signals equipment in this section.

\* \* \* \* \*

SCHMIDT, F/O Dallas Wilber (J7336) - **Distinguished Flying Cross** - No.227 Squadron - Award effective 5 October 1942 as per **London Gazette** dated 16 October 1942 and AFRO 1731/42 dated 30 October 1942. Born 9 August 1922 at Wetaskiwin, Alberta. Enlisted in Edmonton, 8 January 1941 and posted to No.2 Manning Depot. To No.3 BGS (guard duty), 15 February 1941. To No.2 ITS, 29 March 1941; graduated and promoted LAC, 2 May 1941 when posted to No.18 EFTS; graduated 2 July 1941 when posted to No.15 SFTS; graduated and commissioned, 12 September 1941. Posted away, 19 September 1941, reporting next day to No.31 GRS. To "Y" Depot, 9 December 1941; embarked for overseas, 26 December 1941. Arrived in UK, 11 January 1942. Further trained at No.2 OTU, then to No.236 Squadron (26 May to 11 August 1942) and No.227 Squadron (26 August 1942 to 8 January 1943; promoted Flying Officer, 1 September 1942). Instructed in Rhodesia, January 1943 to October 1944 (promoted Flight Lieutenant, 13 September 1943). Leave in Canada followed by return to UK and service with No.404 Squadron (26 March to 25 May 1945). Returned to Canada in July 1945, released 12 September 1945. In RCAF again, 5 May 1951 to 1956 (service number 38589; promoted Flight Lieutenant 1 January 1954). Died 22 November 2007 at Ma-Me-O Beach, Alberta as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008. Aerial victories as follows: **27 August 1942**, one Z.1007 destroyed; **13 November 1942**, two Ju.52 destroyed plus one Do.24 destroyed (shared); **23 November**

**1942**, one Ju.52 destroyed; **28 November 1942**, one CR.42 destroyed; **8 December 1942**, two Ju.52s destroyed and one Ju.52 damaged; **15 December 1942**, one Ju.52 destroyed, one Ju.52 probably destroyed plus one Ju.52 damaged; **18 December 1942**, two SM.82s destroyed plus one SM.82 damaged (shared). In No.227 Squadron he completed 43 sorties (163 hours five minutes); at end of war he claimed 60 hours on Mosquitos, 235 on Beaufighters, 46 hours 45 minutes on Blenheims, five on Hurricanes, 760 on Harvards, 137 hours five minutes on miscellaneous types. He was also a member of the Caterpillar Club. Apart from aerial victories he claimed to have participated in the sinking of four ships. See Chris Shores, **Aces High and Fighters Over Tunisia** and H.A. Halliday-Larry Milberry, **RCAF at War, 1939-1945** (Canav Books, Toronto). DFC and Bar presented 14 June 1947. See Canadian Forces photo PL-36837 (with Andy Campbell, DFM), now with Library and Archives Canada.

This officer has displayed fine fighting qualities. On his first sortie he shot down an Italian aircraft. In September, 1942, he obtained a hit with a heavy bomb on an enemy merchant vessel which subsequently sank. A few days later he attacked a destroyer, in a convoy, with gunfire. In spite of intense opposition he pressed home his attack causing an explosion behind part of the ship's gun positions, which probably indicated hits on a magazine. This officer has set a praiseworthy example.

SCHMIDT, F/L Dallas Wilber (J7336) - **Bar to Distinguished Flying Cross** - No.227 Squadron - Award effective 26 December 1942 as per **London Gazette** dated 29 December 1942 and AFRO 185/43 dated 5 February 1943.

Since being awarded the Distinguished Flying Cross, this officer has completed many sorties. In an engagement in November 1942, he destroyed two Junkers 52 and assisted in the destruction of a Dornier 24. His aircraft was hit in some thirty places by return fire and the port engine was set alight, but he succeeded in extinguishing the flames and flew the damaged aircraft to base, landing it safely in difficult circumstances. Some days later he shot down a Junkers 52 and shortly afterwards he destroyed a Fiat CR.42 in attacks on enemy shipping. Flight Lieutenant Schmidt has achieved notable success. He has at all times displayed outstanding skill and gallantry.

NOTE: Public Record Office Air 2/4922 has message from Headquarters, RAF Middle East to Air Ministry, 12 December 1942, with the following more detailed citation as award approved in theatre:

This officer has now completed 99 operational hours flying time and since his award of the Distinguished Flying Cross on 4<sup>th</sup> October has made 13 sorties including five bombing attacks. On 13<sup>th</sup> November he destroyed two Junkers 52s, damaged two others so severely that they are unlikely to have reached their base and shared in the destruction of a Dornier 24. During this engagement his aircraft

was hit in 30 places by return fire and his port engine set on fire. Flight Lieutenant Schmidt extinguished the flames and with great skill flew his aircraft back to base on one engine, making a successful landing after dark. On 23<sup>rd</sup> November he destroyed one Junkers 52 and 28<sup>th</sup> November destroyed a CR.42. In bombing land and sea targets this officer has displayed equal skill and courage. On two occasions he has strafed motor vessels causing much damage and on 25<sup>th</sup> November he scored a direct hit on the bows of a motor vessel with a 500-pound bomb. He has always displayed outstanding courage and determination to engage the enemy and is a fine example to the squadron.

NOTE: In 1993 Mr. Paul Ferguson provided to the Directorate of History copies of notes he had prepared on Canadians in Malta. They included the following (sources unknown):

Shot down on five occasions, D.W. Schmidt managed to crash-land on Malta four times and baled out once. On one occasion he saved the life of Pilot Officer J.F. Briffet, an observer whose Beaufighter was forced to ditch in the sea. The aircraft sank with the loss of the pilot, 4 October 1942, but D.W. Schmidt threw down to P/O Briffet his dingy tied to his Mae West. He scored 10½ victories and on 17 September 1942 sank the tanker **Carbonia** with a 500-pound bomb dropped directly amidships.

RCAF photo PL-36837 dated July 1945 shows eight decorated RCAF officers from Alberta aboard **SS Stratheden** as it docked in Quebec: Front Row, left to right, F/L D.W. Schmidt, DFC and Bar, Wetaskiwin; F/O H.E. Patch, DFM, Vegreville; F/L G.A. Berry, DFC, Lloydminster; F/O J. Perry, Lethbridge; Back Row, left to right, F/L J.M. Calder, DFC, Edmonton; F/L G.L. Scott, DFC, Innisfail; F/O G.P. Bodard, DFC, Edmonton; F/L E.S. Dunn, DFC, Calgary and formerly of Medicine Hat.

RCAF Press Release dated 25 February 1943 from F/L MacGillivray reads:

MALTA: -- "Just another small-town kid", they said when 20-year-old Dallas Wilber Schmidt arrived on this battered island. But before he left, his name was written indelibly on the serial annals of Malta, and the exploits of "Smitty" were first-line news in every mess. Not the least of the achievements of this young Canadian --- although it is overshadowed in his operational files by his brilliant combat record and his DFC and Bar earned within two months --- is that he is the only pilot known to have put on his hat while floating earthward in a parachute.

No less a celebrity than Wing Commander Adrian Warburton, DSO, DFC and two bars, himself one of Malta's all-time greats, tells with relish the story of the most famous home-coming of young Schmidt, modest product of the obscure village of Millet, Alberta, and one of the latest Canadians to win glory in this outpost of Empire. "Young Smitty", says Warburton, "had caught particular hell

in an attack on enemy shipping. His controls were shot to bits, and almost anybody else would have bailed out instead of tackling the trip home over more than 100 miles of water. But not Smitty! It was Christmas morning, and a bunch of us were celebrating the occasion as well as we could under siege conditions, when this twin-engine fighter shot into view, and began to go through the most amazing routine of aerobatics you ever saw, right over our heads. Talk about a beat-up! Rolls, spins, dives, side-slips --- everything that's in the book, and then some. We looked at each other, and somebody said: 'Maybe it is Christmas, but that guy's going too far'. How did we know that he was flying on nothing but a few tatters of wings and tail, and those two engines?"

"Anyhow", adds the obviously Canadianized English Wing Command who leads a crack PRU squadron in Malta, "the next thing we saw was a parachute coming down. Under it was swinging the one-and-only Smitty. And believe it or not, that kid had his hat in one hand and on the way down, he was carefully adjusting it on his head with all the complacency in the world!"

But it is not for that noteworthy adventure that young Schmidt's name goes down to posterity in the records of the RAF and RCAF. It is for one of the most meteoric careers in the recent flying history of Malta. He's gone, now from this island to another theatre of war, and one can only piece together his story from brief official citations, and from his former squadron mates still doing duty here. But even so, it's a remarkable story.

Dallas Wilber Schmidt arrived in Malta on August 23. All the records could have told you then was his name, age, and address, details of his training in the RCAF in Canada – and that his father's name was Herb. Four days later, young Schmidt went on his first "ops", and promptly celebrated the occasion by shooting down a Cant 1007 in flames. On September 17, on his third sortie, he scored a direct hit with a small bomb on an enemy merchant vessel, and it sank. Five days later, on September 22, he boldly attacked an enemy destroyer at mast-height, sprayed its bristling decks with cannon and machine-gun fire, and caused an explosion in one of the gun positions. For this display of 'determination and magnificent offensive spirit', he was awarded the DFC on October 4.

Between that date and December 4, he made an additional 13 sorties and five bombing attacks; destroyed two Ju52's and damaged two others in one day; shared in the destruction of a Dornier 24; brought his own kite safely home with no less than 30 holes in it, and one engine on fire; shot down another Ju52 and an Italian Cr42, and finally hit an enemy motor vessel with a bomb. For all these supplementary exploits, and the outstanding courage and skill which he displayed in their course, he was awarded the bar to his DFC, and was promoted to Acting Flight Lieutenant.



As noted above, the names of Dallas Schmidt and of Millet, Alberta, now grace the aircrew rolls of another theatre of war. But as for Malta, with its messes and crew-rooms teeming with lads from all parts of the Empire for which it has fought so stubbornly, there is and will be only one "Smitty".

RCAF Press Release No. 132 dated 11 July 1945 from S/L S.L. Tilley read as follows:

WITH THE RCAF IN COASTAL COMMAND: --- Three days in a British movie studio, where they played prominent roles in a forthcoming film entitled "Ship Busters", were recently experienced by Flight Lieutenant D.W. Schmidt, DFC and Bar, and Flying Officer M.H. Michael, pilot and navigator from the RCAF Buffalo squadron of Coastal Command.

A resident of Ma-Neo Beach, R.R.1, Wetaskiwin, Alberta, F/L Schmidt piloted a Beaufighter through a complete tour of operations in Malta before coming to Great Britain to join the Buffalo squadron. F/O Michael, 8 Rockvale Avenue, Toronto, is an experienced navigator who has carried out repeated raids against Nazi shipping in Norwegian waters.

Both Canadians were spotted by a movie talent scout while they were flying with the Buffalo squadron at Banff, Scotland. Later negotiations brought them to the Pinewood film studios, near Uxbridge, England, where the Royal Air Force was making a documentary talkie based on the type of life experienced by Coastal Command aircrew who, prior to VE day, were flying rocket and cannon Beaufighters on anti-shipping patrols.

Movie acting may be alright for those who like that type of work but, to F/O Michael, it was "just damn boring". The chance of becoming a Hollywood star holds no appeal to one who can think or nothing nicer than spending the rest of his life in Toronto.

Both, F/L Schmidt and F/O Michael, their movie acting and Coastal command flying days all behind them, are now at a RCAF Holding Unit in southwestern England awaiting repatriation to Canada.

\* \* \* \* \*

SCHMIDT, Sergeant (now P/O) Edward Fredrick (R128113/J18016) - **Distinguished Flying Medal** - No.10 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2437/43 dated 26 November 1943. Born Holdfast, Saskatchewan, 16 April 1912; home in Arborfield or Hershel, Saskatchewan (clerk); enlisted in Saskatoon, 29

August 1941. To No.2 Manning Depot, 16 September 1941. To No.33 SFTS (guard duty), 11 November 1941. To No.2 ITS, 21 December 1941; graduated and promoted LAC, 28 March 1942 when posted to Trenton; to No.6 BGS, 11 April 1942; graduated and promoted Sergeant, 11 May 1942. To "Y" Depot that date; to RAF overseas, 13 June 1942. Promoted Flight Sergeant, 11 November 1942. Commissioned 7 June 1943. Promoted Flying Officer, 7 December 1943. Invested with award by the King, 15 May 1945. Repatriated 7 June 1945. To Western Air Command, 1 July 1945. Retired 20 September 1945. See Canadian Forces photo PL-44535, now with Library and Archives Canada, taken after investiture, 19 May 1945.

Since joining his squadron this airman has completed a successful tour of duty and has now been posted to instructional duties. The aircraft in which he has been flying as air gunner was on one occasion attacked by a Junkers 88 and again by three Focke Wulf 190s and has several times been damaged by anti-aircraft fire. Sergeant Schmidt has nevertheless continued to operate with the greatest enthusiasm. He is a skilful air gunner who has always displayed great courage and determination.

The website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/jb910.html> dealing with Yorkshire accidents and actions has the following entry:

#### HALIFAX JB910 DAMAGED BY FLAK, RETURNED TO MELBOURNE AIRFIELD.

On the night of 28th / 29th June 1943 the crew of this 10 Squadron aircraft took off from Melbourne airfield at 23.08hrs to undertake an operational flight to bomb Cologne. They bombed the target area at 01.48hrs from 18,000 feet through 10/10ths cloud on to PFF target markers but while over the target area the aircraft received minor flak damage to the wings and tail. Despite the damage the crew managed to make the return to base and landed at Melbourne at 04.10hrs.

Pilot - Acting F/Lt Raymond Herbert Brookbanks RNZAF (NZ413809); Navigator - F/O Alan George Taylor RAFVR (120348); Bomb Aimer - F/Sgt Albert Josiah Janes RCAF (R.88329 (awarded DFM)); Wireless Operator/Air Gunner - F/Sgt Charles Reginald Farrar RAFVR (1263134); Air Gunner - Sgt Edward Frederick Schmidt RCAF (R.128113, awarded DFM); Flight Engineer - P/O Vernon Royle RAFVR (144883); Air Gunner - Sgt Henry Hutchinson Lewis McDaniel. RCAF (awarded DFC).

RCAF Press Release No.1028 dated 16 January 1943, transcribed by Huguette Oates, reads:

Souvenirs of bombing trips proudly kept by aircrews usually are pieces of "flak" which enter their aircraft but Sergeant E.W. Dufton, of 612 Rushton Road, Toronto, and Sergeant E.F. Schmidt, of Herschel, Saskatchewan, two Canadian air-gunners with an RAF Halifax Bomber squadron, have done better. Their souvenirs are pieces of branches from French trees. They remind them of a journey across France

and Germany to raid a target in Stuttgart and of their brush with two enemy night-fighters.

It was on their outward journey that “the pieces of firewood”, as Schmidt calls his souvenirs, were picked up. The Halifax was held at one place by searchlights. The pilot, P/O R. Brookbanks, of Auckland, New Zealand, took evasive action, swooping as he did so, and skimmed across the top of a small wood. “It was bright moonlight,” said Schmidt, the 30-year-old gunner, “and we could see everything on the ground. Then the searchlights swept across looking for us and the skipper made some quick turns to shake them off. The turns brought us lower and then the wood loomed up and we “stoodged” right across the top of it. I could hear the branches scraping against the wings. It sounded pretty awful and I thought we were in for it but it didn’t seem to have any effect at all although the skipper told us that he could see branches sticking out of one of the radiator! We went on flying and got to Stuttgart, which we bombed well and truly. Then came the ‘stoodge’ back and we were attacked by a couple of fighters.”

Sergeant Dufton, 20-year-old rear gunner from Toronto, took up the story. “Schmidt and I saw the first enemy night-fighter together” and our reports came in simultaneously over the “inter-com”. It was a Junkers 88 and, as he came in firing at us, we both gave him short bursts. He broke away to come in again and met with

the same reception although his tracer hit our fuselage and tail-plane. We could not see whether we damaged him but I think I got home. We were taking such violent evasive action at the time that I was constantly being thrown back in my seat. Anyway, the Junkers apparently had enough for he didn't come back for any more. Shortly after that, a FW190 came in. Again both Schmidt and I fired and he broke away. He made three attacks altogether and then he gave it up for he disappeared and we saw no more of him." When the Halifax arrived at base, the Canadian leaped out and pulled the tree branches from the radiators.

Dufton, before he joined the RCAF, surveyed for the CNR, while Schmidt was studying pharmacy at the University of Saskatchewan, in Saskatoon. Both have completed operational trips to Hamburg, Turin and Stuttgart. "But of these," said Dufton, "we shall remember this Stuttgart do'. I hope we don't have to fly as low as that again."

\* \* \* \* \*

SCHMIDT, F/O Patrick Frederick Lee (J43626) - **Distinguished Flying Cross** - No.142 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 9 June 1922 in Toronto; home there (aircraft worker); enlisted there 16 September 1942. To No.1 Manning Depot, 13 October 1942. To No.4 WS, 15 January 1943; to No.3 ITS, 3 April 1943; graduated and promoted LAC, 11 June 1943 when posted to No.4 EFTS; ceased training and posted to No.5 Manning Depot, 10 July 1943; to Mountain View, 18 July 1943; to No.10 AOS, 30 October 1943; graduated and commissioned, 24 March 1944; to Aircrew Graduate Training School, 7 April 1944. Taken on strength of No.3 PRC, Bournemouth, 25 May 1944. Promoted Flying Officer, 24 September 1944. Repatriated 5 August 1945. Retired 18 September 1945. Award presented 22 November 1948. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8751 has recommendation by W/C B.G.D. Nathan dated 20 April 1945 when he had flown 35 sorties (151 hours ten minutes), 11 December 1944 to 17 April 1945.

11 December 1944 - Hamburg  
12 December 1944 - Essen  
23 December 1944 - Limburg  
28 December 1944 - Frankfurt  
31 December 1944 - Berlin  
1 February 1945 - Berlin  
4 January 1945 - Berlin  
6 January 1945 - Hanau  
14 January 1945 - Berlin  
17 January 1945 - Magdeburg  
2 February 1945 - Magdeburg  
4 February 1945 - Hanover  
5 February 1945 - Berlin  
7 February 1945 - Magdeburg  
13 February 1945 - Bonn  
14 February 1945 - Berlin  
20 February 1945 - Berlin  
21 February 1945 - Berlin  
23 February 1945 - Darmstadt  
27 February 1945 - Berlin  
1 March 1945 - Berlin  
3 March 1945 - Berlin  
4 March 1945 - Berlin  
6 March 1945 - Berlin  
8 March 1945 - Hanover  
9 March 1945 - Berlin  
11 March 1945 - Berlin  
26 March 1945 - Berlin  
29 March 1945 - Berlin  
2 April 1945 - Berlin  
3 April 1945 - Berlin  
9 April 1945 - Hamburg  
12 April 1945 - Berlin  
14 April 1945 - Berlin  
17 April 1945 - Ingolstadt

[www.berlincommandmuseumarchives.ca](http://www.berlincommandmuseumarchives.ca)

As a navigator, his keenness and ability whilst carrying out operational sorties have been of great value to his pilot, and he has completed many attacks which have demanded a high degree of skill and courage. His devotion to duty has always been exemplary. I recommend the award of the Distinguished Flying Cross.

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SCHMITT, P/O William Henry (J18121) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2457/43 dated 26 November 1943. Born Holdfast, Saskatchewan, 28 November 1919; home in Arborfield, Saskatchewan; enlisted in Saskatoon, 9 June 1941. To No.11 Equipment Depot, 14 July 1941. To No.4 ITS, 8 August 1941; graduated and promoted LAC, 12 September 1941 when posted to No.6 EFTS; graduated 7 November 1941 when posted to No.11 SFTS; graduated and promoted Sergeant, 27 February 1942. To "Y" Depot, 28 February 1942. To RAF overseas, date uncertain. Commissioned 1 March 1943. Invested with award by the King, 11 August 1944. Repatriated at 13 June 1945. Retired 1 September 1945. See photo PL-32524, portrait, 23 August 1944.

This captain of aircraft has by his leadership and coolness in danger and his skill and determination under difficulties, given his crew every confidence and established a fine fighting spirit. On one occasion in June 1943, his aircraft was badly damaged by anti-aircraft fire; nevertheless, Pilot Officer Schmitt completed his mission, later making a forced landing at an airfield. More recently when detailed for an attack he skilfully evaded an enemy night fighter which was shot down by his rear gunner. Pilot Officer Schmitt then pressed home his attack on the target.

\* \* \* \* \*

SCHMITZ, F/O Kenneth Louis (J26421) - **Distinguished Flying Cross** - No.427 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 Humboldt, Saskatchewan; home there; enlisted in Saskatoon, 30 January 1942 and posted to No.2 Manning Depot. To No.5 BGS (guard duty), 11 April 1942. To No.4 ITS, 30 May 1942; graduated and promoted LAC, 17 July 1942 but not posted to No.19 EFTS until 12 September 1942; ceased training and posted to Trenton, 2 October 1942; to No.6 BGS, 11 October 1942; may have graduated 18 December 1942 but not posted to No.8 AOS until 27 December 1942; graduated and commissioned 14 May 1943. Posted that date to No.1 GRS, 14 May 1943; to "Y" Depot, date unclear; to RAF overseas, 30 September 1943. Promoted Flying Officer, 14 November 1943. Repatriated 7 June 1945. Released 20 September 1945. Attended St. Thomas More College in Saskatoon and later completed a doctoral degree at the Pontifical University, Toronto. Milwaukee. Taught Philosophy at Loyola University in Los Angeles, and later at Marquette University in Milwaukee, Indiana University in Bloomington, and the Catholic University of America in

Washington D.C. In 1971, he returned to Toronto to teach at Trinity College, University of Toronto. After retiring, he worked for many years with the John Paul II Center for Studies on Marriage and Family. Died in Toronto, 25 August 2017. Award sent by registered mail 21 December 1949. Received BA from University of Saskatchewan, 1948, MA from University of Toronto, 1950, and Ph.D. University of Toronto, 1953. Teacher and writer at University of Toronto, President of American Catholic Philosophical Society (1977-78), Metaphysical Society of America (1979-1980); elected Member, European Academy of Sciences and Arts (1991).

This officer has completed many attacks against targets in enemy occupied territory. In August 1944 his aircraft was detailed for minelaying operations in enemy waters. While setting course the port engine failed but Flying Officer Schmitz skilfully navigated his aircraft to the target and back. His work has at all times been of a very high calibre and he has set an inspiring example to his crew.

The original recommendation is in DHH file 181.009 D.1724 (Library and Archives Canada RG.24 Vol.20607) drafted by W/C J.G. Cribb 19 August 1944 when he had flown 31 sorties (159 hours 30 minutes) as follows:

[www.bombercommandmuseum.com](http://www.bombercommandmuseum.com)

26 April 1944 - Villeneuve St.Georges (5.10)  
27 April 1944 - Aulnoye (5.05)  
30 April 1944 - Somain (4.55)  
1 May 1944 - St. Ghislain (3.50, duty not carried out)  
12 May 1944 - Louvain (5.10)  
19 May 1944 - Le Clipon (2.55)  
22 May 1944 - Le Mans (4.50)  
24 May 1944 - Aachen (4.50)  
27 May 1944 - Bourg Leopold (5.15)  
31 May 1944 - Au Fevre (4.45)  
4 June 1944 - Calais (3.20)  
5 June 1944 - Merville Francevill (5.30)  
6 June 1944 - Conde sur Noiseau (5.30)  
8 June 1944 - Mayennes (5.20)  
12 June 1944 - Arras (4.20)  
24 June 1944 - Bonnetot (4.05)  
25 June 1944 - Gorenflos (4.25)  
27 June 1944 - Wizernes (2.35, duty not carried out)  
28 June 1944 - Metz (7.35)  
4 July 1944 - Villeneuve St. George (6.30)  
6 July 1944 - Siracourt (4.10)  
12 July 1944 - Acquet (4.40)  
14 July 1944 - Alderbelck (3.25)  
18 July 1944 - Mondeville (4.45)  
18 July 1944 - Wesseling (5.25)  
20 July 1944 - Ferme de Grand Bois (3.15)  
24 July 1944 - L'Hey (3.05)  
25 July 1944 - Stuttgart (8.30)  
28 July 1944 - Hamburg (5.40)  
31 July 1944 - Coquereau (4.10)  
9 August 1944 - La Neuville (4.20)  
12 August 1944 - Brunswick (5.55)  
13 August 1944 - Gardening (6.35)



This navigator has completed 31 operational bombing attacks on the enemy . His work in general is of a very high calibre and he has been an inspiration to his crew. On the 19<sup>th</sup> August 1944 his aircraft was detailed for Gardening at La Pallice. The port engine packed up while setting course, but Flying Officer Schmitz was successful in navigating the aircraft to the target on time. I recommend that Flying Officer Schmitz be awarded a non-immediate Distinguished Flying Cross.

\* \* \* \* \*

SCHNOBB, F/L Peter Aldrege (J12895) - **Mention in Despatches** - No.433 Squadron (AFRO gives unit only as "Overseas") - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Born 22 April 1920. Home in Ottawa; enlisted there 12 June 1941 and posted to No.1 Manning Depot. To No.1 SFTS (guard duty), 3 August 1941. To No.1 WS, 8 November 1941. Promoted LAC, 9 December 1941. Graduated 20 June 1942 and posted to No.2 BGS; graduated and commissioned, 14 August 1942 when posted to No.2 AOS for instructional duties. Promoted Flying Officer, 20 January 1943. To "Y" Depot, 6 April 1943. To RAF overseas, 13 April 1943. Reported missing 22/23 April 1944 during raid on Dusseldorf; successful evader. Promoted Flight Lieutenant with effect from 20 July 1944. Reported safe in United Kingdom, 15 September 1944. Repatriated 27 October 1944. Retired 29 March 1945. (DHist file 181.009 D.3386 (RG.24 Vol.20638) indicates he was honoured for "certain incidents while he was an evader". No citation in Canadian sources. Public Records Office Air 2/9125 has recommendation dated August 1945 (no precise day) for a Military Cross. Air Commodore J.L. Hurley quotes a report submitted by Group Captain C.P. Graham, Director of Personnel at RCAF Overseas Headquarters; trade identified as Wireless Operator/Air Gunner:

On January 29th, 1944, when the RAF and RCAF bombed Berlin and suffered a loss of 44 aircraft, this officer's aircraft managed to reach base in Southern England, and only because of low ceiling missed the airstrip the first time, but came back to crash. The pilot was killed and F/L Schnobb received a deep cut in the head. The aircraft was brought back to base under great difficulties.

On April 22nd, 1944, raided Dusseldorf; on the way back the aircraft was hit by flak over "Flak Valley". By the time the crew baled out they were over Belgium. Three of the crew died in the aircraft, four baled out and three were later captured by Germans and interned. F/L Schnobb who could speak French fluently, walked for two days and nights until he reached Belgium and joined up with the Maquis. He was there five months, and was finally liberated in September 1944, when the Americans walked into Lieges. During that time he served as an interpreter at Maquis Headquarters, and still bears the scars of a few bouts with Gestapo agents who were on his trail.

For purposes of Air Ministry Honours and Awards Committee (and citing Interrogation Report I.39/WEA/6/238/2094) this was refined to the following:

Flight Lieutenant Schnobb was the Wireless Operator/Air Gunner of a Halifax aircraft engaged in an attack on Dusseldorf on 22nd April 1944. The aircraft received hits from enemy anti-aircraft fire and the crew were ordered to leave. Flight Lieutenant Schnobb made a successful parachute descent, hid his parachute harness and life-saving jacket in a swamp, and walked for two days and nights towards the Belgian frontier. His ability to speak French fluently helped him to get in touch with friendly people and he eventually reached Belgium. At Liege he joined the Maquis, acting as interpreter at their Headquarters and evading the Gestapo for five months until liberated by the Americans in September 1944.

The incident of 28/29 January 1944 involved Halifax HX285 (BM-E), named "Evening Ecstasy", one of three No.433 Squadron Halifaxes lost on this operation (the others were HX265 and HX281). Airborne at 0020 hours, 29 January 1944 from Skipton-on-Swale. On return, and while trying to land away from base, crashed 0800 after flying into trees near Brandesburton about 5 miles W of Hornsea, Yorkshire. The impact was severe and though his crew escaped with minor injuries, Flight Sergeant W.A. Stiles (RCAF) was killed.

The website "Lost Bombers" gives the following on the downing. Halifax HX291, No.433 Squadron (BM-W), target Dusseldorf, 22/23 April 1944. The aircraft was named "Whacky". It was one of three No.433 Squadron Halifaxes lost on this operation; the others were LV840 and LV990. Airborne at 2224 hours, 22 April 1944 from Skipton-on-Swale. Homebound, having already sustained some flak damage, it was shot down from 18,000 feet by a night-fighter near Weert (Limburg), Holland. On fire, the order to abandon was given and the Halifax crashed near Meeuwen (Limburg), Belgium. Crew were F/O W.L.Canter, DFM, RCAF (POW, held in Camp L.3, number 4456), Sergeant J.G.Cumming (killed), F/O A.W.Norris, RCAF (POW), WO2 H.G. Boissevain, RCAF (killed), F/O P.A.Schnobb, RCAF (evaded), Sergeant H.C.Seedhouse, RCAF (killed), Flight Sergeant A.M.P.Camenzuli (Maltese, evaded until captured in Antwerp, then POW).

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SCHOALES, P/O Robert Alfred (J15092) - **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 Fort William, Ontario, 6 June 1921; home there; enlisted there 20 July 1940. Posted to No.2 ITS, 31 August 1940; graduated and promoted LAC, 22 October 1940 when posted to No.2 EFTS; graduated 19 December 1940 when posted to No.7 SFTS; graduated and promoted Sergeant, 1 March 1941. To Embarkation Depot, 5 March 1941; to overseas, 8 April 1941. Commissioned 1 January 1942. Invested with award by the King, 23 November 1943. Credited with the probable destruction of a Bf.109, 17 February 1942 (Channel Dash by German warships). Promoted Flying Officer, 10 October 1942. Promoted Flight Lieutenant, 1 January 1944. Promoted to Squadron Leader, 9 May 1944. Repatriated by VLR transport, June 1945; to Debert, 23 July 1945. To Release Centre, 5 September 1945. Retired 12 September

1945. Re-engaged, 7 April 1951 for uncertain period. Photo PL-3108 shows a group of pilots graduating from No.7 SFTS: R59569 G.J. Alderson, R6850 R.A. Schoales, R68214 H.E. Pitt, R69182 T.K. Wotherspoon; PL-7015, with P/O Paul Rogers in Scotland; PL-29813, beside No.404 Squadron aircraft in Cornwall. RCAF photo PL-40763 (ex UK-16754 dated 2 December 1944) is captioned as follows: "Flight Commander with the Buffalo Squadron is Squadron Leader Bobby Schoales, DFC, Fort William, Ontario, and on his left is his navigator, Flight Lieutenant Ronald Jackson, Brockville, Ontario. Squadron Leader Schoales is on his second tour with the Buffalo Squadron, Jackson on his first." RCAF photo PL-40141 (ex UK-14154 dated 23 November 1944) shows F/L R.A. Schoales (Fort William) and navigator F/L Ron Jackson (Belleville). Caption says in part, "During an attack on shipping off the French coast, a fire was started in the cannon box of their Beaufighter...F/L Jackson reached down between the cannon breaches while the guns were firing and tried to extinguish the fire with his bare hands. He finally found a fire extinguished and tried that without success. He then threw the burning pieces of canvas through the gun capola and after the attack was over he told the pilot." RCAF photo PL-41455 (ex UK-17712 dated 21 December 1944) shows four members of No.404 Squadron who are on their second tours and are veterans of Blenheim operations with the unit - F/L Bob Schoales, DFC (Fort William, a flight commander), W/C Edward W. Pierce (Wolverhampton, England, the Commanding Officer), S/L W.R. Christison, DFC (Lennoxville, the other flight commander) and F/O L. Bolli (Jasper, Alberta) - this might be a misspelling of L.S. Boileau. Caption says, "After finishing their first tours they all went to the same OTU for six months instructional duties and then went to Canada on leave, with the exception of the Wing Commander who acted as a Chief Instructor at an OTU for another six months."

SCHOALES, F/L Robert Alfred (J15092) - **Distinguished Flying Cross** -No.404 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943.

This officer has taken part in a large number of operational sorties, many of which have been in most adverse weather. He has always been ready to undertake any task however hazardous, and by his quiet determination, fine fighting spirit and complete disregard for his personal safety he has been an inspiration to the other members of his squadron. In April 1943, Flight Lieutenant Schoales acted as leader of a formation of aircraft detailed to escort four torpedo carrying Beaufighters on a shipping strike. The complete success of this operation was largely due to the skill and determination with which this officer led the formation, enabling the torpedo carrying aircraft to sink one enemy merchant vessel without themselves being hit.

NOTE: Public Record Office Air 2/8964 has recommendation drafted 7 May 1943 when he had flown 72 sorties (273 operational hours; total flying of 579 hours). The document gave his name as "Robert Albert".

This officer pilot has completed his operational tour and is awaiting posting, in the meantime continuing with operational flying. During his tour he has been

most zealous in his attempts to come to grips with the enemy and has performed flights under most difficult conditions of weather. Noteworthy events in his career are as follows:

On December 5<sup>th</sup>, 1941, Flying Officer Schoales (then Sergeant Schoales) and his crew were carrying out a special reconnaissance involving a six hour flight over the sea out of the sight of land, when, at the extreme end of the patrol, the starboard airscrew and reduction gear came off and they flew the aircraft home, about 340 miles on one engine, several times being nearly forced down on the sea, until some of their petrol had been used up. They were within 40 miles of the Norwegian coast when the engine failed and could have landed in Norway with safety, but they did not hesitate to carry on for their home base even though it meant a journey of 340 miles against a head wind of 45 miles per hour.

On February 17<sup>th</sup>, 1942, in the course of a Norwegian reconnaissance in a Blenheim, he was engaged by three Messerschmitt 109s. By skilful manoeuvring he was able to meet two of them nearly head on thus spoiling their attack. The third fighter attacked from astern and was met with such accurate fire from Schoales' rear gunner that it ceased firing, the engine caught fire and pieces fell from the starboard wing. When last seen the Messerschmitt 109 was diving towards the sea at 200 feet.

On April 27<sup>th</sup>, 1943, Flying Officer Schoales was leader of six Beaufighters of No.404 Squadron which escorted four torpedo-carrying Beaufighters of No.144 Squadron on a strike against shipping on the Norwegian coast. Flying Officer Schoales led his aircraft with such skill and determination in shooting up two enemy flak ships that the torpedo aircraft were enabled to sink one enemy merchant vessel without themselves being hit. There can be no doubt that the success of this operation was in a large part due to the dashing leadership of Flying Officer Schoales. During the engagement his aircraft was hit in the engine and fuselage and he himself was slightly injured in the left arm.

Flying Officer Schoales was Mentioned in Despatches , authority **London Gazette** dated 11 June 1942.

On 15 May 1943 the Officer Commanding, Station Wick, added his remarks:

Flying Officer Schoales has only been at my Station since 20<sup>th</sup> April 1943. During this time he has shown himself always to be ready to undertake any task however hazardous. By his quirt determination to get to grips with the enemy and his complete disregard for his own personal safety he has been an inspiration to the squadron. His attacks on 27<sup>th</sup> April 1943 to which his Commanding Officer refers above were skilfully pressed home to a most successful conclusion.

RCAF Press Release No.6790 dated 15 August 1944 from F/O T. Mosher, transcribed by Huguette Mondor Oates, reads:

To have a fire blazing fiercely beneath your ammunition magazine – while you are delivering a cannon attack against an enemy target from a Coastal Command Beaufighter at something like 300 miles an hour – is definitely not good!

Squadron Leader Bob Schoales, DFC, of Fort William, Ontario, and his navigator, F/L Ronald Jackson, of Brockville, Ontario (21 Home Street), will both testify that it was an uncomfortable experience while it lasted. In fact, it was uncomfortable for F/L Jackson for several weeks until the severe burns he suffered on his hands had healed up. Both men are members of the Britain-based RCAF “Buffalo” squadron which has piled up a good record of strikes against enemy shipping along the European coast.

This particular attack in July was against one of the largest enemy convoys of the war – roughly 20 ships in all. The “Buffaloes” were teamed up with a Royal Australian Air Force squadron and a Royal Air Force squadron to form a formidable wing of rocket and cannon equipped Beaufighters. The convoy had been sighted – the attack order given – and S/L Schoales was leading his section down on six minesweepers and two trawlers in the van of the convoy – when he smelled smoke. It was no time for diversions, so he bored on in and opened fire with his cannons while other aircraft of his section to right and left did likewise. Then he scored hits at close range and swept away from there through a hail of flak and tracer fire from the ships below.

Back in the ammunition compartment amidships, F/L Jackson was fighting a grim battle of his own – against time, searing heat, and the highly explosive tendencies of one thousand rounds of 20 millimeter cannon shells. The fire was burning down inside the belly of the aircraft, directly underneath the breeches of the four cannon and the ammunition containers. As F/L Jackson bent down to use a fire extinguisher, the racket from the quick-firing cannons almost deafened him. The fire continued to blaze, and getting down on his belly, he reached in through the flames and scooped up handfuls of the burning material – apparently an engine cover -- raced with it to the machine-gun hatch in the cupola and threw it out. Finally he borrowed the pilot’s fire extinguisher from the latter’s cockpit and got the fire out. By this time, the cannon breeches and the ammunition magazines were blistering hot, and the aircraft was full of smoke – but the attack was over – the firing of the guns had not been interrupted – and they soon aired the craft out as they sped for home.

Navigators in these speedy two-man raiders of enemy shipping rarely get a chance

to do more than navigate their craft where it is going, and back again – and during the action they can only sit and hope for the best for the pilot fires the weapons – but when an emergency crops up they are usually there with what it takes – as Flight Lieutenant Fred Jackson amply proved!

RCAF Press Release No. 4447 dated 8 November 1944, transcribed by Huguette Oates, reads:

WITH RCAF IN COASTAL COMMAND OVERSEAS: -- Their Beaufighter ablaze and flames licking the ammunition magazine, two Canadian fliers, S/L Bob Schoales, DFC, Forth Williams, Ontario, and F/L Ronald Jackson, Brockville, Ontario, (21 Home Street) carried through their attack on a large enemy convoy. The Beaufighter was racing down at 300 miles an hour to sweep the convoy with cannon fire, when the blaze was discovered. F/L Jackson suffered severe burns to his hands before the blaze was extinguished. Both are members of the British based RCAF "Buffalo" squadron, which has piled up a fine record of strikes against enemy shipping along the European coast.

This particular attack was against a large enemy convoy – roughly 20 ships. The "Buffaloes" were teamed up with a Royal Australian Air Force squadron and a Royal Air Force squadron to form a formidable wing of rocket and cannon equipped Beaufighters. S/L Schoales was leading his section down on six minesweepers and two trawlers in the van of the convoy – when he smelled smoke. It was no time for diversions, so he bored in and opened fire with his cannons, while other aircraft of his section to right and left did likewise. He scored hits at close range and swept away from through a hail of flak and tracer fire. Back in the ammunition compartment, F/L Jackson was a grim battle against time, searing heat, and the highly explosive tendencies of a thousand rounds of 20 millimeter cannon shells. The fire was burning inside the aircraft, directly beneath the breeches of the four cannon and the ammunition containers.

As F/L Jackson bent down to use a fire extinguisher, the noise of the cannons almost deafened him. The fire continued to blaze, and getting down on his belly he reached in through the flames and scooped up handfuls of burning material – apparently an engine cover – and raced with it to the machine-gun hatch and threw it out. Finally, he got the pilot's fire extinguisher and put the fire out. By this time, the cannon breeches and the ammunition magazines were blistering hot, and the aircraft was full of smoke, but the attack was over and they made for base.

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SCHOFIELD, Sergeant Norman Leslie (R98788, later J17323) - **Distinguished Flying Medal** - No.50 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born in Rosetown, Saskatchewan, 23 September

1914; educated there. Truck driver, store clerk (1932-1935) and farmer (1935-1940). Home in Saskatoon; enlisted there 24 April 1941. Posted to No.2 Manning Depot and then (20 June 1941) to No.7 Equipment Depot. To No.4 ITS, 13 July 1941; graduated and promoted LAC, 30 August 1941; posted that date to No.5 EFTS; graduated 24 October 1941 and posted next day to No.10 SFTS; graduated and promoted Sergeant, 16 January 1942. To "Y" Depot, 14 February 1942. To RAF overseas, 4 March 1942. Disembarked in Britain, 23 March 1942. To No.11 (Pilots) AFU, 23 April 1942. To No.25 OTU, 16 June 1942. Promoted Flight Sergeant, 16 July 1942. To o.9 Conversion Flight, 21 September 1942. To No.50 Squadron, 1 November 1942. Promoted WO2, 16 January 1943. Commissioned 15 March 1943 (J17323). To Addington, 25 April 1943. Detached to No.3 Flying Instructor School, 28 April to 24 May 1943. Promoted Flying Officer, 13 September 1943. Invested with award by the King, 2 May 1944. Attached to FTC (whatever that is), 21 June to 5 July 1944. Attached to No.55 Base (No.1654 Conversion Unit), 9-21 September 1944. To RCAF Oversea Headquarters, 8 October 1944 for special leave in Canada. Promoted Flight Lieutenant, 21 November 1944; taken on strength of Repatriation Depot, Lachine the same day. . Retired 14 February 1945, returning to his farm and homestead. Died 6 June 1989 in Prince Albert, Saskatchewan as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November 1989.

Sergeant Schofield has taken part in a large number of operational sorties. On several occasions his aircraft has been attacked by night fighters and severely damaged but by superb airmanship this airman has always succeeded in flying safely back to base. Sergeant Schofield has secured some excellent photographs and has consistently displayed devotion to duty and determination to press home his attacks.

Ian Tavender, **The Distinguished Flying Medal Register: Second World War** (Savannah, 2000) has the original recommendation, found in Public Record Office Air 2/8974, drafted 26 June 1943 when he had flown 30 sorties (181 hours five minutes).

Sergeant Schofield carried out an excellent tour of operations and was most efficient and conscientious in all that he did. He was always ready and keen to fly against the enemy and produced several good photographs. Most of his targets were on Germany's heavily fortified areas including four raids on Berlin. On several occasions his aircraft was attacked by night fighters and, in some cases, fairly severely damaged but, by skilful manoeuvring, succeeded in shaking them off. For his skill, devotion to duty and determination in pressing home his attacks, it is considered he is worthy of a non-immediate award of the Distinguished Flying Medal.

**Notes:** Accident, 10 October 1942 with No.9 Squadron Conversion Flight, Waddington, Lancaster R5904 or W4122, day training flight. Others in crew were R106546 Sergeant J.W. Fraser (Observer/Bomb Aimer) and R92785 Sergeant J.O. Christie (WOP/AG, , later commissioned and awarded DFC). "After doing six circuits and landings the aircraft was taxied

to the taxi post. Nothing abnormal was noticed in taxiing but upon turning the aircraft into wind there was a sudden lurch and jar and it was found that the tail wheel assembly had come off.” The tail wheel had made 67 landings. Faulty design; no blame on pilot.

Accident, 9 June 1943, Swinderby, Lancaster L7541; first pilot was 60571 F/L L. Conter (No.1661 Conversion Unit), second pilot was Scholfield (No.1654 Conversion Unit), with an RAF Flight Engineer and an RAF WOPAG. The aircraft had been loaned to RAF Swinderby for training instructors on Base Commander’s orders. A skeleton crew and two Flying Instructors were aboard, to practice Instructional patten on each other. After a normal takeoff and climb, the aircraft was being flowm straight and level when a loud report heard and aircraft shuddered. Starboard undercarriage doors found ajar and after lowering the undercarriage it was found that the starboard tyre had burst. On landing at Wigsley, an attempt was made to anticipated swing caused by burst tyre, but this was over-corrected causing aircraft to yaw to port, and the undercarriage collapsed.

Accident, 27 July 1943, Wigsley, 0015 hours, Lancaster ED591, night training. He was Instructor to a full crew; at the time he had 493 hours flying on all types and 276 on Lancasters. “During take off at an IAS of 75-80 mph a swing to starboard developed with rough running from the starboard wheel. This swing was not violent and was well under control, and the engines were throttled back when the aircraft ran into some tree stumps and piles of debris about 100 yards off the runway. The undercarriage gave away and the aircraft swung sideways into a row of trees.” Starboard wheel tyre had burst on take-off.

Assessed13 July 1944 at No.1664 Conversion Unit when he had flown 774 hours (173 in previous six months). “Quiet and unassuming, of smart bearing. Keen and efficient. No task is too difficult for him.” (S/L H. Shields). “A most valuable instructor, Most pleasant personality. Universally popular. Fligh Lieutenant Schofield is the epitome of that quiet type of General Duties officer who is the backbone of the Command.” (G/C R.E. Vintras).

On repatriation form dated 29 September 1944 he claimed 30 sorties (185 operational hours) and a total of 1,100 flying hours.

Application for Operational Wing dated 12 December 1943 claimed 30 sorties (182 operaional hours), 2 November 1942 to 13 April 1943.

**Training:** Interviewed 12 December 1940 in Saskatoon. “This applecart is a good solid type - should make a good member of aircrew. Clean, intelligent, courteous and eager to get in Service. Operating own homestead at present and seems to be efficient and reliable,”

Course at No.4 ITS was 15 July to 16 August 1941. Courses in Mathematics (82/100), Armament (87/100), Signals (90/100), Hygiene and Sanitation (36/40). Drill (81/100), and Law and Discipline (51/60). Visual Link score of 65 percent. Placed 93<sup>rd</sup> in a class of 243.

“Homesteaded Northern Saskatchewan. Posted to No.5 EFTS, High River, 30 August 1941. A



good steady type, mature and hard worker. Should develop leadership with service. Very moderate activity with sports,”

Course at No.5 EFTS was 1 September to 24 October 1941. Tiger Moth aircraft - 32.15 dual, 26.30 solo; spent 8.15 on instruments; logged ten hours in Link. “A good smooth pilot who should do well.” Ground school marks were Airmanship (141/200), Airframes (91/100), Aero Engines (98/100), Signals, practical (58/100 on supplemental), Theory of Flight (98/100), Air Navigation (155/200), and Armament, oral (168/200). Rated 120/200 on Qualities as an officer. Placed 53<sup>rd</sup> in a class of 64. “Above average ability. Mature, steady type. Responsible, Conduct very good.”

Course at No.10 SFTS was 27 October 1941 to 16 January 1942. Crane aircraft - 52.45 day dual, 46.05 day solo, 6.45 night dual, 7.35 night solo. Was 19.30 on instruments. Logged 25 hours in Link. “Showed exceptional progress. High average pupil but inclined to be nervous.” (F/L G.A. Folkins). Courses in Airmanship and Maintenance (147/200), Armament, written (72/100), Armament, practical (91/100), Navigation (122/150), Meteorology (35/50), and Signals, written (40.5/50). Placed 39<sup>th</sup> in a class of 50. “Hard worker, slow to learn, conscientious.”

Course at No.11 (Pilots) AFU was 24 April to 16 June 1942. Oxford aircraft - 29.20 day dual, 27.20 day solo, 1.35 night dual, 1.20 night solo. Was in formation 1.50, on instruments 4.35 and logged 5.30 in Link.

Course at No.25 OTU was 16 June to 21 September 1942. Wellington aircraft - 9.35 day dual, 27.20 as first pilot by day, 7.50 as second pilot by day, 12.25 night dual, 30.40 as first pilot by night, 1.40 as second pilot by night. Flew 1.15 on instruments, logged 19.45 in Link. Dropped 42 bombs by day and 40 by night. “An average pilot, recommended for heavy bombers.”

Public Record Office Air 50/188 has the following Combat Reports that bear upon his career.

## 16th January 1943

On the night of the 16th January 1943, Lancaster "V" of No.50 Squadron captained by Sergeant Schofield was detailed to attack Berlin.

At 2100 hours, whilst on the homeward journey in a position 65 miles Northwest of Berlin and at a height of 18,500 feet, the Lancaster was attacked by an enemy aircraft identified as a Junkers 88. The enemy aircraft made the attack from the port quarter and climbed into the attack, and with its first burst severely wounded rear gunner and put the turret unserviceable with cannon and machine gun fire. The first inclination [sic] of the attack from the mid-upper's point of view was tracer streaming past the Lancaster from the port quarter down. After its initial burst, the Ju,88 continued climbing and passed over the top of the Lancaster. The mid-upper gunner, as soon as the Ju,88 came into view, opened fire on it with a continuous long burst and saw his tracer entering the belly of the machine, which broke away down to port with smoke pouring from its port engine. At the time of the mid-upper gunner opening fire, the Ju.88 was only about 100-150 feet away. The weather was clear, bright moonlight and no searchlights were working at the time. The Ju.88 attacked from the dark side of the sky, i.e. underneath. The pilot at once took violent evasive action and lost 2,000 feet in doing so, and the Ju.88 was not seen again.

The Lancaster has been previously hit by flak which put the IFF and Jammer unserviceable. The enemy aircraft carried no lights. Damage to the rear turret consisted of a large cannon shell through the centre of the armour plating and several machine gun bullet holes. The machine was also damaged in several places by flak.

The Ju.88 is claimed as definitely destroyed.

Crew: - Captain, Sergeant Schofield; Navigator, Sergeant Macintosh; Flight Engineer, Sergeant Meeney; Air Bomber, Flight Sergeant Fraser; WO/AG, Sergeant Christie [James O. Christie, RCAF, later commissioned and awarded DFC]; Mid-Upper, Sergeant Baker; Rear Gunner, Sergeant Bell.

NOTE: All crews engaged on this operation opine strongly of the vapour trails left by the high flying Lancasters, and all say that navigation was made easy just by following vapour trails to and from the target.

## 23 January 1943

On the night of 23<sup>rd</sup> January 1943, Lancaster "A", ED468 was detailed to attack Dusseldorf.

At 2010 hours on the return journey while heading 319 degrees magnetic at 11,000 feet, about ten miles south of Utrecht, the mid-upper gunner saw an aircraft passing on a reciprocal course about 800 yards away on the starboard beam. Three minutes [later] the tail gunner identified a Me.110 coming in from the port quarter down at 300 to 400 yards range. Rear gunner told pilot to turn to port and dive and opened fire followed by the mid-upper gunner. The enemy aircraft opened fire and obtained about nine hits, the remainder of his fire passing over the starboard wing. The tail turret was hit and electric circuit damaged, causing inspection lamp to light and temporarily blinding gunner. The mid-upper gunner was hit in the right arm, but as aircraft broke away across the tail both mid-upper and rear gunners fired along burst into his belly at 60 yards range, and saw it roll over as though out of control. The enemy aircraft is claimed as damaged and probably destroyed. No lights were carried by the Me.110, there were no searchlights or unusual phenomena. Jammers were being used at the time. I.A.S. 215 m.p.h.

The crew comprised of - Pilot, Sergeant Schofield; Navigator, P/O Ernshaw; WO/AG, Sergeant Christie [James O. Christie, RCAF]; Flight engineer, Sergeant Mooney, Mid-Upper, Sergeant Basham; Bomb Aimer Flight Sergeant Fraser, Rear Gunner, Sergeant Jagger.

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SCHOLLAR, F/L Jim Aubrey (J40478) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 16 June 1921 in Winnipeg; home in Varsity View, Manitoba (salesman); enlisted in Winnipeg, 15 December 1942 and posted to No.2 Manning Depot. To No.8 Manning Depot, 4 January 1943. To No.4 ITS, 7 March 1943. Graduated 23 July 1943 when promoted LAC but not posted to No.5 AOS until 21 August 1943; graduated and commissioned 14 January 1944. To "Y" Depot, Lachine, 28 January 1944; taken on strength of No.3 PRC, Bournemouth, date uncertain. Repatriated 13 June 1945. To No.408 Squadron, 7 August 1945 for Tiger Force training. Retired 10 October 1945. Award sent by registered mail 16 July 1951. Postwar he was active in food industry; served on Board of Governors, North York General Hospital; Chairman of the Board, Griffith Laboratories. Died in North York (Toronto), 6 February 1997. 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.2610 (RG.24 Vol.20627) has recommendation dated 19 March 1945 when he had flown 19 sorties (132 hours 30 minutes), 27 November 1944 to 13 March 1945.

Flight Lieutenant Schollar has completed nineteen operational sorties against enemy targets. His navigation and timing has been of an exceptionally high calibre and his outstanding example has contributed in large measure to raising the standards of navigation in this squadron. This officer has recently been appointed to Navigation Leader and in such capacity has been an inspiring example to all navigators of the unit.

It is considered that by his keenness and fortitude and devotion to duty, along with his fine operational record, Flight Lieutenant Schollar fully merits the award of the Distinguished Flying Cross.

The sortie list was as follows:

27 November 1944 - Neuse (5.50 - no sortie, engines)  
30 November 1944 - Duisburg (6.55)  
2 December 1944 - Hagen (7.05)  
4 December 1944 - Karlsruhe (7.05)  
18 December 1944 - Duisburg (6.05)  
26 December 1944 - St. Vith (6.50)  
28 December 1944 - Opladen (6.10)  
30 December 1944 - Cologne (6.35)  
2 January 1945 - Ludwigshaven (7.35)  
13 January 1945 - Saarbrucken (7.20)  
14 January 1945 - Gravenbroich (6.10)  
16 January 1945 - Magdeburg (7.20)

4 February 1945 - Wilhelmshaven (5.20)  
7 February 1945 - Goch (6.55)  
13 February 1945 - Bohlen (7.50)  
15 February 1945 - Oslo (7.00)  
1 March 1945 - Mannheim (7.05)  
3 March 1945 - Christiansund (5.35)  
8 March 1945 - Hamburg (5.55)  
13 March 1945 - Wuppertal (5.50)

\* \* \* \* \*

SCHONECK, F/O Clarence (J36382) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 25 January 1918 in Gull Lake, Saskatchewan; home there (grain buyer); enlisted in Regina, 28 July 1942. Granted Leave Without Pay until 23 January 1943 when posted to No.2 ITS; graduated and promoted LAC, 3 April 1943 when posted to No.15 EFTS; ceased training and posted to No.3 Manning Depot, 24 April 1943; to No.7 AOS, 15 May 1943; graduated and commissioned 1 October 1943. To "Y" Depot, 15 October 1943; taken on strength of No.3 PRC, 21 October 1943. Repatriated 5 April 1944. Retired 21 May 1945. Died 16 June 2001 in Gull Lake as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2001. Award presented 18 June 1949. Photo PL-41135 shows him.

Flying Officer Schoneck has displayed outstanding ability as a navigator during many operational sorties. He has always displayed outstanding courage and determination in the face of the enemy. In September 1944 he was navigator of an aircraft detailed to attack Munster. Damage was sustained from anti-aircraft fire while on the way to the target and the aircraft was driven off course. By his cool and skilful navigation, however, Flying Officer Schoneck enabled his captain to reach the target and deliver a successful attack.

\* \* \* \* \*

SCHROEDER, F/L Wellington Leroy (J12865) - **Distinguished Flying Cross** - No.160 Squadron - Award effective 28 November 1945 as per **London Gazette** of 11 December 1945 and AFRO 212/46 dated 1 March 1946. Born 5 August 1919. Home in Centralia, Ontario; enlisted in London, Ontario, 12 April 1941. To No.1 Manning Depot, 10 July 1941. To No.31 Radio School, 8 August 1941. To No.3 ITS, 12 September 1941; graduated and promoted LAC, 8 November 1941 when posted to No.20 EFTS; graduated 28 February 1942 when posted to No.16 SFTS; graduated and commissioned 17 July 1942. To No.1 Flying Instructor School, 15 August 1942. To No.9 SFTS, 3 October 1942. Promoted Flying Officer, 19 July 1943. To No.1 GRS, 16 September 1943. To No.5 Manning Depot, 11 December 1943. To No.111 OTU, Nassau, 23 December 1943. To No.45 Group (Ferry Command), 23 April 1944. Proceeded

overseas, 26 May 1944. Repatriated 3 December 1945. Retired 16 January 1946. Award sent by registered mail. His biographical file includes a long letter describing his wartime work involving minelaying and dropping agents in Asia. His longest sortie was 22 hours 25 minutes, minelaying in Singapore. His brother, W.G. Schroeder, was killed piloting Liberator KH255, No.159 Squadron, 9 February 1945. Died in London, Ontario, 24 September 2014.

Flight Lieutenant Schroeder has completed many long range operational sorties, all of which have entailed the double crossing of over one thousand miles of sea and deep penetration into enemy territory both by day and night. He has also taken part in a number of moonlight mine-laying operations which have been flown at a low level over heavily defended areas. This officer has at all times displayed a high degree of courage, skill and devotion to duty.

NOTE: Public Records Office Air 2/9138 has original recommendation dated 13 September 1945 when he had flown 26 sorties (410 operational hours). Text adds some detail to the published citation:

Flight Lieutenant Schroeder has carried out 26 very long range mining and Special Duty sorties, all of which have incurred the double crossing of over 1,000 miles of sea and deep penetration into enemy held territory both by day and night. During the early part of his tour he flew numerous moonlight mining sorties at low level in heavily defended areas; since then he has pioneered much of the Special Duty technique for the squadron, and the degree of success has always been exceptionally high. He has always shown the highest devotion to duty and has been an inspiration to his crew, and an asset to the squadron.

The following recollections were placed in his biographical file at DHH:

#### 160 SQUADRON, ROYAL AIR FORCE

I arrived at 160 Squadron along with my crew on June 25, 1944 and left on completing a tour of operations on August 4, 1945. During this period, the squadron occupied three different bases in Ceylon, namely Sigeriya, Kandesanturai and Minneriya. Things were quiet with little to do during 1944 as the squadron was equipped and trained for anti-submarine operations, and this activity was practically non-existent. This state of affairs did not suit W/C Stacey, the Squadron C.O. or S/L Joy and S/L Trotter, the Flight Commanders. On getting permission from Headquarters, they set about to see just what could be done with the Liberator to make the squadron useful. Over a period of weeks, tests were carried out to see how we could achieve a maximum range. This involved flying at various altitudes, speeds, power settings, etc., along with getting the aircraft "up on the step" and keeping air-flow resistance to a minimum by judicious use of the engine cowl-gills and not causing any unnecessary air resistance from turrets and other things.

In order to increase mileage the older type Liberator (Mark V) was used. These aircraft had no nose turret and only a single .50 machine gun in a greenhouse type nose. This made it lighter and more streamlined for better flying characteristics. All unnecessary equipment was stripped from the aircraft such as oxygen equipment as we had no plans to fly at a height to require it. The mid-under turrets were equipped with radar instead of guns. These turrets were cranked down when required and had been used during the anti-submarine phase of operations. This radar was extremely useful for navigating as it would pick up islands or headlands many miles away to pinpoint for the navigator his exact location on dark and stormy nights. We also used this radar when flying in thunderstorms so the radar operator could direct the pilot to a course between the worse thunderheads. In such cases, we usually flew low over the water to avoid extreme vertical currents and pick our way through.

Following testing for long range flying the following conclusions were reached:

- (1) A high power setting at the lowest possible RPMs would give the best range.
- (2) The limiting factor was the cylinder head temperature which would rise as the RPM was reduced. It was decided to fly with this temperature just below the danger point. (I believe we welded the spark plugs into one motor by allowing this temperature to get too high.)
- (3) While on the way out with a heavy load a low altitude would not waste fuel by unnecessary climbing.
- (4) The best air speed was approximately 160 nautical MPH and as the load decreased the RPM was reduced to maintain this speed.
- (5) On the return trip while very light an altitude of 8000' to 5000' was used, at this height and being light, it was possible to cut the RPM to 1600 and almost count the propeller blades going past the window. A long let-down while approaching home base also helped the mileage.

Overall we averaged about one mile per gallon for moving a load ranging from 26 to 33 tons approximately 160 nautical MPH. For the longest trips a load of up to 10 tons of fuel delivered a payload of 4000 pounds. Long-range fuel tanks were installed in sections of the bomb bay for these extra-long trips. The bomb bay had four compartments and as many as three of these were fitted with tanks according to requirements. This fuel had to be pumped manually to the wing tanks by the flight engineer as the wing tanks were depleted. On takeoff at maximum load, the landing maximum was exceeded so no landing was possible until the load was lessened.

Crews averaged eight men with 1st pilot, 2nd pilot, navigator, flight engineer, and four wireless operators, radar operators and gunners. On some trips an extra pilot

or navigator was carried to familiarize them with the operation. The navigator had the hardest work and for very long hours. On the return trip, he sometimes had a rest while periodic drift readings were taken by a gunner using flame floats and sighting on these with the rear turret (night trips). These readings were reported to the navigator following his rest and corrections calculated as necessary. The other members of the crew fitted in rests and lunch periods where possible.

Testing indicated a range which allowed road trips to Sumatra, Malaya and Thailand with the payload depending on the ultimate target distance.

In January, 1945, the squadron carried out its first operation against the mainland of Malaya. The target was Penang and all aircraft but one successfully dropped mines in the approaches to the harbour. These mines were dropped at low altitude and used parachutes to ease them into the water. Only moonlight nights were used so that a headland, island or some other identifiable point could be used to commence a mining run with the aircraft. The navigator spaced the mines at a set interval, and a variety of acoustic, electric and contact mines were dropped. If a drop could not be made, the mines were to be jettisoned in a "safe" setting at a deep water location to allow the required range for the aircraft to return home. Mine laying operations were carried out from January 1945 to May 1945 against a variety of targets in Malaya, Sumatra and Thailand. The shortest trips were to Penang and the longest to Singapore. On the way out, an extremely low altitude was always used on all trips to slip between Northern Sumatra and the Nicobar Islands on the supposition that we were beneath the Japanese radar. On the return trip from Singapore, the usual plan was to climb to about 10,000' to clear the mountains of Sumatra and use the shortest way home. Sometimes the tropical thunderstorms building up in the mountains and spreading out over the Straits of Malacca, as the night progressed, prevented this and caused a long trip home between Sumatra and the Micobars.

During these mine-laying operations, 160 Squadron only lost two aircraft due to running out of fuel near Ceylon on the return trip. S/L Joy lost his life with one of these aircraft although almost all others were picked up safely. No opposition was experienced from enemy aircraft and only a minor amount of anti-aircraft fire.

May 1945 saw the end of the mine laying operations as I supposed the Allies had plans for returning to that part of the world and did not want the mines to impede their progress.

The squadron now shifted to a new operation. This consisted of dropping men and supplies to guerrilla forces in Malaya. These forces held all the back country away from the main highways and towns which were held by the Japanese. The aircraft were fitted with a long wooden extension from above the bomb bay down to the



rear hatch. Men or supplies were lined up on this slide for dropping through the hatch on reaching the target. These operations were carried out in daylight as compared to the night-time mine laying. Following contact with guerrilla forces, a drop zone and arrangements as to time and signal fires were set. The usual location was a small clearing in the jungle which could be pin-pointed from some definite landmark. Many of the personnel dropped were the small Ghurka troops from India but we also dropped British Army officers and on one occasion a naval surgeon. The signal fires were not lit until the last minute so as not to give the Japanese any advance warning. I was always glad to be going home rather than drifting down to the jungle. On one occasion, a Ghurka caught his parachute harness in the hinge of the hatch while going out and flapped about in the slipstream for some time until hauled back in by the crew. He would have jumped following that but we were away from the drop zone and had to take him home. My admiration for these fellows was very great. We encountered no opposition from enemy aircraft and only once received anti-aircraft fire when our curiosity took us too close to a large railway bridge.

On all trips, both mine laying and supply dropping, each aircraft flew independently of the others and only once, on a trip to Singapore did I see one of the others. We were returning up the Straits of Malacca after dropping mines when the other aircraft passed just above us in the moonlight on his way to the target.

Distance and weather were the main adversaries, with much bad weather during the monsoon season. On one occasion, it rained so hard over Sumatra that we felt maybe the aircraft would make a good submarine.

The longest trip we had was 22 hours and 25 minutes on mine-laying to Singapore, April 30, 1945. The longest trip for any crew of 160 Squadron was 24 hours and 10 minutes on a supply dropping mission north of Singapore.

#### REMEMBRANCES FROM 160 SQUADRON BASES IN CEYLON

##### SIGIRIYA

The monkeys and small bananas in trees behind the barracks.

The single runway and the parking areas for the aircraft cut out of the jungle.

Not much else as I went to hospital with a hernia and returned to the squadron at Kankesanturai.

##### KANKESANTURAI

The monsoon season and all leather moulding in the humidity.

The incessant rain and mud.

Getting a Liberator stuck in the mud on a new runway much to W/C Stacey's disgust.

The nightly parties, as there was no work at that time.

The Xmas party and getting the navigator very high.

Eggs \$1.00 per dozen for the officers' mess.

The station commander and his private Hurricane.

The Spitfires that beat up the base for practise.

The ration of one bottle of beer every Saturday night.

W/C Stacey, S/L Joy and S/L Trotter "Bulldozing" small jungle trees with their jeep way on into the night after a party, then getting stuck straddle a rock.

On another night driving through the low brick wall and parking by the adjutants bed.

The increase in morale as we got busy with mine laying operations.

#### MINNERYA

Smoothing the aircraft on to the runway while ferrying the radio etc from the officers' mess at Kankasanturai when moving to Minnerya (in front of an audience).

The hospital burning down.

Sleeping with a .38 under the pillow and blocking the doors and windows in barracks because of thieves.

The heat at midday and the ground crews working on the aircraft in 140 degrees temperature.

The thrill of lining up a fully loaded Liberator on the runway, opening the throttles then cutting in the superchargers and watching those four 1250 Pratt & Whitneys do their work.

My brother Gerald flew Liberators with 159 Squadron from Digri near Calcutta attacking the Japanese in Burma while I was in Ceylon. He and his crew were shot down and killed in Southern Burma, apparently from small arms fire while on low level bombing in February 1945. His last letter to me, February 2, 1945 comments as follows on the Liberator: "Every day I get more faith in the aircraft. Recently, I spent half of one night returning with one dead engine but still she ticked off the miles quite nicely. They've been calling me Shrapnel Schroeder around here lately".

\* \* \* \* \*

SCHROEDER, G/C William Henry (C1115) - **Officer, Order of the British Empire** - Western Air Command Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Name on DHH Pay card gives as Wilbert Henry. Born in Ottawa, 11 October 1911 as per RCAF Press Release reporting award and which also renders his name as Wilbert; educated here. Enlisted in Ottawa, 15 September 1939 (Administration). Attained rank of Squadron Leader, 1 January 1941. To No.2 Air Command Headquarters, 5 November 1941. Promoted Wing Commander, 8 October 1942. To Western Air Command Headquarters, 9 May 1944. Promoted Group Captain, 1 June 1944. Award presented 1 February 1946. To RCAF Staff College, 15 February 1946. Still there as of 1 October when he reverted to Wing Commander in postwar RCAF. To AFHQ, 18 August 1948; awarded Queen's Coronation Medal, 21 October 1953 when still in AFHQ. Promoted Group Captain, 1 July 1953. Retired 7 July 1965. Photo PL-104580 is portrait taken May 1957. No citation in AFRO or biographical file. DHist file 181.009 D.2629 (RG.24 Vol.20628) has citation provided for investiture.

This officer's contribution to the war effort and to the efficiency and welfare of the Royal Canadian Air Force has gone far beyond the limits of ordinary duty. At all times he has directed the work of his branch in a most capable manner and has set an example to all personnel under him. In addition he has carried on with many other arduous endeavours with skill and enthusiasm. Throughout his lengthy service he has given a splendid example of loyalty and devotion to duty which, combined with his ability, has been of great value to the Royal Canadian Air Force.

\* \* \* \* \*

SCHUBERT, F/L Trevor Earl (J17242) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 4 February 1922 in Armstrong, British Columbia; home in Vernon or Armstrong, British Columbia (student, formerly in Royal Canadian Artillery); enlisted in Vancouver, 23 June 1941. Posted to No.2 Manning Depot, 16 July 1941. To No.15 SFTS (guard duty), 9 September 1941. To No.3 WS, 26 October 1941; promoted LAC, 27 November 1941; posted to No.8 BGS, 11 April 1942; graduated and promoted Sergeant, 11 May 1942. To "Y" Depot, 12 May 1942; to RAF overseas, 31 May 1942. Commissioned 29 March 1943. Promoted Flying Officer, 29 September 1943. Promoted Flight Lieutenant, 29 March 1945. Repatriated with No.434 Squadron, 23 June 1945. Retired 3 September 1945. Postwar he worked for British Columbia Tree Fruits (Kelowna), hospital insurance in Vernon, and from 1954 to 1981 with the Provincial Sales Tax Office, Kamloops. Died in Kamloops, 29 May 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." 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 44 sorties (270 hours 22 minutes). First tour was 25 sorties (136 hours 50 minutes), 14 February 1943 to 8 July 1943. Second tour was 19 sorties (133 hours 32 minutes), 4 February to 10 May 1945 including one "Exodus" trip.

Flying Officer Schubert (Wireless Air Gunner) has completed two tours on such vigorously defended targets as Duisburg, Hagen, Hamburg and Cologne. He has at all times displayed the most outstanding courage and devotion to duty. His quiet co-operation and undoubted ability have been a constant source of inspiration and guidance to his crew mates and to the others of his section. For his unflinching courage, fine offensive spirit and cheerful co-operation I strongly recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

12 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 - Schwarnhorn (4.55)  
12 March 1943 - Essen (5.05)  
13 March 1943 - Brest (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 (8.00)  
4 May 1943 - Dortmund (30 minutes; turned back, rear turret unserviceable).  
23 May 1943 - Dortmund (5.30)  
25 May 1943 - Dusseldorf (5.45)  
27 May 1943 - Essen (4.55)  
29 May 1943 - Wuppertal (6.05)  
2 June 1943 - Lorient (5.40)  
2 July 1943 - St. Nazaire (7.00)  
3 July 1943 - Cologne (5.15)  
5 July 1943 - Lorient (6.05)  
6 July 1943 - Lorient (6.15)  
8 July 1943 - Dutch coast (2.55)

## **Second Tour**

4 February 1945 - Bonn (7.12)  
7 February 1945 - Goch (6.37)  
13 February 1945 - Dresden (10.32)  
14 February 1945 - Chemnitz (8.58)  
20 February 1945 - Dortmund (7.45)  
21 February 1945 - Duisburg (6.59)  
27 February 1945 - Mainz (6.55)  
2 March 1945 - Cologne (6.06)  
14 March 1945 - Zweibrucken (7.38)  
15 March 1945 - Hagen (7.29)  
21 March 1945 - Heide (5.19)  
25 March 1945 - Hanover (6.36)  
31 March 1945 - Hamburg (6.13)  
4 April 1945 - Muresburg (9.31)  
8 April 1945 - Hamburg (6.35)  
10 April 1945 - Leipzig (8.08)  
13 April 1945 - Kiel (5.55)  
25 April 1945 - Wangerooge (4.27)  
10 May 1945 - Exodus - POW evacuation (6.33)

\* \* \* \* \*

SCHULTZ, F/O Carl William (J26714) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Winnipeg, 17 December 1913. Home in Winnipeg. Traffic clerk for United Grain Growers (seven years), insurance agent (one year), operator of a sewage disposal plant (two and one half years) and with Greater Winnipeg Sanitary Department. Reserve service with No.10 Field Hygiene Section, RCAMC. August 1940 (course at Shilo and 30 days service). Enlisted in Winnipeg, 24 April 1941 as Link Trainer Instructor and posted that day to No.2 ITS; promoted Sergeant, 28 May 1941 when posted to either No.14 EFTS (Portage la Prairie) or No.19 EFTS, Virden. To No.32 SFTS. 26 June 1941. Remustered to aircrew and posted to No.2 ITS, 1 August 1942; reverted to LAC, 26 September 1942; to No.2 EFTS, 24 October 1942; ceased pilot training, 22 November 1942 (“...good aircrew material but could not find the ground in landing, could not judge the height, and tensed instead of correcting properly.”) Posted to No.1 Composite Training School; to No.9 AOS, 9 January 1943; graduated and commissioned, 28 May 1943. To “Y” Depot, 11 June 1943. To RAF overseas, 29 June 1943. Disembarked in Britain, 7 July 1943. Attached to ACOS (whatever that is), 21 August to 2 September 1943. To No.5 (Observer) AFU, 28 September 1943 (40 hours on Ansons). To No.82 OTU, 9 November 1943 (96 hours on Wellingtons). Promoted Flying Officer, 28 November 1943. To No.61 Base, 10 March 1944. Attached to Dalton Battle School, 10-18 March 1944. Attached to No.1664 Conversion Unit, 18 March to 26 April 1944 (43 hours

on Halifax bombers). To No.77 Squadron, 26 April 1944 (163 hours on Halifaxes). Repatriated 2 February 1945. To No.2 Air Command, 13 February 1945. To No.1 Central Navigation School, Rivers, 28 March 1945. To Western Air Command, 8 May 1945. To No.5 OTU, 14 May 1945. Retired 30 August 1945. Award sent by registered mail 16 July 1951. Died in Winnipeg, 13 September 1956 as per **Legionary Magazine** of November 1956. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Officer Air 2/8831 has recommendation dated 17 November 1944 when he had flown 32 sorties (141 hours 39 minutes), 7 May to 30 October 1944.

[www.bombercommandmuseumarchives.co](http://www.bombercommandmuseumarchives.co)

7 May 1944 - GARDENING (3.31)  
9 May 1944 - Berneval (4.12)  
10 May 1944 - Lens (3.51)  
22 May 1944 - Orleans (5.42)  
24 May 1944 - Beaumont (3.42)  
5 June 1944 - Maisy (5.04)  
8 June 1944 - Alencon (4.49)  
11 June 1944 - Massy-Palaiseau (4.58)  
12 June 1944 - Amiens (4.38)  
16 June 1944 - Sterkrade (4.22)  
22 June 1944 - Laon (5.01)  
24 June 1944 - Noyelle en Chausse (3.29)  
25 June 1944 - Montorgueil (3.24)  
28 June 1944 - Blainville (6.50)  
1 July 1944 - St.Martin (3.35)  
6 July 1944 - Marquiss Memo. (4.06)  
12 July 1944 - Hauts Boissons (3.50)  
17 July 1944 - Caen  
20 July 1944 - Chapelle Notre Dame (3.35)  
28 July 1944 - Foret de Nieppe (3.30)  
7 August 1944 - TOTALIZE (4.10)  
8 August 1944 - Chapelle Notre Dame (3.40)  
12 August 1944 - Brunswick (3.35)  
14 August 1944 - TRACTABLE (4.25)  
16 August 1944 - Kiel (5.15)  
17 August 1944 - GARDENING (6.55)  
3 September 1944 - Venlo (4.00)  
11 September 1944 - Nordstern (4.35)  
23 October 1944 - Essen (5.35)  
25 October 1944 - Essen (4.45)  
28 October 1944 - Walcheren (3.05)  
30 October 1944 - Cologne (4.50)

Now nearing the completion of his first operational tour, Flying Officer Schultz has carried out his duties in a fine spirit.

A very good navigating officer who has secured good photographic results. He is strongly recommended for the award of the Distinguished Flying Cross.

**Training:** Course at No.9 AOS was 11 January to 28 May 1943. Flew in Anson aircraft (32.45 day as first navigator, 31.50 day as second navigator, 21.45 night as first navigator, 14.50 night as second navigator). Marked for Navigation Air Work (530/700), Photography Air Work (84/100), Elements of Navigation (408/500), Magnetism and Compasses (93/100), Instruments (43/50), Signals, Practical (100/100), Signals, Written (47/50), Maps and Charts (38/50), Meteorology (78/100), Photography (34/50), Reconnaissance (50/50), Aircraft Recognition (77/100) and Armament 39/50). Described as "above average", "very good navigator" and "competent and cool". Recommended by F/L D.N. Robertson (Chief Instructor) for immediate commission. Placed 7<sup>th</sup> in a class of 26.

**Notes:** On repatriation form he stated he had flown 35 sorties overseas (163 operational hours), the last being on 21 November 1944. Also stated he had flown 243 non-operational hours.

Application for Operational Wing submitted 22 November 1944 stated he had flown 35 sorties (161 hours ten minutes), 26 April to 22 November 1944.

The frustrations of being a Link Trainer instructor are shown in a request he directed to the Commanding Officer, No.32 SFTS on 20 April 1942.

I, No.R101649 Sergeant Schultz, C.W., respectfully request:

A posting to an Operational Unit, or to an Operational Training Unit, with the following order of preference:

1. Overseas.
2. Eastern or Western Canadian coast.

I have been given to understand by Flight Lieutenant Oakley, Link Trainer Instructor, who visited this Unit recently, that it is the intention of the Service to attach Link Trainer Instructors to Operational Units as soon as possible, and I am very anxious to obtain such a posting.

If this is not available at present, I would appreciate a posting to an OTU in the meantime, as we were assured at the Link Trainer Instructor School - No.2 ITS, Regina, that after a minimum tour of six months at any one Unit, it would be in order to apply for a posting.



Having logged nearly 200 hours as Instructor at an EFTS and 1,500 hours at an SFTS during the past eleven months, the last 9 ½ months being completed at this unit, I feel I am prepared to proceed to the more advanced work.

\* \* \* \* \*

SCHULTZ, WO2 Harold Donald (R62510) - **Mention in Despatches** - Eastern Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 12 December 1920. Enlisted in Pembroke, Ontario, 24 January 1940. Equipment Assistant. To Technical Training School, St. Thomas, 29 February 1940. Promoted AC1, 23 March 1940. To No.4 Repair Depot, 18 April 1940. Promoted LAC, 1 October 1940. To "K", 20 January 1941. Promoted Corporal, 1 April 1941. Promoted Sergeant, 1 August 1942. Promoted Flight Sergeant, 1 January 1943. To Eastern Air Command Headquarters, 15 May 1943. Promoted WO2, 1 April 1945. To Release Centre, 2 April 1946; discharged 6 April 1946.

This Warrant Officer's devotion to duty is exemplary; his keenness, initiative and perseverance under abnormal and continual strain are most praiseworthy. He has performed duties over and above what is normally expected; no detail is too insignificant and no problem too overburdening to receive his willing attention. The tempo at which he works and the accuracy of work accomplished serves as a stimulus to those associated with him.

\* \* \* \* \*

SCHULTZ, F/O Rayne Dennis (J16359) - **Distinguished Flying Cross** - No.410 Squadron - Award effective 1 January 1944 as per **London Gazette** dated 14 January 1944 and AFRO 410/44 dated 25 February 1944. Born in Bashaw, Alberta, 17 December 1922; home there. Enlisted in Edmonton, 10 July 1940. Trained at No.2 ITS (graduated 1 October 1941), No.8 EFTS (graduated 5 December 1941) and No.7 SFTS (graduated 10 April 1942). Commissioned 1942. Arrived overseas in May 1942. Further trained at No.2 (P) AFU, Brize Norton (posted there 16 June 1942), No.3 (P) AFU (1 July to 18 August 1942) and No.54 OTU, Charter Hall (18 August to 24 November 1942). No.410 Squadron, 1 December 1942 to 1 June 1944; at No.54 OTU, 1 June to 17 July 1944; at No.51 OTU, 17 July to 20 December 1944; No.410 Squadron again from 20 December 1944 to 30 May 1945. Victories as follows: **15/16 August 1943**, one Do.217 destroyed; **10/11 December 1943**, three Do.217s destroyed; **13/14 February 1944**, one Ju.188 destroyed; **10/11 April 1944**, one Ju.88 or 188 destroyed; **21/22 April 1944**, two Ju.88s destroyed. The first five scored with F/O Williams as radar operator and the last three with F/L J.S. Christie (RAF). Remained in postwar RCAF. Awarded Queen's Coronation Medal, 23 October 1953 as a Squadron Leader, No.3 (AW) OTU, North Bay. Appointed Director of Flight Safety, August 1966. Made Officer, Order of Military Merit, 1974. Retired in October 1977. Died in Ottawa, 11 November 2011. Cited with F/O Vernon A. Williams (Radar Observer). For additional details see H.A. Halliday, **The Tumbling Sky** and article in **Flight Comment**, No.3,

1977. Photographs are PL-22655 (S/L Ian March, F/O Williams, F/O Schultz), PL-29882 or 28992 (verify, Williams and Schultz), PMR 77-588, PMR 77-598 (his aircraft HK429 coded NR-A), and PMR 77-593 (Mosquito MM749). Photo PL-128378 is a wartime portrait. PL-22656 shows Schultz with Williams; PL-22657 shows Schultz and Williams being congratulated by the CO, W/C G.H. Elms; PL-22658 shows Williams and Schultz, 13 December 1943; PL-28992 (ex UK-9292 dated 1 April 1944) shows F/O R.D. Schultz (left) and F/L V.A. Williams (right); PL-57299 is portrait, May 1953.

As pilot and observer respectively, Flying Officers Schultz and Williams have completed several sorties at night and have displayed a high degree of skill, courage and determination. During one sortie one night in December 1943, they destroyed three Dornier 217s, a feat which well illustrates their fine fighting qualities. In other sorties they have attacked locomotives and bridges.

SCHULTZ, F/L Rayne Dennis, DFC (J16359) - **Bar to Distinguished Flying Cross** - No.410 Squadron - Award effective 6 July 1945 as per **London Gazette** of that date and AFRO 1453/45 dated 14 September 1945.

This officer has at all times displayed great skill and courage in air operations. He has completed a large number of sorties and has invariably pressed home his attacks with much success. Flight Lieutenant Schultz has been responsible for the destruction of eight enemy aircraft at night, two of them during a patrol in April 1945. This officer has set a splendid example of keenness, ability and gallantry.

NOTE: Public Record Office Air 2/9086 has recommendation drafted 7 May 1945 when he had flown 68 sorties (161 hours 20 minutes) of which 49 sorties (124 hours 50 minutes) had been since the award of the DFC. The heights stated for 10/11 April 1945 appear to be in error, for the action described must have commenced higher than 1,500 feet.

Since the award of the Distinguished Flying Cross, Flight Lieutenant Schultz has destroyed a further four enemy aircraft at night bringing his total to eight destroyed. On the night of 13/14 February 1944, he engaged a Junkers 88 over the North Sea and in the ensuing combat Flight Lieutenant Schultz's aircraft was severely damaged. Both engines were hit, the port engine was set on fire and all the petrol and glycol tanks were holed. Despite this the aircraft was destroyed and Flight Lieutenant Schultz effected [sic] a safe landing at base. On the night of 10/11 April 1945, while patrolling north of Hanover, he contacted a Junkers 188 at 1,500 feet and fired at the enemy aircraft while it was in a diving turn. Flight Lieutenant Schultz followed and the aircraft burst into flames and broke up in the air at 1,500 feet. On the night of April 21/22, 1945 Flight Lieutenant Schultz destroyed with four bursts of fire a Junkers 88 which burst into flames and slowly spiralled to earth. Immediately afterwards he contacted another Junkers 88 about to land at an airfield in the Fehrbellen area. The aircraft was hit in the starboard

engine with a short burst, flicked over on its back and crashed with a violent explosion.

His obituary notice read, in part:

His love of flying carried over a distinguished 37-year career with the RCAF and beyond. A well-documented World War Two Mosquito night fighter pilot with 410 Squadron he went on to fly over 40 different aircraft including the CF-18 twice in his later years. Known as "Mr. Flight Safety" his efforts were recognized internationally by the International Flight Safety Foundation in 1977 and he was elected as honorary member of the USAF Aerospace Safety Hall of Fame. In Canada he was awarded the Trans Canada McKee trophy in 1978 and was inducted into the Canadian Aviation Hall of Fame in 1997 with the following citation: "Over many years in cooperation with the military and the civilian agencies associated with aviation his vision, dedication and pursuit of excellence resulted in significant advancement in air operations generally and flight safety accident prevention programs in particular".

The following appeared in the Ottawa **Citizen** of 20 November



2011:

Canadian war ace Rayne 'Joe' Schultz shot down three German bombers in one night in 1943 and went on to serve 37 years in the Royal Canadian Air Force, retiring as a Group Captain. He died on Remembrance Day, 2011, at age 88.

Flying Officer Rayne "Joe" Schultz began the night that would define his war at a poker game — winning money for a change.

It made him reluctant to climb into his de Havilland Mosquito to launch another night patrol over

the North Sea. But the moon was full on Dec. 10, 1943, which usually meant the Luftwaffe would be active: German bombers liked to take advantage of the added visibility.

Within minutes of taking to the air, Schultz and his navigator, Vern Williams, were directed toward a stream of bombers. Schultz shot down the first he encountered, then quickly came upon another. He fired at close range, exploding the plane's bomb load, the fallout from which almost took out Schultz's plane.

Williams then identified a third bomber, and Schultz began a 12,000-foot, descending battle. His instrument panel and port engine were destroyed by German gunners, but Schultz pressed the attack. Williams would describe its final moments to a Canadian Press reporter days later: "Rayne's last burst of ammunition, the last we had, ganged him into the sea, and we pulled up just in time to miss going in ourselves."

Schultz had destroyed three Luftwaffe planes in less than 15 minutes, a feat that earned him the Distinguished Flying Cross. He would destroy eight German planes during his night-fighting career, and gain a Bar for his DFC. He ended the war as one of Canada's top-rated aces.

Schultz, who served 37 years in the Royal Canadian Air Force and retired as a Group Captain, died on Remembrance Day from what his daughter called "systems failure." He was 88.

"Flying was his life," said Schultz's longtime friend, Maj.-Gen. (Ret.) Wilson Leach, former surgeon general of the Canadian Forces.

Leach said Schultz was famously headstrong: "He wasn't shy about coming forward: he expressed his views to anybody and everybody, regardless of rank."

Rayne Dennis Schultz was born on Dec. 17, 1922, in Bashaw, Alberta. His father, Albert, a German immigrant, worked for the railroad.

Young Rayne, however, had eyes only for airplanes.

Schultz enlisted in the RCAF at 17. Encouraged to be a navigator, he insisted on becoming a pilot. He earned his wings in April, 1942 and was sent overseas one month later.

His wing commander decided to make him a bomber pilot, but Schultz balked: he wanted a fighter. Although taken aback at the junior officer's temerity, the commander agreed and Schultz was assigned to 410 Cougar Squadron.

The night fighter squadron's job was to comb the skies over the North Sea for German bombers and to intercept them before they could inflict more damage on Britain's cities. On-board radar was then in its infancy so pilots had to find and identify the planes before engaging them.

Schultz would point to a mission in which he made a near-fatal mistake as his “most interesting” of the war.

On Feb. 14, 1944, Schultz and Williams spotted a German bomber streaking home in the night sky. Schultz pursued it and set it on fire with his guns. Then, at Williams’ request, he flew in for a better look so they could identify the bomber’s exact model.

“It was the stupidest thing I ever did in my life,” Schultz once told an interviewer. “The airplane was completely in flames, but the mid-upper gunner was still in his turret.”

The turret swung towards Schultz, who broke hard to his left. It was too late: 13-mm rounds ripped into his plane from wingtip to wingtip.

Several bullets punctured the cockpit, one between the pilot and navigator. The engines were so badly damaged that the men prepared to bail out, but a ground controller told them the sea was too rough for them to be retrieved.

So Schultz nursed the ailing plane back to England. The engine quit as he reduced power; he had no brakes when he crash landed. Although it would never fly again, the Mosquito — the Canadian-built planes were made largely from wood — somehow held together.

After the war, Schultz continued to fly with the RCAF. It was while stationed at CFB Trenton that he met his wife, Mary.

Mary Butler was justice of the peace in nearby Belleville when Schultz and another airman were hauled in front of her for having open liquor in their car. Schultz was so taken with the justice that he asked her out, and when she refused, he sought her out twice more to restate his case.

“To her credit, she finally said, ‘yes,’” said Kathleen Boettger, the couple’s only daughter, who was born in 1950, two years after her parents married.

Kathleen grew up on airbases across Canada and around the world.

Schultz would fly every plane ever bought by the Canadian Forces, including the CF-101 Voodoo and CF-18. He piloted more than 40 airplanes in his career, which included many senior postings. Among other things, he was pilot representative on the Avro Arrow project and chief operations officer at RCAF Station Baden-Soellingen in Germany.

Schultz spent 10 years as the RCAF’s director of flight safety, and in 1978, he was awarded the prestigious Trans-Canada McKee Trophy for his work.

Lt.-Gen. (Ret.) Bill Carr, former leader of Air Command, said Schultz helped ensure that the Canadian Forces had one of the lowest accident rates in the world. “He knew airplanes and he

knew aircrew," Carr said. "He was a modest and incredible human being. He was a member of that breed that doesn't much exist anymore."

Schultz was one of only 218 RCAF airmen to received a DFC and bar in the Second World War.

It was shortly after attending the funeral of his wartime navigator, Vern Williams, last year that Schultz fell and broke his leg. The injury triggered a decline from which he never recovered. "He was a true officer and a gentleman," said Boettger, a retired defence department policy analyst.

"He was a genuine person whom you could always rely on. He was a true inspiration."

\* \* \* \* \*

SCHWALM, F/L Richard Paul (C18951) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Home in Toronto; enlisted in Hamilton, 15 August 1941. Royal Canadian Legion "Last Post" website and **Legion Magazine** of October 1993 record the death of R20057 Flight Lieutenant Richard Schwalm, 24 May 1993 in North York, Ontario; this was his previous number.

\* \* \* \* \*

SCHWANDT, P/O Jonathan Chester (J94302) - **Distinguished Flying Cross** - No.128 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 10 November 1916 in Fordwich, Ontario; home in Southampton, Ontario (truck driver); enlisted in Toronto, 8 June 1942. To No.1 Manning Depot, 27 September 1942. To No.5 ITS, 23 January 1943; graduated and promoted LAC, 3 April 1943 when posted to No.10 EFTS; ceased training 6 May 1942 when posted to No.5 Manning Depot; to No.6 BGS, 29 May 1943; to No.8 AOS, 7 August 1943; graduated and promoted Sergeant, 23 December 1943. To No.1 GRS, 14 January 1944. To "Y" Depot, 11 March 1944. Taken on strength of No.3 PRC, 25 March 1944. Commissioned 23 March 1945. Repatriated 5 August 1945. Retired 17 September 1945. Settled in Harcourt, Ontario. Possibly died at Bancroft or Haliburton, Ontario, circa 30 October 2001. Award presented 26 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 has recommendation for a DFM dated 9 March 1945 when he was a Flight Sergeant (commissioned as J96302 effective 23 March 1945), having flown 32 sorties (125 hours 24 minutes), 29 October 1944 to 26 February 1945.

29 October 1944 - Cologne (3.18)  
30 October 1944 - Berlin (4.37)  
1 November 1944 - Berlin (5.13)  
2 November 1944 - Osnabruck (3.25)  
4 November 1944 - Hannover (3.27)  
10 November 1944 - Hannover (4.01)  
11 November 1944 - Kamen (3.32)  
27 November 1944 - Berlin (3.00)  
28 November 1944 - Nuremburg (4.15)  
30 November 1944 - Duisburg (3.28)  
1 December 1944 - Karlsruhe (3.56)  
2 December 1944 - Giessen (3.22)  
6 December 1944 - Berlin (4.54)  
7 December 1944 - Cologne (3.43)  
11 December 1944 - Hamborn (3.13)  
17 December 1944 - Duisburg (3.40)  
28 December 1944 - Frankfurt (3.55)  
30 December 1944 - Hannover (3.28)  
31 December 1944 - Berlin (4.32)  
2 January 1945 - Berlin (4.29)  
4 January 1945 - Berlin (4.39)  
17 January 1945 - Magdeburg (3.46)  
21 January 1945 - Kassel (3.47)  
4 February 1945 - Hannover (3.18)  
7 February 1945 - Hannover (3.48)  
12 February 1945 - Stuttgart (3.22)  
13 February 1945 - Magdeburg (4.11)  
19 February 1945 - Erfurt (3.57)  
20 February 1945 - Berlin (4.05)  
23 February 1945 - Berlin (4.25)  
24 February 1945 - Berlin (4.18)  
26 February 1945 - Nuremburg (4.19)



Flight Sergeant J.C. Schwandt, Royal Canadian Air Force, has completed 32 sorties against Germany since the end of October 1944, of which nine were attacks on Berlin. His navigational ability has been an undoubted asset to his pilot and his devotion to duty has been conspicuous, and in recognition he is recommended for the non-immediate award of the Distinguished Flying Cross.

\* \* \* \* \*

SCHWARTZ, F/O Harvey Aaron (C13308) - **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 Montreal; enlisted there 27 October 1941. Repatriated from overseas, 15 November 1944. Retired 13 January 1945. No citation in AFRO. **Canadian Jews in World War II** says he was in public relations work in London, 1942-44. However, it is clear that as a Radar Officer he was in the Anzio beach-head; see entry for William Matthew Lower for mention of this. RCAF photos PL-27038 (ex UK-9392) and PL-27039 (ex UK-9392, both dated 30 March 1944) is captioned as follows - "An American helmet is a handy thing to have on around the Anzio beach-head, believes F/O Harvey 'Canada' Schwartz of 2229 Maplewood Avenue, Montreal, an RCAF Technical expert who participated in the Anzio landing."

\* \* \* \* \*

SCOTT, WO2 (now P/O) Arthur Mitchell (R159001/J88176) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 19 May 1921 in Innisfail, Alberta; moved in 1928 to Edmonton (labourer); enlisted in Edmonton, 24 March 1942. To No.3 Manning Depot, 24 April 1942. To No.15 SFTS (guard), 18 June 1942. To No.7 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942 but not posted to No.2 BGS until 15 October 1942; may have graduated 12 December 1942 but not posted to No.7 AOS until 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 9 July 1944. Repatriated 9 November 1944. To No.2 Training Command, 18 December 1944. To No.7 BGS, 19 December 1944. Promoted Flying Officer, 9 January 1945. To Mountain View, 2 February 1945. To No.7 Release Centre, 29 August 1945. Retired 6 September 1945. Graduated in 1949 with a BA from the University of Alberta followed by a Masters in Social Work from the University of Toronto. Working first in Toronto with Children's Aid, he then joined the John Howard Society in Toronto and St. Catharine's and concluded his career working at Millhaven Institution in Kingston from 1976-1986. Died in Kingston, 2 July 2014.

Award presented 9 July 1950. Photo PL-28489 shows him with Sergeant S. Dye, 3 May 1944. Photo PL-28843 (ex UK-9939 dated 29 April 1944) shows F/L A.B. Crawford (adjutant, No.419 Squadron) distributing packages from Kamloops (sponsoring city); FS Mitchell Scott (Edmonton) receives a package of cigarettes. PL-28844 is same subject; Scott at extreme right. 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 26 July 1944 when he had flown 31 sorties (161 hours 15 minutes), 4 January to 18 July 1944.

During the seven months Warrant Officer Scott was on strength of this squadron, he has completed 31 operations against the enemy and has succeeded in obtaining 17 photographs plotted within 1/2 mile of the actual aiming point.

He has invariably shown great coolness and dogged determination in all his sorties and his conduct has been an inspiration to the members of his section. He has invariably shown great keenness to attack the enemy and has rendered great service in the training of junior Air Bombers.

I consider Warrant Officer Scott's courage and the great determination he has shown fully merit the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows (\* indicates Halifax trip; all others on Lancasters):

- \*4 January 1944 - Gardening, La Rochelle (7.00)
- \*24 February 1944 - Diversion attack, 6° East (4.55)
- \*25 February 1944 - Gardening (3.15, duty not carried out)
- \*2 March 1944 - Meulon-sur-Mureaux (6.25)
- \*6 March 1944 - Trappes (5.20)
- \*13 March 1944 - Le Mans (6.40)
- \*15 March 1944 - Amiens (6.00)
- \*25 March 1944 - Aulnoye 6.35)
- \*26 March 1944 - Courtrai (5.40)
- \*9 April 1944 - Lille (5.40)
- \*10 April 1944 - Ghent (4.40)
- \*20 April 1944 - Lens (4.50)
- 27 April 1944 - Montzen (4.30)
- 10 May 1944 - Ghent (4.35)
- 11 May 1944 - Boulogne (4.05)
- 24 May 1944 - Aachen (5.30)
- 27 May 1944 - Bourg Leopold (4.40)
- 4 June 1944 - Calais (4.10)
- 5 June 1944 - Merville (5.00)
- 6 June 1944 - Coutances (6.20)
- 9 June 1944 - Le Mans (5.40)
- 12 June 1944 - Cambrai (4.50)
- 14 June 1944 - St. Pol (4.00)
- 16 June 1944 - Sterkrade (5.10)
- 27 June 1944 - Ardouval (4.55)
- 4 July 1944 - Villeneuve St. George (6.30)
- 6 July 1944 - Siracourt (4.35, daylight)
- 7 July 1944 - Caen (4.30, daylight)

12 July 1944 - Thiverny (4.50, daylight)  
18 July 1944 - Caen (4.30, daylight)  
18 July 1944 - Wesseling (5.55)

\* \* \* \* \*

SCOTT, Sergeant Clarence Garfield (R70877, later J16666) - **Distinguished Flying Medal** - No.418 Squadron - Award effective 23 August 1942 as per **London Gazette** dated 18 September 1942 and AFRO 1653/42 dated 16 October 1942. Born in Verigin, Saskatchewan, 18 November 1915; home in Tisdale (educated there); involved in bridge construction. Enlisted in Regina, 11 October 1940. And posted to No.1 Manning Depot. To Camp Borden, 23 November 1940. To No.2 WS, 31 January 1941; promoted LAC, 3 March 1941; to No.5 BGS, 20 June 1941. Graduated and promoted Sergeant, 22 July 1941. To Embarkation Depot that date; to RAF overseas, 23 August 1941; embarked from Canada, 24 August 1941, arriving 2 September 1941. To No.1 Signal School, 16 September 1941. To No.418 Squadron, 10 December 1941. Promoted Flight Sergeant, 22 January 1942. To Bradwell Bay (sick), 27 May 1942; to No.418 Squadron, 19 June 1942. To Bradwell Bay (wounded), 19 August 1942. Commissioned 21 October 1942. Returned to No.418 Squadron, 3 December 1942. To No.278 Squadron, 17 January 1943 (ASR duties). Promoted Flying Officer, 21 April 1943. Attached to "B" Flight, 20 April to 9 August 1944. Promoted Flight Lieutenant, 21 October 1944. Attached to Hornchurch, 7 November 1944 to 16 January 1945. Repatriated 7 February 1945. To Suffield, 2 April 1945. To No.7 Release Centre, 6 January 1946. Retired 9 January 1946. Invested with award by the King, 27 October 1942. Photo PL-7151 shows him with Sergeants E. Anderson and J. Foran. Died 11 June 1992 in San Diego, California as per **Airforce Magazine**, issue of October-November-December 1992, Royal Canadian Legion "Last Post" website and **Legion Magazine** of October 1992.

This airman was the wireless operator air gunner of an aircraft detailed to attack a selected target for a landing by our combined forces at Dieppe. The bombing task was successfully accomplished but on the return flight, whilst some three miles out to sea from Dieppe, the aircraft was attacked by a Focke Wulfe 190. A burst of enemy fire raked the fuselage and set the starboard engine on fire. Sergeant Scott's gunseat was shot from under him but he fired a short burst at the attacker although he was unable to observe the effect. The pilot's cockpit became filled with smoke and fumes, and the pilot himself was unable to see as he could not jettison the cockpit hood. The aircraft was forced down, and on impact with the water it broke into two by the rear gunner's compartment. Sergeant Scott was thrown into the water without his dinghy. The front portion of the bomber turned over and sank. The pilot and observer were still inside but eventually both came to the surface in an unconscious condition. Sergeant Scott immediately swam to the assistance of the pilot, inflated his safety jacket, removed his dinghy inflated, and got the unconscious pilot safely aboard. Some 15 yards away the observer was struggling with the shroud of his parachute which was around his neckband dragging his head under the water. Sergeant Scott swam to his aid, freed him, but was unable to inflate his dinghy as the fabric was torn. He therefore swam with

the observer to the pilot's dinghy and managed to get him aboard. The dinghy was not large enough to hold three occupants but with complete disregard for his own safety Sergeant Scott commenced swimming towards Dieppe. Fortunately, soon afterwards, a friendly aircraft flew overhead. Anticipating that help would be forthcoming, he swam around and about fifty minutes later both he and his comrades were rescued by a launch of the rescue service. In the face of extreme danger this gallant airman displayed conspicuous courage and determination in his resolve to save his comrades, both of whom were injured and in great distress. Sergeant Scott sustained a sprained ankle and a deep cut over the right eye.

**Notes:** On repatriation form, January 1945, he stated he had flown 130 hours with No.418 Squadron although only 30 were operational (14 sorties). With No.278 Squadron he flew on Walrus aircraft (92 hours), Anson (163 hours), Lysander (ten) and Warwick (30) - 210 hours on ASR duties. Overseas training hours were 65.00 and "miscellaneous" hours were 120.

Application for Operational Wing dated 9 February 1945 claimed 91 sorties (335 hours), 1 December 1941 to 16 January 1945. His first sortie with No.278 Squadron was 2 February 1943 - a search for the crew of a Boston, but nothing found. First trip with No.418 Squadron was 5 June 1942 (intruder to Lille).

Dieppe incident was on Boston W8298.

**Training:** Interviewed in Regina, 5 April 1940. "Low on academic standing but considered very suitable for Air Gunner as he is steady and very keen." Tall (5 feet 10 inches) and weighed 164 pounds, Sports were boxing and baseball.

Course at No.2 WS was January to June 1941. Spent two hours in flying classroom as first operator, 2.40 on listening watch, 6.55 in single engine aircraft as sole operator, Ground courses in Theory (34/50), Radio Equipment (152/250), Morse, buzzer and lamp (183/200), Procedure (110/200), Signals Organization (118/150), Armament (76/100), PT and Drill (39/50)/ Placed 104<sup>th</sup> in a class of 191.

Course at No.5 BGS was 23 June to 21 July 1941. Battle aircraft - 7.25 in gunnery, 4.05 as passenger. Fired 530 rounds on ground, 400 air-to-ground, 1,675 air-to-air. Scored three percent hits in Beam Test, 1.3 percent in Beam Relative Speed Test and 4.5 percent in air-to-air. Scored 80 percent on written test, 75 percent on practical and oral test, rated 164/250 on "Ability as Firer". Placed 25<sup>th</sup> in a class of 32. "Quiet, reliable type; near in appearance, and has good all-round knowledge of subjects."

\* \* \* \* \*

SCOTT, FS Clarence Wilfred (R95065) - **British Empire Medal** - No.428 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 14 June 1919 Ogema, Saskatchewan (RCAF press release 4910 announcing award); home there; enlisted in Winnipeg, 14 February 1941 as Wireless Electrical Mechanic and posted

to No.1 Manning Depot with rank of LAC from enlistment. To RAF overseas, 28 April 1941. Attained rank of Flight Sergeant, 23 June 1943. Repatriated 18 November 1944. To No.2 Air Command, 15 January 1945. To No.8 Repair Depot, 18 March 1945. To No.5 Release Centre, 25 April 1945. Retired 2 June 1945. Died at Parksville, British Columbia, 16 January 2003. Award presented 2 May 1948. No citation in biographical file. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation dated 21 June 1944.

Flight Sergeant Scott as NCO in charge Radar has displayed great determination and devotion to duty in the equipping, modifying and maintenance of radar in squadron aircraft. He has spent many long and arduous hours, beyond the ordinary call of duty, in maintaining radar serviceability and his efforts have contributed to a major degree in the radar efficiency achieved by his unit.

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

This airman, as Non-Commissioned Officer in charge of Radar, has displayed great determination and devotion to duty in the equipping, modifying and maintenance of repair in the squadron aircraft. He has spent many long and arduous hours beyond the ordinary call of duty in maintaining radar serviceability and his efforts have contributed in a major degree to the radar efficiency of his unit.

\* \* \* \* \*

SCOTT, S/L Clayton Rennie (C3866) - **Mention in Despatches** - No.15 Group Headquarters, Coastal Command (Liverpool) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Home in Lansing, Ontario; enlisted in Toronto, 3 February 1941 as Radio Officer and granted rank of Flying Officer. To RAF Overseas, date uncertain. Promoted Flight Lieutenant, 5 July 1942. Promoted Squadron Leader, 1 May 1944. Repatriated 21 August 1945. Retired 11 October 1945.

\* \* \* \* \*

SCOTT, P/O (now F/O) Clifford (J46854) - **Mention in Despatches** - No.160 (BR) Squadron - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born 30 July 1920. Home in Hamilton, Ontario; enlisted there 11 March 1942 and posted to No.1 Manning Depot. To No.16 SFTS (guard), 7 May 1942. To No.6 ITS, 20 June 1942; graduated and promoted LAC, 18 August 1942 but not posted to No.12 EFTS until 29 August 1942; graduated 23 October 1942 when posted to No.9 SFTS; graduated and promoted Sergeant, 12 March 1943. To No.1 GRS, 19 March 1943. To No.160 (BR) Squadron, 11 June 1943. Promoted Flight Sergeant, 12 September 1943. Promoted WO2, 12 March 1944. Commissioned 15 April 1944; promoted Flying Officer, 15 October 1944. To Moncton, 28 May 1945. To Pennfield Ridge, 5 August 1945. To Halifax, 30 September 1945. To No.10 Release Centre, 1 October 1945. Retired 28 November 1945.

As an aircraft captain, this officer has completed a lengthy tour of operations on anti-submarine patrols. His reliability and keen devotion to duty have contributed greatly to the efficiency and morale of his unit.

\* \* \* \* \*

SCOTT, F/O Donald Gairn (J10224) - **Distinguished Flying Cross** - No.542 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2138/43 dated 22 October 1943. Born 21 July 1920 in Grimsby, Ontario; home in North Hamilton; enlisted in Montreal, 27 June 1941 and posted to No.1 Manning Depot. 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. Repatriated 14 December 1944. To No.4 Release Centre, 24 December 1944. Retired 9 February 1945. Award presented 22 November 1948. Photo PL-21729 is a portrait. Postwar he graduated from the University of Western Ontario and became a chartered accountant. Died at Trillium Health Centre, Toronto, 4 March 2002.

This officer has flown on a large number of operational sorties as pilot. His determination to complete his tasks has often caused him to encounter severe opposition from the enemy.

SCOTT, F/L Donald Gairn, DFC (J10224) - **Air Medal (United States)** - No.434 Squadron - Award effective 18 January 1944 as per **London Gazette** of that date and AFRO 602/46 dated 14 June 1946. Public Records Office Air 2/8973 has recommendation but gives his name as Donald Gavin and unit as Station Benson.

This officer has participated in reconnaissance missions for the U.S. Air Force. He has obtained excellent photographs of enemy shipping and of the bomb damage at Hamburg. He has always completed his allotted tasks, despite enemy opposition, whilst his skilful flying has contributed largely to the safe return of his aircraft.

\* \* \* \* \*

SCOTT, F/L Donald Robertson (J22752) - **Mention in Despatches** - No.7 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 13 June 1921. Enlisted in Winnipeg, 3 June 1941. To No.2 Manning Depot, 16 August 1941. To No.5 Personnel Holding Unit, 10 October 1941. To No.2 Training Command, 25 November 1941. To No.41 SFTS (guard), 24 November 1941. To No.2 ITS, 21 December 1941; graduated and promoted LAC, 14 February 1942 but not posted to No.16 EFTS until 14 March 1942; graduated 22 May 1942 and posted next day to No.4 SFTS; graduated and commissioned, 11 September 1942. To No.1 GRS, 2 October 1942. Promoted Flying Officer, 6

August 1943. To No.3 OTU, 25 September 1943. To Western Air Command, 7 January 1944. To No.120 (BR) Squadron, 11 January 1944. To No.9 (BR) Squadron, 30 April 1944. To No.7 (BR) Squadron, 23 August 1944. Promoted Flight Lieutenant, 11 September 1944. To No.3 Repair Depot, 20 July 1945. To Alliford Bay, 21 July 1945. To No.5 Release Centre, 1 September 1945. Retired 7 September 1945.

This officer has completed a large number of operational sorties, showing exceptional keenness in carrying out and completing his duties. On one occasion he completed an operational patrol under very adverse weather. On returning he was forced to fly in a 90 m.p.h. gale after dark. By displaying a high degree of skill and courage, Flight Lieutenant Scott succeeded in flying the aircraft to a strange base and made a successful landing. On another occasion this officer made a successful landing at base under similar conditions. His great skill and determination are worthy of the highest praise.

\* \* \* \* \*

SCOTT, Sergeant Donald Stewart (R70157) - **Mention in Despatches** - No.162 (Bomber Reconnaissance) Squadron (deceased) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born in Pakenham, Ontario, 4 October 1921. Home in Almonte, Ontario (farmer, weekend garage mechanic); enlisted in Galt, 28 August 1940 as Aero Engine Mechanic and posted to No.1 Manning Depot. To No.6 Repair Depot, Trenton, 10 October 1940. Promoted AC1, 28 November 1940. To No.3 BGS, Macdonald, 20 February 1941. To No.7 BGS, Paulson, 8 June 1941. Promoted LAC, 1 July 1941. Promoted Corporal, 1 January 1942. To No.4 BGS, Fingal, 30 April 1942. Remustered aircrew and posted to No.9 BGS, Mont Joli, 3 January 1943 to train as Flight Engineer. To No.3 OTU, Patricia Bay, 7 March 1943. Qualified and promoted Sergeant, 14 May 1943. To Eastern Air Command, Halifax, 30 May 1943. Posted to No.162 Squadron on 1 June 1943. A member of F/L David Hornell's crew, missing in action, 24 June 1944. No citation. Photos PL-30825, seated in back of jeep; PL-30824 with St.Laurent.

A record of his flying shows the following: at No.9 BGS, February 1943, five hours 40 minutes: at No.3 OTU, March 1943 (17.55); April 1943 (61.10); May 1943 (37.45); with No.162 Squadron, June 1943 (66.10); July 1943 (51.45); August 1943 (85.00); September 1943 (56.45), October 1943 (18.25); November 1943 (9.50), December 1943 (nil), January 1944 (22.00); February 1944 (29.25); March 1944 (11.20); April 1944 (44.55); May 1944 (93.20).

**Training:** Course at No.9 BGS, Mont Joli was 11 January to 19 February 1943. Flew in Battle aircraft with Bristol turret (five hours 40 minutes). Spent six hours 30 minutes in Turret Manipulation. On the ground operated Bristol, Boulton Paul and Frazer Nash turrets, and fired Vickers and Browning machine guns. Courses in Guns and Pyrotechnics (180/250), Guns, practical (65/100), Sighting, written (180/250), Turrets, practical (155/200), Aircraft Recognition (142/200). Placed 17<sup>th</sup> in a class of 24.

Course at School of Aeronautical Engineering (still at Mont Joli) was 20 February to 6 March

1943. Content not described, but he was marked in a written exam (67/100) and an oral exam (152/200). Described by F/L W. Schofield as follows: "Conscientious student. Worked hard and with experience should make a very good Flight Engineer."

Course at No.3 OTU was 15 March to 14 May 1943. Flew in Stranraer as Flight Engineer (83.25 by day, 24.25 by night. Exposed night feet of film from tail position and nine feet from midships position. Fired 400 rounds from tail position and 500 rounds from midships (five percent hits). Ground courses in Aircraft Recognition (82 percent), Airmanship/Steamship (78 percent), Armament (73 percent), Flight Engineering (94 percent), Photography (99 percent), Ship Recognition (89 percent). Not required to take courses in Coding, Intelligence, Meteorology or Navigation. Placed second in a class of three. "Very keen student. Practical experience needed to improve his knowledge."

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SCOTT, Sergeant Elmer Lee (R74623) - **British Empire Medal** - No.15 Service Flying Training School - Award effective 8 June 1944 as per **Canada Gazette** of that date and RCAF Routine Order 1380/44 dated 30 June 1944. Born in 7 September 1914 Calgary; educated in Vancouver. Enlisted at Vancouver, 27 September 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 31 October 1940. Promoted AC1, 15 March 1941. To No.10 Repair Depot, 19 March 1941. Promoted LAC, 1 July 1941. Promoted Corporal, 10 October 1941. To No.15 SFTS, 17 March 1942. Promoted Sergeant, 1 November 1942. To No.3 Repair Depot, 19 February 1943. To No.22 Sub-Repair Depot, 3 March 1945. To No.8 Release Centre, 3 September 1945. Released 13 September 1945. Automobile dealer and real estate broker; retired 1975. Died in Vancouver 11 November 2006. Award presented 15 January 1945.

This NCO has displayed an excellent sense of airmanship throughout his service career. His ability, energetic support and sense of leadership have at all times been outstanding.

\* \* \* \* \*

SCOTT, P/O Francis Adelbert (J92556) - **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 29 January 1920 in Clifton, Saskatchewan; home in Freemont, Saskatchewan (farmer); enlisted in Saskatoon for General Duties, 1 October 1941 and posted to No.1 Manning Depot. To No.4 Manning Depot, 13 October 1941. To No.8 BGS, 31 October 1941. Promoted AC1, 1 January 1942. Promoted LAC, 1 April 1942. Remustered to aircrew and posted to No.7 ITS, date not shown but probably 2 April 1943; graduated and posted to No.6 EFTS, 17 April 1943. To No.2 Manning Depot, 13 May 1943. To No.5 BGS, 11 June 1943; graduated 18 September 1943 when posted to No.1 CNS; 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 4 November 1944. Repatriated 23 April 1945. Promoted Flying Officer, 4 May 1945. Retired 11 June 1945. Died in Edmonton, 9 March 2000 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of



November/December 2000. Commissioned November 1944. Award presented 27 November 1948. RCAF photo PL-41131 (ex UK-17729 dated 28 December 1944) shows three Canadians in No.158 Squadron - FS N.M. Harris (rear gunner, Ryerson, Saskatchewan, looking out of Halifax exit door), FS F.A. Scott (bomb aimer, Freemont, Saskatchewan, left) and WO1 J.G. Hunter (bomb aimer, Venlo, Saskatchewan). 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 36 sorties (205 hours one minute), 6 October 1944 to 13 March 1945. Dates and times indicate he was in same crew as F/O Amiel Kuperman.

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

6 October 1944 - Sterkrade (4.16) - Bombed as ordered.  
7 October 1944 - Cleve (4.30) - Bombed on aiming point.  
9 October 1944 - Bochum (5.50) - Cloud; bombed target.  
14 October 1944 - Duisburg (5.17) - do.  
15 October 1944 - Wilhelmshaven (3.55) - Bombed in cloud.  
25 October 1944 - Essen (4.53) - Bombed as ordered.  
29 October 1944 - Zoutelande (3.16) - Bombed aiming point.  
31 October 1944 - Cologne (5.07) - Bombed through clouds.  
18 November 1944 - Munster (5.05) - do.  
21 November 1944 - Sterkrade (5.54) - Many fires in target area.  
29 November 1944 - Essen (5.53) - Cloud over target; fires.  
30 November 1944 - Duisburg (5.55) - Bombed through clouds.  
5 December 1944 - Soest (5.56) - Concentrated fires.  
12 December 1944 - Essen (5.35) - Cloud over target.  
26 December 1944 - St.Vith (5.20) - Bombed aiming point.  
28 December 1944 - Opladen (5.35) - Fires; bombed target.  
29 December 1944 - Coblenz-Mosel M/Y (6.15) - Bombed aiming point.  
30 December 1944 - Cologne (6.29) - Bombed through clouds.  
2 January 1945 - Ludwigshaven (6.35) - Many fires in target area.  
6 January 1945 - Hanau (6.34) - Bombed through clouds.  
27 January 1945 - Stuttgart (7.15) - do.  
1 February 1945 - Mainz (6.08) - Fires; bombed in cloud.  
2 February 1945 - Wanne Eickel (4.58) - Fires in target area.  
7 February 1945 - Goch (5.46) - do.  
9 February 1945 - Wanne Eickel (5.37) - - do.  
20 February 1945 - Reisholz (6.21) - Bombed as ordered.  
21 February 1945 - Worms (6.25) - Concentrated fires.  
23 February 1945 - Essen (5.32) - Bombed target.  
24 February 1945 - Kamen (6.17) - Good bombing.  
27 February 1945 - Mainz (6.46) - Bombed target.  
2 March 1945 - Cologne (4.39) - Bombed aiming point.  
5 March 1945 - Chemnitz (8.43) - Successful.  
7 March 1945 - Hemmingstedt (5.57) - Bombed target.  
11 March 1945 - Essen (5.17) - Good attack.  
12 March 1945 - Dortmund (5.57) - Bombed in clouds.  
13 March 1945 - Wuppertal (5.13) - Successful sortie.

Pilot Officer Scott has completed a tour of 36 operational sorties as an Air Bomber in Halifax III aircraft with 158 Squadron. All these attacks have been against heavily defended targets, the bombing of which has called for the greatest courage and skill to achieve the best results.

Possessed of a fine offensive spirit, Pilot Officer Scott has been a cheerful and encouraging influence in an excellent crew and his courage and determination in the face of the heaviest enemy fire has been a source of inspiration to all.

On the ground in his section this officer has also given of his skill, experience and time in the training of newer members of the squadron.

It is recommended that Pilot Officer Scott's outstanding record of operations, his courage and determination in times of danger and his devotion to duty at all times be recognized by the award of the Distinguished Flying Cross.

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SCOTT, G/C George Erle (C1391) - **Mention in Despatches** - No.6 Group (AFRO gives unit only as "Overseas" - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Quebec. Son of Colonel Benjamin A. Scott (Canadian Militia) and brother of Group Captain J.S. Scott, MC, AFC as well as Flight Lieutenant H.E. Scott administrative officer in Western Air Command), Major Charles Scott (First World War service, current superintendent of Valcartier Camp) and Major Shehyn Scott (First World War service, leather business executive). On his 18<sup>th</sup> birthday he enlisted in RAF as a Cadet (1918) and was taking pilot training when war ended. Home in Shanty Bay, Ontario; Corby's Distillery executive; enlisted in Toronto, 8 November 1939. Served at Toronto, Rockcliffe and Quebec. Posted overseas 14 April 1941. Promoted Squadron Leader, 15 August 1941. Promoted Wing Commander, 1 October 1942. Promoted Group Captain, 1 October 1944 although may have been Acting Group Captain in May 1944.. Opened and commanded Personnel Reception Centre in Bournemouth. Appointed Senior Administrative Staff Officer, No.6 Group, July 1943. Repatriated 5 September 1945. To No.2 Release Centre, 13 September 1945. Retired 15 October 1945. No citation in AFRO. RCAF Photo PL-4766 (ex UK-539) shows inspection of RCAF officers at Reception Centre by King George VI; present are S/L G.E. Scott and A/C L.F. Stevenson; PL-4777 (ex UK-550), PL-4778 (ex UK-551) and PL-4779 (ex UK-552) show the King and S/L G.E. Scott during inspection of radio mechanics newly arrived at Reception Centre; PL-4780 (ex UK-553) shows S/L G.E. Scott being presented to the Queen during inspection tour of RCAF Reception Centre. Caption to photo PL-36980 states that after filling several posts in Canada, he went overseas in April 1941, the first RCAF Administrative Officer posted to an RAF unit. Later that year named Commanding Officer, No.3 PRC, Bournemouth. In July 1943 he assumed the post of Staff Officer in Charge, Administration at No.6 Group Headquarters.

PL-15897 (ex UK-3880 dated 11 May 1943) show G/C G.S. O'Brian, AFC, S/L F.E. Nickson, G/C J.A. Hutchison, OBE, W/C G.E. Scott (later Group Captain and Mentioned in Despatches) and W/C M.T. Nolen.

Photos PL-33157; PL-22058 (with Brookes and Bradshaw). RCAF photo PL-28025 and PL-28026 (ex UK-8840 and UK-8841, both dated 17 March 1944) taken when he was Staff Officer Administration, No.6 Group Headquarters.

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SCOTT, F/O Gilbert Leigh (J25988) - **Distinguished Flying Cross** - 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 12 February 1917 at Knee Hill Valley, Alberta; home there (mechanic); enlisted in Edmonton, 11 April 1942 and posted to No.3 Manning Depot. To No.7 ITS, 4 July 1942; graduated and promoted LAC, 28 August 1942; to No.6 EFTS, 10 October 1942; ceased training and posted to No.1 Composite Training School, 19 November 1942; to No.5 BGS, 27 December 1942; may have graduated 26 February 1943 but not posted to No.5 AOS until 30 March 1943; graduated and commissioned on 30 April 1943. To "Y" Depot, 14 May 1943. To RAF overseas, 22 June 1943. Promoted Flying Officer, 30 October 1943. Promoted Flight Lieutenant, 30 April 1945. Repatriated 23 July 1945. To No.7 Release Centre, 9 September 1945. Retired 18 September 1945. Died at Innisfail, Alberta, 21 May 2009 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2009. Award presented 13 November 1948. RCAF photo PL-36837 dated July 1945 shows eight decorated RCAF officers from Alberta aboard **SS Stratheden** as it docked in Quebec: Front Row, left to right, F/L D.W. Schmidt, DFC and Bar, Wetaskiwin; F/O H.E. Patch, DFM, Vegreville; F/L G.A. Berry, DFC, Lloydminster; F/O J. Perry, Lethbridge; Back Row, left to right, F/L J.M. Calder, DFC, Edmonton; F/L G.L. Scott, DFC, Innisfail; F/O G.P. Bodard, DFC, Edmonton; F/L E.S. Dunn, DFC, Calgary and formerly of Medicine Hat. PL-36772 also shows him in a group.

This officer has participated in numerous operational sorties against a wide range of important and heavy defended targets in Germany. At all times he has shown outstanding zeal, cheerful courage and devotion to duty. In December 1944, Flying Officer Scott was deputy leading navigator of a formation of aircraft detailed to attack Duisburg in daylight. Although intense anti-aircraft fire was encountered on the run in to the target, he continued at his allotted task and successfully completed his mission. On another occasion Flying Officer Scott showed commendable skill. the electric generator of his aircraft became unserviceable during a mission to Berlin and all the electric equipment and navigational aids failed. Undaunted, he guided the aircraft to the target and gave valuable assistance to his pilot on the return flight to this country.

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SCOTT, F/O Glendon Roland (J17140) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 1921 in Fairville, New Brunswick; home in Fredericton. Served in NPAM; enlisted in Moncton, 21 November 1940. Trained at No.3 WS (graduated 1 August 1941) and No.7 BGS (graduated 1 September 1941). Commissioned 1942. Continued to

serve in postwar RCAF (207839). Died in Fredericton, 22 August 1984 as per **Legion Magazine** of November 1984. Award presented 20 April 1948. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 10 September 1944 when he had flown 46 sorties (255 hours 10 minutes); first tour with No.408 Squadron (10 June 1942 to 22 March 1943 - 30 sorties, 180 hours; second tour with No.429 Squadron, 9 July 1944 to 31 August 1944.

Flying Officer Scott is on his second tour of operations. During his operations, he has proved a most capable and efficient air gunner taking part on many sorties against such heavily defended targets as Nuremburg, Hamburg and the Ruhr area. On many occasions his untiring vigilance and skilful guidance has been instrumental in saving his aircraft and crew from enemy fighters, searchlights and anti-aircraft fire. At all times his cheerfulness and co-operation in his section has proved an inspiration to new crew members. He is a most valuable crew member who has always shown the utmost enthusiasm for operational flying.

It is considered that his fine operational record, devotion to duty and fortitude merit the award of the D.F.C.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has original a further recommendation by W/C A.P. Blackburn dated 20 November 1944 when he had completed 50 sorties (289 hours five minutes flying):

Flying Officer Scott has completed fifty operational sorties as a gunner, the majority of which were attacks against heavily defended major German targets. On several occasions when his aircraft has been attacked, his cool and skilful directions have enabled the pilot to successfully evade enemy fighters. On one occasion during an attack on Stuttgart, after the aircraft had been seriously damaged by flak, it was attacked by an enemy fighter. Flying Officer Scott's accurate fire drove off the fighter and thus enabled the Captain to bring the aircraft safely back to this country after losing two engines. He has proved himself to be a most valuable member of the Squadron. I recommend the award of the Distinguished Flying Cross.

The sortie list, covering both tours, was as follows:

30 May 1942 - Cologne (5.30)  
1 June 1942 - Essen (5.45)  
25 June 1942 - Bremen (6.15)  
8 July 1942 - Wilhelmshaven (5.20)  
9 July 1942 - Minelaying, Frisian Islands (5.40)  
12 July 1942 - Minelaying, St.Nazaire (6.25)  
21 July 1942 - Duisburg (5.20)  
26 July 1942 - Hamburg (7.00)

4 August 1942 - Sea search (4.15)  
4 August 1942 - Sea search (3.50)  
5 August 1942 - Lorient (7.15)  
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)  
9 January 1943 - Minelaying, Frisians (4.50)  
14 January 1943 - Lorient (6.35)  
7 February 1943 - Lorient (5.40)  
13 February 1943 - Lorient (6.05)  
14 February 1943 - Cologne (2.50, duty not carried out)  
16 February 1943 - Lorient (6.20)  
18 February 1943 - Wilhelmshaven (4.50)  
19 February 1943 - Wilhelmshaven (4.50)  
25 February 1943 - Minelaying, Frisians (3.50)  
26 February 1943 - Cologne (5.10)  
28 February 1943 - St, Nazaire (5.25)  
2 March 1943 - Sea search (3.50)  
3 March 1943 - Hamburg (5.25)  
8 March 1943 - Nuremburg (9.30)  
11 March 1943 - Stuttgart (8.20)  
\* \* \* \* \*  
9 July 1944 - Ardouval (4.45)  
12 July 1944 - Acquet (4.30)  
18 July 1944 - Caen (4.35)  
19 July 1944 - Wesseling (5.45)  
21 July 1944 - Ferme de Grand Bois (3.55)  
23 July 1944 - St. Nazaire (6.20)  
3 August 1944 - Hazenbrouck (4.05)  
4 August 1944 - Bois de Casson (4.00)  
5 August 1944 - St. Leu d'Esserent (5.25)  
7 August 1944 - La Hogue (4.10)  
8 August 1944 - Chantilly (4.35)  
12 August 1944 - La Breteque (5.05)  
14 August 1944 - Aisy (4.20)  
16 August 1944 - Kiel (4.55)  
18 August 1944 - L'Hey (3.55)  
31 August 1944 - Cezembre (5.10)  
11 September 1944 - Minelaying, Kiel Bay (5.40)  
13 September 1944 - Sea search (4.30)  
14 September 1944 - Operation not specified (3.20, recalled)  
15 September 1944 - Kiel (5.35)  
25 September 1944 - Calais (3.50)

4 October 1944 - Bergen (6.25)  
25 October 1944 - Hamburg (5.20)

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SCOTT, F/L Gordon James (J21866) - **Air Force Cross** - No.1 SFTS (but see list of postings) - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 27 March 1916. Enlisted in North Bay, Ontario, 30 October 1941. To No.2 Manning Depot, 9 December 1941. To No.5 Personnel Holding Unit, 31 January 1942. To No.31 OTU (guard), 5 February 1942. To No.3 ITS, 28 March 1942; graduated and promoted LAC, 23 May 1942 but not posted to No.11 EFTS until 20 June 1942; graduated 29 August 1942 when posted to No.13 SFTS; graduated and commissioned 18 December 1942; to No.1 Flying Instructor School, 8 January 1943. To No.6 SFTS, 7 March 1943. Promoted Flying Officer, 18 June 1943. Promoted Flight Lieutenant, 1 February 1945. To Central Flying School, 8 July 1945. To No.2 Release Centre, 28 March 1946. Retired 11 June 1946. Award sent by registered mail 20 April 1949. As of award had flown 1,975 hours, 1,660 as instructor, 257 hours in previous six months.

This officer has served on this unit over a lengthy period. During the first few months of his instructional career he showed exceptional interest and ability as an instructor. In his capacity of Deputy Flight Commander he showed special keenness and ability. As a Flight Commander his interest in his men, leadership and his untiring effort to see his work successfully completed are most commendable.

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SCOTT, FS Harold Irwin (R252756) - **Distinguished Flying Medal** - No.166 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45. Born 14 March 1924 in Melfort, Saskatchewan; home in Beatty, Saskatchewan (farmer, miner); enlisted in Vancouver, 7 April 1943 for Air Force Ground Defence and posted to No.3 Manning Depot. To No.2 Flying Instructor School, 28 May 1943. To No.4 WS, 27 June 1943; to No.1 SFTS, 12 August 1943; having remustered to aircrew, posted to No.10 BGS, 17 September 1943; graduated and promoted Sergeant, 24 December 1943. To "Y" Depot, 14 January 1944. To No.4 Aircrew Graduate Training School, same date. To "Y" Depot again, 11 February 1944. Taken on strength of No.3 PRC, 5 March 1944. Repatriated 21 February 1945. To No.6 Release Centre, 23 April 1945. Retired 30 April 1945. Died 17 January 2007 in Melfort, Saskatchewan as per **Legion Magazine** of May/June 2007. Award sent by registered mail 4 February 1952. 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 12 January 1945 when he had flown 29 sorties (163 hours), 25 August 1944 to 22 January 1945.

25 August 1944 - Russelsheim  
6 September 1944 - Le Havre  
7 September 1944 - Le Havre  
10 September 1944 - Le Havre  
16 September 1944 - Steenwyk  
17 September 1944 - Biggergerke  
20 September 1944 - Sangatte  
23 September 1944 - Neuss  
25 September 1944 - Calais  
27 September 1944 - Calais  
2 October 1944 - Westkapelle  
5 October 1944 - Saarbrücken  
7 October 1944 - Emmerich  
14 October 1944 - Duisburg  
15 October 1944 - Wilhelmshaven  
19 October 1944 - Stuttgart  
23 October 1944 - Essen  
28 October 1944 - Cologne  
31 October 1944 - Cologne  
2 November 1944 - Düsseldorf  
6 November 1944 - Gelsenkirchen  
21 November 1944 - Aschaffenburg  
27 November 1944 - Freiburg  
29 November 1944 - Dortmund  
4 December 1944 - Karlsruhe  
6 December 1944 - Merseburg (a/c abandoned, Belgium)  
5 January 1945 - Hanover  
16 January 1945 - Zeitz  
22 January 1945 - Duisburg



This Canadian Air Gunner has taken part in 29 sorties against a wide variety of targets in enemy occupied territory and in Germany itself. Losing his own crew early in his tour, he has shown a readiness to fly with any crew and, despite this handicap, has never lost his enthusiasm. He has always co-operated well with his fellow gunner and his timely warnings of the approach of enemy aircraft have been of invaluable assistance to the various Captains with whom he has flown.

On the night of the 6th December, 1944, when his aircraft was returning from an attack on Nuremburg, it was rapidly losing height owing to the failure of an engine whilst flying through an electrical storm over Belgium. Shortly afterwards the remaining three engines cut and the Captain gave the order to abandon aircraft. This was done and Flight Sergeant Scott made a successful parachute descent. This experience only served to intensify his desire to attack the enemy and he was soon operating with the squadron again.

For his fearlessness, magnificent operational spirit and skill as an Air Gunner, he is recommended for the award of the Distinguished Flying Medal.

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SCOTT, F/L Henley Neilson (J20948) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 2 June 1944 and AFRO 1296/44 dated 16 June 1944. Born in Regina, 24 August 1920; home in Winnipeg; enlisted there 1 November 1941. To No.3 Manning Depot, 19 November 1941. To No.15 SFTS, 31 January 1942 (guard). To No.7 ITS, 28 March 1942; graduated and promoted LAC, 22 May 1942 but not posted to No.19 EFTS until 5 June 1942; graduated 31 July 1942 and posted next day to No.10 SFTS; graduated and commissioned 20 November 1942. To "Y" Depot, 4 December 1942. To RAF overseas, 13 December 1942. Promoted Flying Officer, 20 May 1943. Promoted Flight Lieutenant, date uncertain. Repatriated 23 July 1945. To No.5 Release Centre, 5 September 1945. Retired 17 September 1945. Re-engaged with RCAF Auxiliary, No.402 Squadron (120232), 5 November 1946 to 18 May 1950. Award presented 30 October 1948. Photo PL-36832 might be him (check caption). Served in postwar RCAF Auxiliary with No.402 Squadron; appointed Honouray Colonel of that unit in 1985. 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."

Flight Lieutenant Scott has completed many sorties against important German targets including seven attacks on Berlin. In September 1943, during a mine-laying operation, one engine of his aircraft failed soon after he set course, but this

officer flew on and successfully completed his mission. An outstanding captain of aircraft, Flight Lieutenant Scott has set a high standard of airmanship and by his determination to press home his attacks has inspired his crew with the same fine fighting spirit.

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SCOTT, FS Henry James (Can 7660) - **Mention in Despatches** - No.436 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 14 July 1916. Home in Innisfail, Alberta; enlisted in Ottawa, 21 October 1938 as Aero Engine Mechanic, serving at Rockcliffe thereafter. Promoted LAC, 22 October 1939. Promoted Corporal, 1 August 1940. Promoted Sergeant, 1 January 1941. Promoted Flight Sergeant, 1 October 1941. To Western Air Command, 11 May 1943. To No.165 (Transport) Squadron, 15 July 1943. To "Y" Depot, 23 August 1944. Taken on strength of No.3 PRC, 29 August 1944. Promoted WO2, 1 September 1945. Repatriated 31 March 1946. To No.10 Repair Depot, 9 April 1946. Reverted to Sergeant in postwar RCAF, 1 October 1946. Promoted Flight Sergeant, 1 October 1949. Promoted WO2, 1 April 1953. To No.25 Air Material Base. 16 June 1953. No citation found; DHist file 181.009 D.1124 (RG.24 No.20585) has recommendation sent to Down Ampney Station HQ on 8 January 1946 for a Commendation which apparently was not approved. Clearly this does not pertain here, but it states that Scott enlisted in RCAF, 21 October 1938, went overseas in August 1944, and was posted to No.436 Squadron, embarking for India in October 1944. With that unit he was in charge of Aircraft Maintenance, and as such he helped the unit with a "very high record of serviceability, hours flown and loads carried whilst on operations" owing largely to his "initiative and efficiency."

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SCOTT, P/O Ivan James (J18809) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June and AFRO 1861/44 dated 25 August 1944. Born in Port Arthur, Ontario, 1923; home in Brandon, Manitoba; enlisted in Winnipeg, 1 November 1941. Trained at No.7 ITS (graduated 8 May 1942), No.19 EFTS (graduated 31 July 1942) and No.10 SFTS (graduated 20 November 1942). Commissioned 1942. Award presented 30 October 1948. Photos are PL-28651 (opening parcel from home, 17 April 1944); PL-40038 (with bride, former Helen Sweed, 11 November 1944). Postwar service in Flying Control Branch, RCAF (208143). RCAF photo PL-28651 shows him opening parcel from home, 17 April 1944; PL-40038 (with bride, former Helen Sweed, 11 November 1944).

Pilot Officer Scott has taken part in many sorties against the enemy, often pressing home his attacks in the face of intense opposition and securing some excellent photographs. Once during a sortie against Hanover his aircraft was attacked by a Messerschmitt 210 but his skilful airmanship prevented any damage being inflicted on his bomber. On two other occasions his aircraft was illuminated by searchlights for two or three minutes respectively and also attacked by enemy aircraft. By his courage, skill and determination in action this captain

of aircraft has inspired his crew with confidence.

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SCOTT, F/L John Brammer (J10988) - **Mention in Despatches** - No.164 Squadron (Canada) - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 21 April 1917. Home in Montreal; enlisted there 12 June 1941 and posted that date to No.4A Manning Depot. To No.1 WS, 27 July 1941. To No.3 ITS, 20 August 1941; graduated and promoted LAC, 24 September 1941; posted that day to No.4 EFTS; graduated 21 November 1941 when posted to No.9 SFTS; graduated and commissioned 10 April 1942 To No.2 ANS, 26 April 1942; to No.1 CNS, 25 May 1942; to No.13 SFTS, 21 July 1942. Promoted Flying Officer, 10 October 1942. Posted to Eastern Air Command, 27 July 1943.. To No.164 (Transport) Squadron, 4 August 1943. Promoted Flight Lieutenant, 1 October 1944. To Release Centre, 24 February 1946; retired 25 February 1946.

This officer has flown hundreds of hours on trans-Atlantic and other long over-water flights. Under adverse weather conditions he has proved to be a resourceful and skilful captain. His ability was demonstrated when he landed a twin engine aircraft on one engine after having flown fifty miles up a narrow fiord in Greenland where to turn back or to overshoot was impossible. His skill and devotion to duty has provided an excellent example to all ranks.

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SCOTT, W/C John Charles (C835) - **Distinguished Service Order** - No.413 Squadron - Award effective 30 January 1943 as per **London Gazette** dated 5 February 1943 and AFRO 373/43 dated 5 March 1943. Born 22 July 1913 in Coldwater, Ontario; home in Galt, Ontario. Commissioned as a P/P/O, 4 July 1938. Trained at Trenton (wings 17 June 1939) and No.1 CNS, Rivers. As of 18 August 1941 he was a Squadron Leader and attached to RAF overseas. Repatriated 26 June 1944 when he was a Wing Commander. To No.2 Manning Depot, 30 June 1944. To AFHQ, 31 July 1944. Promoted Group Captain, 1 April 1945. Reverted to Wing Commander, 1 October 1946. Award presented by Governor General, 28 February 1946. Postwar RCAF, being promoted Group Captain, 1 January 1948. Postings included command of Station Edmonton (1948-1950), Canadian Joint Staff Washington (1950-1951), Chief Staff Officer at Air Defence Command (1951 to 1954), commanding officer of Station Aylmer (April 1954 to December 1955), staff duties at Air Defence Command Headquarters, St.Hubert (December 1955 to March 1956), AFHQ (March 1956 to November 1957) and commanding officer of Station Greenwood (16 November 1957 to uncertain date). Retired 31 December 1963. 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." Photo is PL-117320, portrait, January 1945.

This officer has completed a very large number of operational missions involving arduous flights over the Atlantic, Arctic, and Indian Oceans and the Mediterranean. He is a brilliant captain whose determination to complete his allotted task whatever the circumstances has been outstanding. During a flight in December 1942, his aircraft became defective and he was forced to return to base. Within a quarter of an hour he took off in another aircraft. After locating his objective he flew over the area for more than an hour to secure information. His courageous example has won the admiration of all.

NOTE: Early in May 1943 W/C Scott participated in an epic of transportation flying. The following excerpts from the ORB of No.413 Squadron tell the story:

**3 May 1943:** Aircraft FP244, W/C Scott and crew airborne at 0216 (Z) hours on freight transport trip to Australia. This was the first trip of a weekly service started between Ceylon and Australia. Special long range Catalinas with overload tanks, no armament, and skeleton crews have been provided for this undertaking by the B.O.A.C. This squadron will be doing this trip every two weeks, the crews and maintenance being provided by the station. Aircraft successfully made landfall at Exmouth Gulf at 0800 hours on the 4<sup>th</sup>, landed, refuelled, and took off at 0205 hours/4th, landing at Crawley Creek, Perth, at 0805 hours.

**12 May 1943:** Aircraft FP244, captain W/C Scott and crew airborne Exmouth Gulf, Australia at 0300/11th on return trip to Ceylon. Waterborne Koggala 0845/12th. Number of hours on trip to Australia (Koggala to Exmouth Gulf) - 11.16 day, 12.15 night. Number of hours on return trip to Ceylon - 11.25 day, 14.00 hours night.

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SCOTT, F/O Murray Norman (J26748) - **Distinguished Flying Cross** - No.52 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 22 September 1921 at Bassano, Alberta; home in Innesfail; enlisted in Calgary, 20 October 1941. Trained at No.4 ITS (graduated 30 August 1942), No.5 EFTS (graduated 6 February 1943) and No.3 SFTS (graduated 4 June 1943). Commissioned 1943. Released 21 September 1945. Served in postwar RCAF; 13 October 1948 to 24 March 1969 (12798). Promoted Flight Lieutenant, 1 January 1951. Retired to St. Bruno, Quebec, 24 March 1969. Award presented 27 May 1950. Caption for photo PL-60296 (taken 29 March 1945) reads, "Veterans of the flight from India across the Hump to China, a Canadian pilot and his crew pause before a painted doorway in Kunming. Left to right: Flight Sergeant Frank Hancock of Birmingham, England, RAF; F/O Murray Scott of Calgary and Innisfail, Alberta, captain of the crew; the gatekeeper of the building, F/L Dean Burgin of Windsor, Ontario, and P/O John Lamon of Toronto." Photo PL-60297 (ex UK-19706 dated 29 March 1945) is captioned as follows - "Young Chinese villagers give the thumbs-up sign as Scott and his crew pay a call at their home near Kunming. Left to right, the airmen are P/O Johnny Lamon of Toronto, F/O Murray Scott, Calgary and Innisfail, Alberta, F/L Dean Burgin, Windsor, Ontario,

and Flight Sergeant Fred Hancock, Birmingham, England. The posters in the doorway celebrate Chinese New Year.” PL-60299 (ex UK-19708 dated 29 March 1945) shows Scott crew at entrance to a Chinese office building; left to right are Hancock, Lamon, Burgin and Scott. PL-60300 (ex UK-19709) is captioned as follows - “Arrival at the Kunming airfield after a flight across the Hump from India, a pair of Chinese youngsters lend a hand as Murray Scott, pilot, from Calgary and Innisfail, Alberta, and Johnny Lamon, Toronto, bring their gear from the aircraft. The lad at right wears two hats, one to keep his head warm in the nippy mountain air, one to keep the sun off.” PL-60305 (ex UK-19714) is captioned as follows - “Heavy going with the chopsticks over a meal at the Red Leaf Café in Kunming. Left to right, F/O W.B. Spears of Toronto, Public Relations Officer, F/O Murray Scott, pilot, Flight Sergeant Frank Hancock, navigator, P/O Johnny Lamon and F/L Dean Burgin, wireless operator.” PL-60308 (ex UK-19717) is captioned as follows - “The Hump safely behind them, a party of Canadians and an Englishman celebrate the occasion beneath a portrait of Sun Yat Sen as a Kunming café. Left to right, F/O W.H. Spears of Toronto, F/O Al Hewitt, Flight Sergeant Frank Hancock, Birmingham, England, P/O Johnny Lamon of Toronto, F/O Murray Scott of Calgary and Innisfail, Alberta, F/L Dean Burgin of Windsor, Ontario. It was the 61<sup>st</sup> crossing for Scott and his crew, which called for some of Yunnan Province’s justly famed mulberry wine at \$ 950 a bottle. Santa Claus is a permanent feature of the decorations.” PL-60310 shows Scott and crew perched at the base of an old pagoda. PL-60315 (ex UK-19724) shows Scott and Hancock shopping for scarves in Kunming bazaar. Figure at right has man-sized pipe. PL-60288 (ex UK-19697) shows Scott’s plane over mountains; PL-60292 (ex UK-19701) also taken flying through mountains. PL-60293 (ex UK-19702) taken out window as aircraft caught in down-current and dropped 3,000 feet. PL-104828 is a portrait taken in January 1951.

This officer has shown a high standard of airmanship and has set an outstanding example of keenness and enthusiasm. He has flown from India to China on many occasions. This flight is one on which severe icing frequently takes place and this hazard is rendered particularly dangerous by the mountainous nature of the terrain. The skill consistently shown by Flying Officer Scott has done much to build up the reputation of his unit.

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SCOTT, S/L Robert Clare (C646) - **Officer, Order of the British Empire** - Station Croft - Award effective 28 April 1944 as per **London Gazette** of that date and AFRO 1186/44 dated 2 June 1944. Home in Toronto. Briefly a Provisional Pilot Officer, 9 June to 12 August 1936. Enlisted in Kapuskasing, 16 November 1940. As of 18 May 1941 he was a Flying Officer at No.4 SFTS. To “Y” Depot, 20 February 1942. Overseas as of 1 March 1942. Promoted Flight Lieutenant, 7 November 1942. Promoted Squadron Leader, 20 June 1943. Award presented 11 August 1944. Repatriated 2 August 1945. Retired 2 October 1945. Died in Orillia, Ontario, 10 March 1993 as per Royal Canadian Legion “Last Post” website and **Legion Magazine** of July/August 1993. Photos (check captions) are PL-32669 (portrait, 24 August 1944), PL-30626, PL-30627 (in front of a Halifax), PL-30628, PL-32669 (ex UK-13667 dated 26 August 1944), PL-32803, PL-32796, and PL-32796. Photo PL-32797 (ex UK-15173 dated 20 September 1944) shows G/C R.S. Turnbull digging potatoes while S/L R.C. Scott bags them; “It’s all a way of

setting an example in community spirited activity in RCAF Bomber Group station Turnbull now commands. From it operates the Iroquois and Bluenose squadrons - as well as a number of leisure activities such as the above. Activities cover education, entertainment, and cleanup campaigns, besides gardening.” .

One night in December 1943, a Halifax aircraft crashed in the vicinity of an airfield and burst into flames. Squadron Leader Scott, the station engineer officer, was one of the first to arrive at the scene of the accident and immediately took charge of the rescue party in a cool and efficient manner. Seeing one member of the crew trapped inside the rear turret, he entered the blazing fuselage from the front and walked towards the rear in an endeavour to rescue the airman. Squadron Leader Scott was at first driven back by the heat and smoke but, displaying great determination, he repeated his effort and succeeded in reaching the turret and in passing the injured airman to safety through a hole in the rear. He then ensured that there were no further members of the crew left before he made his way out. Squadron Leader Scott displayed courage and devotion to duty in the face of fire and of the further danger that the petrol tanks might have exploded whilst he was engaged in the rescue. He was undoubtedly responsible for saving the airman's life.

NOTE: Public Record Office Air 2/5038 has original recommendation for a George Medal, drafted by G/C D.M. Edwards, 11 December 1943, which reads as follows:

On the night of the 2<sup>nd</sup> December 1943, an aircraft crashed in the vicinity of the flying field at RCAF Station Croft. Squadron Leader Scott was one of the first officers on the scene of the accident and took charge of the rescue party in a cool and efficient manner. Seeing that there was a survivor inside the rear turret of the aircraft, he entered the blazing fuselage from the front and walked towards the rear to try and extricate the gunner. He was driven back by the heat and smoke on the first attempt, but immediately made another entry and succeeded in getting down to the turret in time to assist in the passing out of Sergeant Hills through a hole in the rear. He then ensured that there were no further members of the aircrew in the aircraft and left it. His complete disregard for his own personal safety in endeavouring to extricate all survivors showed great presence of mind and gallantry. There is no doubt that the courage and prompt action of this officer in the face of the most hazardous conditions is largely responsible for the fact that Sergeant Hill is alive. I recommend that he be considered for the award of the George Medal.

On 31 December 1943, G/C A.D. Ross added his remarks:

This officer's initiative, devotion to duty and courage in the face of fire, and the danger of exploding petrol tanks, is responsible for the saving of the life of a valuable aircrew Non-Commissioned Officer. I consider that his actions on the occasion referred to above merit recognition by the award of the George Medal.

On 29 January 1944, A/V/M G.E. Brookes, Air Officer Commanding, No.6 Group, wrote:

Group Captain D.M. Edwards was an eye-witness of this action on the part of Squadron Leader Scott. The conditions under which the above related act was carried out make it particularly hazardous in view of the fact that the aircraft was totally destroyed by fire, and five of the seven members of the crew were killed or burnt to death in the fire. One member of the aircrew escaped, the condition of Sergeant Mills made it impossible for him to get out of the aircraft unaided, and he undoubtedly would have burned to death had it not been for the effort of this officer. I fully support the remarks and recommendation made above.

Recommend the immediate award of the George Medal.

An Air Ministry Committee reviewed several recommendations on 12 or 13 March 1944 and without explanation substituted the OBE for the GC.

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SCOTT, P/O Russell Andrew (J45917) - **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 15 March 1920 at Wawota, Saskatchewan; home there (student); enlisted in Regina, 28 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 16 September 1940; posted that date to No.2 WS; graduated 19 January 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 17 February 1941. Posted overseas, 3 April 1941. Repatriated 31 December 1942. To No.34 OTU, 11 February 1943. Commissioned 14 January 1944. To "Y" Depot, 25 May 1944. Taken on strength of No.3 PRC, 2 June 1944. Promoted Flying Officer, 14 July 1944. Repatriated again, 7 June 1945. Retired 27 September 1945. Award sent by registered mail 11 July 1950. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1941 (RG 24 Vol.20612) has recommendation dated 24 March 1945 when he had flown 53 sorties (359 hours 20 minutes) in two tours; the first lasted 31 August 1941 to 28 July 1942 (33 sorties in North Africa) and the second 23 October 1944 to 11 March 1945.

This officer has completed two tours of operations totalling 53 sorties. The majority of his attacks were made against the most heavily defended targets in Germany. Throughout his two tours this officer has shown a steadfast devotion to duty.

The sortie list was as follows:

31 August 1941 - Tripoli (3.20)  
26 September 1941 - Palermo (5.35)  
12 October 1941 - Tripoli (4.40)  
16 October 1941 - Naples (6.25)

17 October 1941 - Elmas (5.40)  
19 October 1941 - Tripoli (4.20)  
21 October 1941 - Naples (5.10)  
14 November 1941 - Benghazi (7.10)  
19 November 1941 - Derna (6.00)  
24 November 1941 - Benghazi (6.35)  
1 December 1941 - Benghazi (7.05)  
13 December 1941 - Derna (5.35)  
21 December 1941 - Siddell (7.05)  
14 February 1942 - Mining Benghazi (9.10)  
16 February 1942 - Benghazi (7.10)  
22 February 1942 - Sea convoy, bombing (11.15)  
4 March 1942 - Mining Benghazi (7.30)  
11 March 1942 - Benghazi (4.00)  
21 March 1942 - Nasgami airfield (7.45)  
28 March 1942 - Benghazi (6.50)  
7 April 1942 - Benghazi (7.45)  
19 May 1942 - Mining Benghazi (7.30)  
18 June 1942 - Mining Benghazi (7.45)  
23 June 1942 - Gazala airfield (6.45)  
26 June 1942 - Sidi Barani (6.30)  
28 June 1942 - Mersa Matruh (6.40)  
30 June 1942 - Derna (5.40)  
3 July 1942 - Mersa Matruh (5.40)  
5 July 1942 - Tobruk (8.35)  
10 July 1942 - Tobruk (7.45)  
12 July 1942 - Tobruk (9.00)  
14 July 1942 - Gazala (8.35)  
28 July 1942 - Tobruk (7.50)  
\* \* \* \* \*  
23 October 1944 - Essen (6.50)  
4 November 1944 - Bochum (5.55)  
27 November 1944 - Neuss (5.55)  
2 December 1944 - Hagen (6.45)  
5 December 1944 - Soest (6.45)  
6 December 1944 - Osnabruck (6.10)  
17 December 1944 - Duisburg (7.15)  
21 December 1944 - Cologne (7.05)  
24 December 1944 - Dusseldorf (5.25, day)  
29 December 1944 - Gelsenkirchen (6.40)  
30 December 1944 - Cologne (6.40)  
14 January 1945 - Nuremburg (9.15)  
16 January 1945 - Zeitz (8.35)  
28 January 1945 - Stuttgart (7.35)  
2 February 1945 - Wiesbaden (6.50)



28 February 1945 - Neuss (3.10, day)  
1 March 1945 - Mannheim (7.15, day)  
2 March 1945 - Cologne (6.05, day)  
5 March 1945 - Chemnitz (10.25)  
11 March 1945 - Essen (6.25)

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SCOTT, WO1 (now P/O) Russell Willoughby (R12449/J50540) - **Commended for Valuable Services in the Air** - No.18 SFTS - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 11 May 1920 at Meadow Lea, Manitoba; prewar farmer. Trained at No.4 ITS, No.5 EFTS and No.7 SFTS. Posted to No.18 SFTS, 14 February 1944. To No.5 Release Centre, 16 March 1945. Retired 19 March 1945. Postwar he worked for British American Oil in southwestern Manitoba before returning to farming. Dairy farmer and then Manager-Secretary of Manitoba Milk Producers Marketing Board. Chairman, Manitoba Broiler Hatching Egg Commission, 1985-1995. Died in St.Boniface, Manitoba, 25 February 1998. No card in biographical file. Photo PL-36269, taken at Lachine, shows F/O John Hartford, DFC, Mrs.A.A. Fraser, Miss Anne Fraser, F/O A.A. Fraser (Adjutant at Lachine) and F/O Russell W. Scott.

During his eighteen months as an instructor, Warrant Officer I Scott has given valuable leadership to the non-commissioned officer instructors both by his manner and in the efficient way in which he carried out his work. His ability as an instructor is regarded very highly and his deportment towards commissioned officers has been a model for the non-commissioned officers and airmen.

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SCOTT, F/L Stanley Gordon (C11926) - **Mention in Despatches** - Station Tain (Coastal Command) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 3 July 1918. Home in Toronto; enlisted there 5 September 1941 as Radio Mechanic and posted to No.1 Manning Depot. To University of Toronto, 22 September 1941. Promoted LAC, 7 January 1942. To No.1 Manning Depot, 21 January 1942. To No.31 Radio School, 24 January 1942. Commissioned 25 May 1942. To No.31 Personnel Depot, 7 June 1942. To RAF overseas, 12 July 1942. Promoted Flying Officer, 25 November 1942; promoted Flight Lieutenant, 25 May 1944. Repatriated 2 August 1945. To Mountain View, 13 September 1945. To Release centre, 19 September 1945; retired 8 October 1945.

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SCOTT, WO2 (now F/O) Victor Ernest (R129052/J907500) - **Croix de Guerre (France)** - Overseas - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 16 December 1921. Home in Oshawa; enlisted in Toronto, 28 August 1941. Granted Leave Without Pay until 9 September 1941 when posted to No.1 Manning Depot. To No.1 SFTS, 1 November 1941 (guard duty). To No.4 WS, 11 March 1942; promoted LAC, 15 April 1942; graduated 28 September 1942 when posted to No.3 BGS; graduated and promoted Sergeant, 26 October 1942. To "Y"

Depot, 27 October 1942; to RAF overseas, 22 November 1942. Promoted Flight Sergeant, 26 April 1943. Commissioned 25 October 1944 (J90700). Repatriated 9 November 1944. To No.1 Air Command, 15 January 1945. Promoted Flying Officer, 25 April 1945. To No.4 Release Centre, 13 July 1945; retired 10 September 1945. Public Records Office Air 2/8769 has recommended citation (but not unit).

This warrant officer has completed numerous sorties against the enemy. He has invariably displayed great enthusiasm for operations. His courage and conscientiousness have been outstanding even in the face of the heaviest opposition.

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SCOTT, F/L William Arthur (C24755) - **Commended for Valuable Services in the Air** - No.9 EFTS - award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 30 November 1914. Home in Niagara Falls, Ontario; enlisted in Hamilton, Ontario, 9 January 1941 and classified as Flying Instructor. Assigned to No.1 Training Command. To Trenton, 31 March 1941. Granted rank of Sergeant, 5 May 1941 and assigned to No.9 EFTS, being granted Leave Without Pay until 1 December 1942 when recalled to RCAF service, remaining at No.9 EFTS. Commissioned 8 December 1943 with seniority from 1 June 1943 and simultaneous promotion to Flight Lieutenant. To No.12 EFTS, 14 January 1944. To No.7 EFTS, 11 July 1944; to No.1 Flying Instructor School, 15 November 1944. To Release Centre, 4 February 1945; retired 9 March 1945.

This officer, a direct entry pilot, has been employed as a Flying Instructor for over two years. His ability as an instructor is outstanding and he has at all times shown the qualities of good leadership.

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SCOTT, Sergeant (now P/O) William Francis (R80506/C24753) - **Air Force Medal** - No.15 EFTS - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born in Toronto, 30 April 1914; home there. Attained Junior Matriculation and then worked nine years as a shipping clerk with Cities Services Oil. Obtained a Private Pilots License and had flown 15 hours dual and 70 hours solo before enlisting in Toronto, 24 October 1940. Posted that date to No.2 Manning Depot, Brandon. To No.34 SFTS, Medicine Hat, 28 November 1940 (non-flying duties). To No.2 ITS, Regina, 5 January 1941; to No.4 Training Command Headquarters, Regina, 15 January 1941; attached to Moose Jaw Flying Club for training as instructor, 25 January 1941; to Central Flying School, Trenton, 1 March 1941. Promoted Sergeant, 4 April 1941. That same day he was granted Leave Without Pay and seconded to No.15 EFTS. To No.11 SFTS, Yorkton, 20 April 1942. Again granted Indefinite Leave Without Pay, 27 May 1942 and returned as flying instructor at No.15 EFTS. Commissioned 8 December 1942. Struck off strength of No.15 EFTS, 16 October 1943. Taken on strength of No.24 EFTS, Abbotsford, 17 October 1943. To No.7 SFTS, Macleod, 6 February 1944. AFM presented 17 March 1944. To "Y" Depot, Lachine, 4 April 1944. Embarked from

Halifax, 29 April 1944. Disembarked in Britain, 5 May 1944. Taken on strength of No.3 PRC, 8 May 1944. To No.20 (P) AFU, 13 June 1944. To No.22 OTU, 19 September 1944. Killed in flying accident, 18 December 1944 at No.22 OTU (Wellington NC494). He completed a dual bombing exercise with one F/O Burnett (screened instructor), 1850-2123 hours. He took off again at 2332 hours for a night bombing exercise, and crashed at 0042 hours. It dived almost vertically into ground shortly after a weather recall - cause obscure though evidently he had lost control. At the time of the accident he was credited with 34 hours dual and 57 hours solo on Oxford aircraft, 13 hours dual and 75 hours solo on Wellingtons, and he had flown 2,877 hours on all times. Allison and Hayward, **They Shall Grow Not Old** say he was from Bethune, Saskatchewan; apparently his parents had separated and she was living there when he was killed..

Sergeant Scott has been outstanding in the instruction of his pupils in the Navigation Section. He has become the authority on Navigation for all flight plans at this unit. His original ideas and devotion to the importance of Pilot Navigation are deserving of the highest credit. Sergeant Scott has been very co-operative in his dealings with other instructors and with his pupils. He has completed nearly 1,200 flying instructional hours during a twelve-month period.

Pilot of Tiger Moth 4229, 7 August 1941 which crashed (Category C2), five miles southwest of Regina, 2020 hours. He attempted to take off from extremely soft field, wheels sank in mud and aircraft overturned. Neither he nor his pupil, R.87354 LAC J.J. Dougall, were injured. His award stemmed from a recommendation drafted 30 January 1943 by S/L I. Summerville, AFC:

Sergeant Scott has been outstanding in the instruction of his pupils in the Navigation Section. He has become the authority on Navigation for all flight plans at this unit. His original ideas and devotion to the importance of Pilot Navigation are deserving of high credit.

Sergeant Scott is very cooperative and pleasant in his dealings with other instructors and his pupils and has been a great asset to this school.

His flying time for 1942 - 1,152 hours 40 minutes.

On 30 January 1943 the civilian manager of No.15 EFTS added his remarks:

Sergeant Scott was posted to this unit, April 4<sup>th</sup>, 1941 and was engaged by the Operating Company as a flying instructor on leave without pay, beginning his duties on April 8<sup>th</sup>, 1941. During the entire time from that date until he was recalled to the Service on December 1<sup>st</sup>, 1942, he carried out all duties assigned to him with utmost efficiency and cheerfulness. He was prepared at all times to accept responsibilities beyond his ordinary duties and in every way it can be stated that he was an outstanding example to all other instructors on the flying staff of the unit. His cooperation with the ground school in connection with Navigation

Courses proved of great value to the efficiency of the school. Remarks set out above made by the present C.F.I. of the unit are hereby endorsed.

On 9 March 1943 an officer (G/C Crabb ?) signed for A/V/M G.R. Howsam, Air Officer Commanding, No.4 Training Command, in endorsing the recommendation. The Chief of Air Staff concurred on 6 April 1943.

Subsequent assessments sometimes supported the high opinions of his immediate superiors and sometimes not. A Visiting Flight opinion dated 30 July 1943 read:

An experienced instructor but has permitted sequences to remain very obsolete. Has not exerted much effort to keep ability as a flying instructor up to date. Delivery not interesting or convincing. Must modernize sequence.

However, on 1 August 1943, F/L G.T. Pearce wrote:

A very good officer who shows good judgement, very conscientious in all his duties.

This was endorsed by S/L Summerville:

This officer is at present a Flight Commander and has proved his ability both as a Flight Commander and Navigation Instructor and warrants promotion.

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SCRIMSHAW, LAC Lloyd Alfred (R87560) - **British Empire Medal** - No.2 SFTS - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Vancouver, 23 December 1913. Enlisted there, 27 December 1940 (General Duties) and posted to No.1 Manning Depot. To No.1A Manning Depot, 8 January 1941. To No.2 SFTS, 20 January 1941. Promoted AC1, 27 March 1941. Promoted LAC, 27 June 1941. Promoted Corporal, 1 January 1943. To No.3 WS, 24 April 1943. Promoted Sergeant, 1 June 1943. To No.3 Repair Depot, 17 August 1944. To No.5 OTU, 24 August 1944. Promoted Flight Sergeant, 1 July 1945. Retired 20 September 1945. Died in Sechelt, British Columbia, 30 December 1984. Award presented by Governor General, 16 April 1943. Photos PL-16020 and PL-16044 taken at time of investiture.

This airman is employed on the aerodrome control car, and has been exceptionally keen in the performance of his duties which control the landing and taking off of aircraft. By his constant vigilance, he has prevented at least six crashes which would have resulted in considerable financial loss and probable fatal or other injury to flying personnel.

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SEAGER, F/L Charles Frederick Benson (C10194) - **Mention in Despatches** - Skipton-on-Swale - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 6 July 1916 in Vancouver. Educated in Toronto (1921-1926), Kingston (1926-1928), Brockville (1928-1932), London Central Collegiate (1932-1935) and University of Western Ontario (1935-1939). Also attended Curtiss-Wright Technical Institute of Aeronautics (1939-1940); and worked for Canadian Car and Foundry, Fort William, 1940-1941 as Production Engineer. Enlisted in London, Ontario, 20 February 1942 and immediately commissioned as Flying Officer in Engineer Division. To Aero Engineer School, Montreal, 27 February 1942. To No.1 Training Command, 8 August 1942. To No.16 SFTS, Hagersville, 10 May 1942. To No.6 Repair Depot, Trenton, 4 April 1943. Promoted Flight Lieutenant, 1 July 1943. To "Y" Depot, 27 April 1944. Taken on strength of No.3 PRC, 3 May 1944 (date of embarkation from Halifax). Disembarked in Britain, 10 May 1944. To Headquarters, No.6 Group, 18 May 1944. Attached to Bomber Command Headquarters, 21-30 May 1944. Attached to No.53 Base, 31 May to 7 June 1944. Attached to RAF Station Waddington, 7-20 June 1944. Attached to No.62 Base, 8 August to 4 September 1944. Posted from No.6 Group Headquarters to No.63 Base, 5 September 1944. Repatriated 23 July 1945. Retired 3 September 1945. Re-engaged with RCAF Auxiliary (120527), 19 November 1946 to 5 July 1956. Photo PL-101196 is portrait, 16 November 1953. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ. Had served 26 months in Canada, nine months in UK. Officer Commanding, Daily Servicing Squadron. In postwar RCAF Auxiliary, 19 November 1946 to 20 December 1954; initially he was a Flight Lieutenant (Aero Engineer); promoted Squadron Leader, 1 June 1949; awarded Queen's Coronation Medal, 23 October 1953. He was on strength of No.401 Squadron until 31 May 1951 when transferred to No.3001 Technical Training Unit. Died in St. Bruno, Quebec, 1983, as reported in **Legion Magazine**, September 1984.

This officer has always shown outstanding qualities of perseverance, energy and hard work. Although having been overseas a comparatively short time, he has thrown himself completely into his work with such energy and devotion to duty that he sets a splendid example to all who come under him. He spends many hours of hard work over and above the normal call of duty, and with his continued cheerfulness and optimism in the face of the most trying conditions. He definitely promotes harmony and good will amongst all those with whom he comes in contact.

**Selected Assessments:** Interviewed for RCAF, 12 November 1941 at which time he was described as follows: "Physically unfit for aircrew, not brilliant in studies, rather slow in actions. Keenly interested in Aeronautics and has had both theoretical and practical experience. Has secured release from Canadian Car and Foundry, Fort William, valid only if accepted by RCAF. Should be able to qualify for Aero Engineer School course."

"Has been very satisfactory as Technical Adjutant. His Civil Engineering training on aircraft has been very useful." (W/C G.R.C. Weese, No.6 Repair Depot, 9 November 1943).

"The subject officer has been filling the establishment of senior Aeronautical Engineering

Officer on this unit for the past eleven months. During this period he has shown great interest in the squadron and has taken the lead in organizing the ground crew training program for 401 and 438 Squadrons. To date his work has been carried out in a most satisfactory manner. It is strongly recommended that Flight Lieutenant Seager be promoted to the rank of Squadron Leader.” (W/C F.G. Grant, No.401 Squadron, 23 October 1947).

“This officer has been the moving spirit behind the success of this unit and deserves great credit for his untiring efforts.” (G/C C. Carling-Kelly, 3 September 1954).

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SEALE, F/O Reginald Coutts (J17560) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 14 September 1921 in Vancouver; home there (clerk). Enlistment delayed because he booked work on an Esso tanker for what was to be a short voyage; orders changed and he was held up eight months; finally enlisted in Vancouver 8 July 1941 and posted to No.2 Manning Depot. To No.3 SFTS (guard), 14 August 1942; to No.4 ITS, 13 September 1941; graduated and promoted LAC, 26 October 1941 when posted to No.6 AOS; graduated 31 January 1942 when posted to No.5 BGS; graduated and promoted Sergeant, 14 March 1942; posted that date to No.1 ANS; graduated 14 April 1942 when posted to “Y” Depot. To RAF overseas, 30 April 1942. Promoted Flight Sergeant, 14 September 1942. Promoted WO2, 14 March 1943. Commissioned 13 March 1943. Promoted Flying Officer, 13 September 1943. Served with No.104 Squadron, November 1942 to September 1943 (41 sorties, 246 hours 20 minutes sorties from 28 December 1942 to 22 August 1943, flown against targets in North Africa and Italian targets. With Headquarters, No.203 Group, Cairo, September 1943 to March 1944 (staff navigator; developed DR Trainer for local use); on staff of an Operational Training Unit in Palestine, March 1944 to July 44 (navigation instructor); with a Mediterranean/Middle East Communications Squadron, July to September 1944 which he described as "Crew duties on General Sir Maitland Wilson's aircraft - Dakota aircraft". On return to United Kingdom he waived repatriation and asked for an operational unit. With No.429 Squadron, 12 December 1944 to May 1945; promoted Flight Lieutenant, 13 March 1945. Arrived in Yarmouth, Nova Scotia on 22 July 1945. On 4 July 1945 he gave his flying times as 381 hours ten minutes operational and 455 non-operational hours, claiming 61 sorties in all; he could not estimate time on Ansons (logbook lost), but listed other types as follows: Blenheim (10 hours, approximately), Wellington (650 hours, approximately), Dakota (50 hours, approximately), Halifax (141 hours 30 minutes) and Lancaster (57 hours 40 minutes). Released on 22 September 1945. Award presented 29 January 1947. Attended University of British Columbia (Bachelor of Commerce degree); rejoined RCAF as an Accounts Officer, 21 November 1949 (15154) with rank of Flying Officer. Promoted Flight Lieutenant, 1 January 1952. Killed while flying as a passenger, 17 March 1954 with F/L V.C. Dillabaugh and F/O R.C.L. Hutchison. (Expediter 2369, No.105 Communications and Rescue Flight). Aircraft left Edmonton en route to Fort Nelson; 90 minutes after take off, pilot reported one engine had failed, trying to make Grande Prairie. Wreck found 22 March 1954, 20 miles southeast of Grande Prairie. Seems that propeller flew off and caused structural damage after distress call. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably

displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 19 March 1945 noting he had flown two tours. Second tour was 16 sorties (107 hours 50 minutes), 29 December 1944 to 13 March 1945; he claimed 20 sorties on repatriation, the other three were probably flown after recommendation.

Flying Officer Seale has completed sixteen sorties of his second operational tour on heavy bomber aircraft. He is regarded as an outstanding navigator who has at all times been an extremely valuable asset to his crew. By his skilful navigation, his coolness under fire and untiring efforts he has always guided his captain to the target and safely back to base.

On one occasion the aircraft was under fire and all special equipment, including one of the compasses, became unserviceable. However, the mission was successfully completed and a large share of the credit is due to this officer for carrying on with his duties with the same high degree of efficiency under most difficult circumstances.

It is considered that his fine operational record, coupled with a calm courage and devotion to duty displayed by this officer fully merits the award of the Distinguished Flying Cross.

The sortie list was as follows:

4 January 1943 - Sousse (4.05)  
6 January 1943 - Sousse (5.05)  
9 January 1943 - Road junction near Tripoli (4.35)  
12 January 1943 - Sousse (3.00)  
14 January 1943 - Tripoli (3.20)  
16 January 1943 - Tripoli (4.05)  
19 January 1943 - Roads in Tripoli area (3.40)  
20 February 1943 - Palermo (6.20)  
24 February 1943 - Gabes West Landing Ground (4.25)  
28 February 1943 - Palermo (6.25)  
11 March 1943 - Palermo (7.10)  
20 March 1943 - Mareth Battle Area (4.55)  
22 March 1943 - Mareth Battle Area (6.15)  
24 March 1943 - Mareth Battle Area (5.50)  
25 March 1943 - Mareth Battle Area (5.05)  
27 March 1943 - Gabes (5.45)  
30 March 1943 - Sfax El-Maou Landing Ground (5.50)  
4 April 1943 - Sfax (5.15)  
6 April 1943 - Sfax (5.30)  
8 April 1943 - Sousse (6.10)  
11 April 1943 - St. Marue-du-it Landing Ground (7.15)  
15 April 1943 - St. Marue-du-it Landing Ground (6.25)

6 May 1943 - St. Cyprien-Tunis Road (6.50)  
21 May 1943 - Messina (6.55)  
11 June 1943 - Pantelleria Harbour (3.00)  
13 June 1943 - Messina (5.40)  
21 June 1943 - Salerno (6.10)  
1 July 1943 - Palermo (4.45)  
11 July 1943 - Mazaro Delvallo, Sicily (3.05)  
22 July 1943 - Salerno (6.40)  
29 July 1943 - Capodichino Aerodrome, Naples (6.15)  
3 August 1943 - Cantanzaro Marina, Italy (5.45)  
4 August 1943 - Messina (5.45)  
6 August 1943 - Evacuation Craft, Cape Palermo (6.40)  
8 August 1943 - Evacuation Craft, Cape Palermo (6.00)  
10 August 1943 - Evacuation Craft, Cape Palermo (5.55)  
12 August 1943 - Evacuation Craft, Cape Palermo (5.50)  
14 August 1943 - Beaches, San Fovanni-Palmi (6.00)  
16 August 1943 - Viterbo Aerodrome (6.40)  
19 August 1943 - Beaches, Paulo River (6.05)  
22 August 1943 - Salerno (6.10)  
28 November 1943 - ferrying, England-Gibraltar (8.15)  
8 December 1943 - Matruh (11.30)

\* \* \* \* \*

29 December 1944 - Oberlar (6.45)  
30 December 1944 - Cologne (6.25)  
2 January 1945 - Ludwigshaven (7.30)  
5 January 1945 - Hanover (6.05)  
6 January 1945 - Hanau (7.25)  
14 January 1945 - Grevenbroich (6.25)  
16 January 1945 - Magdeburg (2.05, early return)  
1 February 1945 - Mainz (7.10)  
2 February 1945 - Wanne Eickel (5.25)  
13 February 1945 - Bohlen (8.10)  
17 February 1945 - Wesel (5.55)  
20 February 1945 - Mannheim (6.55)  
23 February 1945 - Essen (6.25)  
7 March 1945 - Hemmingstadt (6.15)  
11 March 1945 - Essen (6.25)  
12 March 1945 - Dortmund (6.20)  
13 March 1945 - Wuppertal (5.50)

Application for Bar to Operational Wing dated 17 June 1945 stated he had flown 20 sorties (134 hours 55 minutes), 12 December 1944 to 10 May 1945.

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SEAMAN, FS (now P/O) Henry Linden (R192298/J90745) - **Distinguished Flying Medal** - 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 7 December 1922; home in Garrick, Saskatchewan; enlisted in Regina, 22 October 1942. After unexplained delay, posted to No.2 ITS, 15 January 1943. To No.7 BGS, 1 April 1943. To No.7 ITS, 1 May 1943; graduated and promoted LAC, 9 July 1943; to No.2 Air Gunner Ground Training School, 23 July 1943; to No.3 BGS 4 September 1943; graduated and promoted Sergeant, 15 October 1943. To "Y" Depot, 29 October 1943; taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Commissioned 8 September 1944. Repatriated 9 December 1944. To No.2 Training Command, 16 December 1944. To No.5 BGS, 19 December 1944. To No.6 Release Centre, 18 February 1945. Retired 1 March 1945. Award presented 6 September 1947. No citation - "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy...numerous operations against the enemy in the course of which [he] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 20 September 1944 when he had flown 34 sorties (163 hours), 22 May to 15 September 1944.

This NCO has shown a high degree of skill as an Air Gunner on tour of 34 successful sorties over enemy territory. His co-operation, coolness and devotion to duty contributed in a large measure to the success of his crew. His cheerful confidence, reflected in the high standard of morale in his crew, has impressed the whole unit. For his devotion to duty and high degree of ability, Flight Sergeant Seaman is strongly recommended for the Distinguished Flying Medal.

The sortie list was as follows:

22 May 1944 - Le Mans (4.45)  
5 June 1944 - Houlgate (3.20, duty not carried out)  
6 June 1944 - Coutances (5.30)  
8 June 1944 - Mayenne (5.35)  
12 June 1944 - Cambrai (4.05)  
21 June 1944 - St. Martin l'Hortier (3.55)  
23 June 1944 - Bientegues (3.50)  
24 June 1944 - Barnieres (3.40)  
27 June 1944 - Foret d'Eawy (4.00)  
28 June 1944 - Metz (6.50)  
1 July 1944 - Biennais (3.50)  
3 July 1944 - Biennais (3.50, day)  
5 July 1944 - Biennais (4.10)  
7 July 1944 - Caen (4.20)  
12 July 1944 - Thiverny (4.30)  
15 July 1944 - Nucourt (4.25)  
17 July 1944 - Caen (3.50, day)  
24 July 1944 - Ferfay (3.50)  
28 July 1944 - Hamburg (5.45)

9 August 1944 - Foret de Nieppe (3.55)  
10 August 1944 - La Pallice (7.25)  
12 August 1944 - Mont Richard (5.20, day)  
12 August 1944 - Falaise (4.25)  
15 August 1944 - Brussels (4..15, day)  
16 August 1944 - Kiel (6.05)  
18 August 1944 - Bremen (5.45)  
25 August 1944 - Brest (4.10)  
27 August 1944 - Mimoyceque (3.25)  
31 August 1944 - Ile de Cezembre (4.50, day)  
9 September 1944 - Le Havre (4.15, day)  
10 September 1944 - Le Havre (4.15, day)  
11 September 1944 - Castrop Rauxel (5.15, day)  
12 September 1944 - Bochum (4.55, day)  
13 September 1944 - Osnabruck (4.40, day)  
15 September 1944 - Kiel (6.05)

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SEAMAN, F/L Stephen Murray (J23848) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 23 July 1920. Home in Toronto; enlisted there 21 November 1941 and posted to No.1 Manning Depot. To No.8 SFTS (guard), 4 December 1941. To No.3 ITS, 14 February 1942; graduated and promoted LAC, 20 June 1942 but not posted to No.11 EFTS until 15 August 1942; graduated 23 October 1942 and posted next day to No.13 SFTS; graduated and commissioned, 19 February 1943. To No.1 GRS, 26 February 1943. To "Y" Depot, 23 May 1943; to RA overseas, 15 June 1943. Promoted Flying Officer, 19 August 1943. Posted to No.426 Squadron, 25 June 1944 (from No.61 Base); promoted Flight Lieutenant, 1 October 1944; posted away to "R" Depot, 2 January 1945. Repatriated 15 January 1945. To No.16 SFTS, 27 February 1945. To No.1 Central Flying School, 30 March 1945. To Western Air Command, 19 May 1945. Retired 7 September 1945. Rejoined Supplementary Reserve in Ottawa as pilot, 10 September 1952 (204861) and assigned to Training Command Headquarters; struck off strength, 31 March 1954; retired to Lyndhurst, Ontario. 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.2891 (RG.24 Vol.20633) has recommendation dated 15 November 1944 for J23843 F/L Stanley Alfred Seaman; had flown 34 sorties (158 hours 40 minutes).

Flight Lieutenant Seaman has completed 34 sorties during his tour of operations, many of these to heavily defended German targets such as Stuttgart, Kiel, Hamburg and Cologne. On one occasion his bomb doors fell open shortly after take off and could not be closed; he proceeded to the target and bombed it successfully and returned safely to this country. On another occasion the pilot's escape hatch blew off and in spite of intense cold Flight Lieutenant Seaman proceeded to the target, bombed it and returned to base.

Throughout his tour his keenness for operations has been an inspiration to other aircrew and he has always shown a keen determination to press home his attack in spite of all difficulties. His untiring energy and enthusiasm have been a definite spur to new crews, giving them confidence and imparting some of his own keenness. He is strongly recommended for the award of the Distinguished Flying Cross (Immediate).

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SEARLE, W/C Arthur Brodie (C785) - **Air Force Cross** - No.2 SFTS - Award effective 16 April 1943 as per **London Gazette** of 13 April 1943 and AFRO 1035/43 dated 4 June 1943. Born 20 September 1916 in Lashburn, Saskatchewan, 1916. Enrolled in University of Saskatchewan at age 17 and received a degree in Civil Engineering. Joined RCAF, P/P/O, 26 July 1937; qualified for pilots badge, 20 May 1938. With No.2 Squadron from Trenton to EAC, August 1939. Transferred to Army Co-Operation School, Uplands, December 1939. To No.2 SFTS, 3 October 1940; CFI at Uplands and Rockcliffe. Promoted Squadron Leader, 1 June 1941. Promoted Wing Commander, 1 July 1942. To AFHQ, 8 August 1943. To No.13 SFTS, 23 January 1944. Promoted Group Captain, 1 August 1944. To No.10 SFTS, 31 August 1944. To No.11 SFTS, 15 April 1945. To Pennfield Ridge, 16 August 1945. To Eastern Air Command, 1 October 1945. To No.1 Flying Instructor School, 5 November 1945. Remained in postwar RCAF, reverting to Wing Commander, 1 October 1946. Promoted Group Captain, 1 September 1951. Awarded Queen's Coronation Medal, 21 October 1953 as a Group Captain in AFHQ. Postings included command of Central Experimental and Proving Establishment and Base Commander at Grostenquin, France (No.2 Fighter Wing). His last posting was Director of Flight Safety before retiring in 1968. He then became a mathematics teacher, retiring again in 1982. Died in Ottawa, 18 May 2002. Photos PL-8009, PL-8018, PL-9750, PL-9751, PL-9757, PL-9759 and PL-41320 refer. PL-104501 or 208581 is portrait, 1956. The following citation found in Governor General's Records, RG.7 Group 26, Volume 57, file for 1943.

Wing Commander Searle has been engaged in active instructional duties at this unit for the past twenty-seven months during which time he completed 1,441 flying instructional hours, and has held the position of Chief Instructor for the past sixteen months. The enviable record achieved by this school of having twice been voted the most efficiently operated Service Flying Training School in the C.T.E. has, in no small part, been due to the example set by this officer by his extreme devotion to duty and ambitious application of his experience.

SEARLE, W/C Arthur Brodie, AFC (785) - **Medal of Merit, 1st Class (Czechoslovakia)** - awarded as per **Canada Gazette** dated 24 January 1948 and AFRO 81/48 dated 6 February 1948. Pilot.

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SEARY, F/O James Ellis (J24116) - **Distinguished Flying Cross** - No.437 Squadron - Award

effective 8 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born 11 January 1920 in Windsor, Nova Scotia; home there; enlisted in Halifax, 19 June 1941 and posted to No.1 Manning Depot. To No.6 ITS, 10 October 1941; graduated and promoted LAC, 6 December 1941 when posted to No.20 EFTS; may have graduated 13 February 1942 but not posted to No.16 SFTS until 28 February 1942; graduated and promoted Sergeant, 19 June 1942. To RAF Ferry Command, 5 July 1942, apparently at North Bay until April 1943. Involved in ferrying of the following aircraft - Dakota FD856 (April 1943 as far as Belem), Dakota FD876 (May 1943 to Miami), Dakota FD896 (June 1943 as far as Accra), Dakota FD918 (July 1943, Nassau to Accra), Ventura JS942 (December 1943 to "E.C."), Ventura JS912 (December 1943, Nassau to Accra), Ventura FP643 (January 1944 to "E.C."), Dakota FL625 (Nassau to Accra), and Dakota FZ674 (February 1944 to United Kingdom via North Atlantic). Promoted Flight Sergeant, 19 December 1942. Commissioned 15 January 1943. Promoted Flying Officer, 15 July 1943. To United Kingdom, 12 February 1944. Promoted Flight Lieutenant, 15 January 1945. Repatriated 2 August 1945. To No.1 Release Centre, 10 August 1945. Retired 19 September 1945. Postwar he studied Engineering at Acadia University and the Nova Scotia Technical College. For most of his professional career he worked for Foulis Engineering and then the Canadian Corps of Commissionaires. Died in Halifax, 13 November 2013. Photo PL-33814 refers, showing F/O J.E. Seary, F/L R.G. Roach (Leduc, Alberta) and F/O F.E. Fitzgibbon (Winnipeg) in Knights of Columbus Recreation Room. Award presented in Halifax, 27 July 1949. DHist file 181.009 D.4855 (RG.24 Vol.20657) has recommendation dated 1 April 1945 when he had flown 1,250 hours (315 in previous six months), 390 operational hours (74 sorties). Noted he had "taken part in all airborne operations since and including D-Day."

This officer has shown a high degree of skill in operations against the enemy. He has undertaken very many sorties and throughout has displayed exceptional keenness. He flew with much distinction in the operation in support of the Rhine crossing. His coolness and courage on this occasion was typical of that which he has shown throughout his tour of duty.

The following is from a "Veterans Memory" website, but errs in placing him in No.437 Squadron at the time of D Day; that unit did not form until September 1944:

Rejected by the Royal Canadian Navy in 1940, for being underweight at 135 lbs. Enlisted in the Royal Canadian Airforce in June 1941, at the age of 21. Was sent first to train at a "Manning Depot" on the site of the Royal Winter Fair in Toronto with approximately 1,000 other new recruits. Along with 150 other recruits, he spent his early days in the Airforce in a Precision Drill Squad, which performed that year at the Fair. This drilling helped whip the new recruits into shape, as well as teaching them the discipline of military life.

In the fall of 1941, a space became available at Initial Training School (ITS), in Toronto, where Air Craftsman 2 (AC2) Seary took an intensive 6 week ground school, studying such things as meteorology, aircraft recognition and the theory of flight. On finishing this course, he attained the rank of Leading Air Craftsman (LAC) and went on to Elementary Flying Training School (EFTS) in Oshawa,

Ont., followed by Service Flying Training School (SFTS) in Hagersville, Ont.

After completing ITS, EFTS and SFTS, LAC Seary earned his pilots wings and the rank of Sergeant.

Sgt. Seary was posted, along with two other Sergeant Pilots, to RAF Ferry Command head quarters in Dorval, Quebec in the spring of 1942. Sgt. Seary was sent from Dorval to North Bay, Ont. where he was trained to be a co-pilot. From here, Sgt. Seary was posted to Nassau in the Bahamas from where he flew new Douglas Dakota airplanes as a co-pilot to the RAF who were fighting in North Africa.

The fastest flight route from Nassau to Africa went as follows: From Nassau to Trinidad to Belem, Brazil to Natal, Brazil to Ascension Island, to Accra on the Gold Coast which is now Ghana. This flight route took 5 days to complete. Then the flight crew were flown back to Nassau as passengers in a converted Bomber.

After three trips ferrying planes across the South Atlantic, Sgt. Seary returned to North Bay, Ont. where he was commissioned as an officer and received the rank of Pilot Officer.

P/O Seary got his own flight crew and returned to Nassau as the pilot to ferry two more aircraft across the South Atlantic. He followed the same route as before, only this time the planes he was delivering were Lockheed Venturas. After these two missions, in the spring of 1943, P/O Seary returned to Dorval, Quebec where he became a Flying Officer (F/O) and ferried a Dakota from Dorval, to Houlton, Maine, to Labrador, to Greenland, to Iceland to Scotland.

He flew another Dakota from Scotland to the Cotswolds, in England where he underwent training in dropping paratroopers and towing gliders and was assigned to 437 Squadron. He flew a couple of missions termed 'Leaflet Raids' to drop propaganda leaflets behind enemy lines in France. He dropped paratroopers the night before D-Day near the French city of Caen, returned to England and towed a glider over the next afternoon, which landed on a strip of land between the Orne River and the Orne Canal on the Normandy Peninsula. In the days immediately following D-Day, F/O Seary and his crew made several trips to Normandy to transport wounded back to England. The Dakota could be converted to transport 18 stretchers and 6 walking wounded per trip.

Next, he took part in the unsuccessful attempt to cross the Rhine River at Arnheim by towing a glider. Finally, in the spring of 1945, he successfully towed a glider from England over Holland, to cross the Rhine River, with dangerously overheated engines, using a thousand gallons of gas, and returned safely to England. It was for this mission that he was awarded the Distinguished Flying Cross (DFC).

By now the war was almost over. F/O Seary spent some of the remaining days flying liberated Prisoners of War (POWs) back to England. At this time, he came across his best friend from his hometown, Jack Morison. Jack had spent three years as a POW and weighed less than 100lbs. when F/O Seary first saw him again.

F/O Seary discovered after the fact that he had been promoted to Flight Lieutenant (F/L), the rank at which he left the Airforce. F/L Seary returned to Canada on the freighter Alcantara, a five-day trip spent relaxing, playing bridge. In September 1945, he and his friend Jack Morison enrolled and were roommates at Acadia University.

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SEATH, F/L Larry Whitton (J10275) - **Mention in Despatches** - No.400 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 26 January 1921. Home in St.Lambert, Quebec; enlisted in Montreal, 28 April 1941. To No.4A Manning Depot, 6 May 1941. To No.5 Equipment Depot, 30 June 1941. To No.3 ITS, 26 July 1941; graduated and promoted LAC, 31 August 1941 when posted to No.3 EFTS; graduated 25 October 1941 when posted to No.9 SFTS; graduated and commissioned 6 February 1942. To "Y" Depot, 28 February 1942. To RAF overseas, 19 March 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 6 February 1944. Repatriated 28 December 1944. To No.1 Air Command, 15 January 1945. To Moncton, 12 February 1945. To United Kingdom again, 14 March 1945. Repatriated, 8 May 1946. Retired 28 May 1946. Died in Ottawa, 4 March 2004. Unit not given in AFRO which says only "Overseas". See **The RCAF Overseas: The Fifth Year**, pp.141-142 and **The RCAF Overseas: The Sixth Year**, p.215. Photos PL-26314 (stepping out of Mustang); PL-26320 (with F/O W. Kennedy by aircraft, December 1943; PL-26311 with F/O K.L.Morham by vehicle. RCAF photo PL-31108 (ex UK-13451 dated 11 August 1944) taken on occasion of entertainer George Fornby visiting No.39 Wing and shows P/O Ken Duffin, F/L Wally Walters, F/L Lloyd Wigle, F/L Larry Sneath, George Fornby, F/O Smith Johnson, F/O Albert Smith, and Mrs. Fornby. RCAF photo PL-31109 (ex UK-13452 dated 11 August 1944) shows members of No.39 Wing in France on the occasion of visit by entertainer George Fornby - F/L Jim Predergast, P/O Ken Duffin, F/L Wally Walters, F/L Lloyd Wigle, F/L Larry Seath, George Fornby, F/O Smith Johnson, F/L Norm Jones, Mrs. Fornby, F/O Albert Smith, F/L Art Goldby, F/L Lyle Goring, F/O Harry Savage, Captain Jack Warriner and G/C Ernie Moncrieff, AFC. Died in Ottawa, 4 March 2004.

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SEATON, WO James Archibald McNair (R149294, later J86288) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 2 June 1944 and AFRO 1444/44 dated 7 July 1944. Born 6 August 1912; home in Castlegar or Cranbrook, British Columbia (assistant postmaster); enlisted in Calgary, 21 January 1942. To No.3 Manning Depot, 1 March 1942. To No.7 ITS, 20 May 1942; to No.3 BGS, 12 September 1942; promoted LAC, 6 October 1942; graduated and promoted Sergeant, 4 December 1942. To "Y" Depot, 27 December 1942; to RAF overseas, 4 January 1943. Disembarked in Britain, 12 January 1943.

To No.81 OTU, 2 March 1943. To No.1662 Conversion Unit, 15 May 1943. Promoted Flight Sergeant, 4 June 1943. To No.12 Squadron, 17 June 1943. To No.166 Squadron, 21 September 1943. To No.82 OTU, 9 March 1944, instructing on Wellingtons. Commissioned 21 April 1944. To No.,86 OTU, 15 June 1944, instructing on Wellingtons. Attached to Special School in No.93 Group, 25 July 1944. To No.18 OTU, 15 October 1944. Promoted Flying Officer, 21 October 1944. Repatriated 19 December 1944. To Western Air Command, 29 December 1944. To No.2 Equipment Dept, 1 February 1945. To No.3 Repair Depot, 23 July 1945. To No.7 Reserve Equipment and Maintenance Unit, 1 November 1945. He was not successful as an Equipment Officer, appearing disinterested and distracted. To No.8 Release Centre, 2 December 1945. Retired 19 December 1945. Died in Castlegar, British Columbia, 17 August 1967 as per **Legionary** of April 1968. 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 13 February 1944 when he had flown 28 sorties (199 operational hours), 22 July 1943 to 30 January 1944.

22 July 1943 - Mulheim  
24 July 1943 - Eberfeld  
27 July 1943 - GARDENING  
2 August 1943 - Hamburg  
9 August 1943 - Mannheim  
12 August 1943 - Milan  
15 August 1943 - Milan  
17 August 1943 - Peenemunde  
22 August 1943 - Leverkusen  
23 August 1943 - Berlin  
22 September 1943 - Hanover  
23 September 1943 - Mannheim  
27 September 1943 - Hanover  
29 September 1943 - Bochum  
1 October 1943 - Hagen  
4 October 1943 - Ludwigshafen  
7 October 1943 - Stuttgart  
8 October 1943 - Hanover  
3 November 1943 - Dusseldorf  
10 November 1943 - Modane  
18 November 1943 - Berlin  
22 November 1943 - Berlin  
29 December 1943 - Berlin  
14 January 1944 - Brunswick  
20 January 1944 - Berlin  
27 January 1944 - Berlin  
28 January 1944 - Berlin  
30 January 1944 - Berlin

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)



This Canadian Warrant Officer has completed 28 successful sorties over enemy territory of which eight have been on Berlin. During these sorties he has set an example of cheerful courage, unselfishness and sacrifice. He has maintained with his fellow gunners a high standard of cooperation and exceptional fearlessness in the face of danger.

He has kept a vigilant watch during many long flights and, by his patience and endeavour, has enabled the crew to press on to the target, secure in the knowledge that they could devote their full attention to the attack. He is strongly recommended for the award of the Distinguished Flying Cross.

**Notes:** Present in Whitley LA825 when it had a bad landing, 30 April 1943, No.81 OTU

Slightly injured 9 June 1943 in crash of Lancaster W4773 at Conversion Unit (P/O A.W. Wales instructing, landing accident).

A note on his file says that he was shot down and badly injured. This appears to be a non-combat incident on 29 June 1943 involving Lancaster EE199, letter "U" of No.12 Squadron (Sergeant Leonard Frank Jeffries, RAF, captain). The aircraft was carrying a full load (one 4,000-lb bomb, three 500-lb MC bombs, 48 thirty-pound incendiaries and 510 four-pound incendiaries. Belly landing, nobody killed. His account of the incident was as follows:

A few minutes after becoming airborne in Lancaster Mark III EE199 "U" all four engines ceased to function. As we were only at a height of approximately 500 feet we were unable to make use of parachutes and were ordered to "crash positions" by our captain. I in the course of my duty as rear gunner started to make my way forward to crash position but only got as far as the edge of the step over the tail plane when I was thrown forward with the impact of the plane hitting the ground. I hit my head on what I believe was the ammunition ducts and was then shaken about the floor of the aircraft considerably. As soon as the jolting ceased I got up and escaped through a hole in the starboard side of the aircraft just about the mid-upper turret, ran across two fields and into a pasture where I lay down and had two cups of warm sweet tea given me by a family whose farm we had crashed on. After a time I was removed to Lincoln Hospital by the Station ambulance, first being attended by a Medical Officer who applied field dressing to scalp wound; after attention at Lincoln I was transferred to Rauceby.

On repatriation he reported having flown 30 sorties (240 operational hours), the last being on 22 February 1944. He has also flown 134 training hours.

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SECCOMBE, Sergeant Margaret Patricia (W309986) - **Mention in Despatches** - Linton-on-Ouse - 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 9 February 1943 as "Tradesperson". To No.7 Manning Depot, 11 February 1943. Reclassified as Clerk, 20 February 1943. To Rockcliffe, 18 March 1943. To Eastern Air Command, 19 April 1943. Promoted AW1, 11 May

1943. To "K", 6 July 1943. Promoted LAW, 1 October 1943. Promoted Corporal, 1 November 1943. To "Y" Depot, 11 November 1943. Taken on strength of No.3 PRC, 23 November 1943. Repatriated 8 August 1945. To No.3 Release Centre, 16 August 1945. Retired 26 September 1945. Died in Toronto, 11 November 1991. 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.1725 (PAC RG.24 Vol.20607) has recommendation forwarded to No.6 Group Headquarters, 5 May 1945. Watchkeeper, enlisted February 1943. Served ten months in Canada, 16 months overseas. Married under the name of Hall and file by that name should be consulted. Photo PL-37079 refers. RCAF Photo PL-43859 (ex UK-21164 circa 3 May 1945) taken during base visit by Canadian High Commissioner Vincent Massey shows Massey talking to G/C H.P. Pleasance (Calgary) and Sergeant Pat Secombe (Toronto, working in operations section).

This airwoman was one of the original RCAF (WD) to arrive on this Station. She very quickly acquired the necessary training to make an Operations Room Watchkeeper and has been a most efficient one for over a year. Sergeant Secombe is a leading WD in many Station activities and has taken a special interest and is prominent in all WD sports activities. In all a very fine type of Canadian girl and a credit to the Service.

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SECORD, W/C Philip Stuart (C1246) - **Officer, Order of the British Empire** - Western Air Command - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Born 25 July 1898 and educated in Brantford. Enlisted at Toronto, 23 October 1939 in Works and Buildings Branch; to No.1 Training Command Headquarters, 13 November 1939. Promoted Squadron Leader, 1 December 1940. To Western Air Command, 5 March 1942. Promoted Wing Commander, 1 April 1942. Promoted Group Captain, 1 May 1943. To No.4 Release Centre, 19 November 1945. Retired 27 November 1945. Living in Ottawa in 1949. Award presented 15 April 1944.

Wing Commander Secord, by the application of a wealth of knowledge and experience gained in civil life, has been extremely valuable to the Royal Canadian Air Force. As Chief Works Officer of this Command he has been responsible for the organization and construction of all Works and Buildings projects during the past year. Despite innumerable difficulties in procuring materials, equipment and labour he has, through his ability and devotion to duty, attained excellent results.

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SEELER, P/O (now F/O) George Nelson Perry (C29833) - **Air Force Cross** - No.3 FIS - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 30 July 1906. Enlisted in Windsor, Ontario, 21 August 1940 as Flying Instructor and posted to Trenton. To No.12 EFTS, 6 October 1940. Promoted Sergeant, 6 November 1940. Promoted WO1, 6 April 1942. To No.6 SFTS, 10 October 1942. To No.3 Flying Instructor School, 22 January 1943. Commissioned 1 July 1943. Promoted Flying Officer, 1 January

1944. To No.1 Composite Training School, 28 January 1944. To No.1 Release Centre, 8 January 1945. Retired 23 January 1945. Award presented 13 June 1945. Governor General's Records, RG.7 Group 26, Volume 57, file 190-I has citation; notes that at time of recommendation he had flown 3,000 hours, 2,700 as instructor, 555 in past six months.

During the past three years in which this officer has been employed on flying instructional duties, he has displayed unflagging energy, undaunted spirit and untiring enthusiasm in pursuit of his work, completing an average of almost 900 instructional flying hours a year. His exceptional ability as an instructor and persistent cheerfulness under varying conditions has been an inspiration and example to all with whom he has come in contact.

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SEELEY, Sergeant Maxwell John (R73553) - **Mention in Despatches** - Linton-on-Ouse - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit. Born 14 December 1917; home in Thetford Mines, Quebec; enlisted in Montreal, 14 September 1940 as Armourer. To Trenton, 9 November 1940. Promoted AC1, 3 February 1941. To No.119 (BR) Squadron, 4 February 1940. Promoted LAC, 1 July 1941. Classified as Armourer (Bombs), 31 October 1941, To "Y" Depot, 11 February 1942. To RAF overseas, 12 March 1943. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 April 1943. Repatriated 18 June 1945; to No.8 OTU, 19 June 1945; to Greenwood, 31 July 1945; released 15 September 1945.

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SEFTON, F/O John Andrew (J35183) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1085/45 dated 29 June 1945. Born 1922 in Melfort, Saskatchewan; home there (part time porter); enlisted in Saskatoon, 18 July 1942. Trained at No.7 ITS (graduated 20 March 1943), No.6 EFTS (graduated 15 May 1943) and No.4 SFTS (graduated 9 September 1943). Commissioned September 1943. Award presented 18 June 1949. Served in postwar RCAF (37551). Photos PL-33312 and PL-33313 refer.

Flying Officer Sefton has completed many operational sorties against heavily defended targets in Germany and enemy occupied territory. On one occasion in November 1944 he was captain of an aircraft detailed to attack Duisburg. Whilst on the bombing run over the target one engine was hit by anti-aircraft fire and a fire broke out which could not be extinguished for some considerable time. Flying Officer Sefton displayed outstanding courage, determination and skill in completing his mission and flying back to base. His devotion to duty at all times has been most commendable.

DHH file 181.009 D.1510 (Library and Archives Canada RG.24 Vol.20600 has recommendation by W/C. W.G. Phalen, 5 December 1944 when he had flown 27 sorties (154 hours) as follows:

On November 30<sup>th</sup>, 1944, Flying Officer Sefton was captain of an aircraft detailed to attack Duisburg. Whilst on the bombing run over the target, the starboard inner engine was hit by flak and caught fire. Prompt feathering action was taken and as the propeller would not feather, gas cocks were turned off. After proceeding at 140 I.A.S. for 24 minutes, fire again broke out on the engine. Due to severe vibration and the fact that the fire could not be extinguished, Flying Officer Sefton gave orders to abandon the aircraft, but before the order was carried out the windmilling propeller flew off and vibration ceased. The aircraft was then brought under control and returned to base safely.

Throughout this trying ordeal Flying Officer Sefton displayed gallantry of the highest order and in recognition of this officer's fine achievement it is strongly recommended that he be awarded the Immediate Flying Cross.

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SEGUIN, F/O Maynard Joseph (J87901) - **Mention in Despatches** - No.609 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 Ottawa, 25 October 1921; home there (civil servant, technician); enlisted there 16 May 1941. To No.4A Manning Depot, 4 June 1941. To No.1 WS, 27 July 1941. To No.3 ITS, 20 August 1941; graduated and promoted LAC, 23 September 1941 when posted to No.21 EFTS; graduated 21 November 1941 and posted next day to No.9 SFTS; graduated and promoted Sergeant, 10 April 1942. To "Y" Depot, 11 April 1942. To be sStaff pilot at No.6 BGS, 28 April 1942. Promoted Flight Sergeant, 10 October 1942; to No.1 OTU, Bagotville, 23 March 1943. Promoted WO2, 10 April 1943. To "Y" Depot, 29 May 1943; to RAF overseas, 22 June 1943. Served in No.195 Squadron (September 1943 to February 1944) and No.609 Squadron (February to December 1944; commissioned 27 June 1944; promoted Flying Officer, 27 December 1944; last sortie on 27 December 1944; to No.51 OTU (December 1944 to June 1945). Repatriated in July 1945; discharged September 1945; re-engaged 19 October 1948 (17667) and was immediately assigned as a pilot to Air Armament School, Trenton. Photos are PL-57300 (May 1953) and PL-10531 (this should be checked). Died in Ottawa, 2 November 1998.

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SEHL, W/C Francis Thomas Styles (C1678) - **Mention in Despatches** - Station Patricia Bay - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Victoria, British Columbia, 11 September 1899. Enlisted in Royal Flying Corps (Canada), 19 August 1917 and finally joined No.203 Squadron (25 May 1918) and No.201 Squadron (9 August 1918). Credited with shooting down an enemy aircraft on 13 July 1918. On 4 November 1918 he conducted a low-flying patrol in which he bombed an enemy battery, attacked two balloons - one at 50 feet (fired 600 rounds in series of dives from 1,000 feet; it sagged and settled deflated) and other on the ground. Mentioned in Despatches, 16 March 1919. Left the service, 4 December 1919. Various administrative jobs between wars; joined Canadian Army (Dental Corps), 12 December 1939; transferred to RCAF Administration Branch, 31 January 1940. Promoted to F/L, 1 January 1941, With Western Air Command Headquarters, 1

September 1941. Promoted Squadron Leader, 1 June 1942; to No.4 Group Headquarters, 15 November 1943; promoted Wing Commander, 1 February 1944. To Prince Rupert, 31 March 1944. To Patricia Bay, 22 June 1944. To Western Air Command Headquarters, 11 June 1945. Retired 20 December 1946. At unknown dates served with or attached to No.120 (BR) Squadron and No.4 (BR) Squadron. As a Wing Commander (Supplementary Reserve) appointed Aide-de-Camp to the Lieutenant-Governor of British Columbia, 24 March 1953 to 12 October 1960. Died in Victoria, 12 February 1980 as per **Legion Magazine** of June 1980.

Throughout this officer's service he has been highly regarded by all officers under whom he has served. His record is one of effectiveness and devotion to duty of the highest order. The splendid example shown by this officer in his administrative capacities has been an inspiration to all with whom he has come in contact.

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SEID, F/O Sidney Platt (J22036) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 20 December 1944 as per **London Gazette** dated 2 January 1945 and AFRO 471/45 dated 16 March 1945. American who enlisted in the RCAF. Born 28 April 1921 in Santa Rosa, California; home in San Francisco; enlisted in Vancouver, 24 October 1941 and posted to No.3 Manning Depot. To No.15 SFTS (guard), 5 December 1941. To No.2 ITS, 31 January 1942; graduated and promoted LAC, 28 March 1942 but not posted to No.2 EFTS until 9 July 1942; graduated 28 August 1942 and posted next day to No.2 SFTS; graduated and commissioned 18 December 1942. To No.1 Flying Instructor School, 4 January 1943. To No.13 SFTS, 13 March 1943. Promoted Flying Officer, 1 June 1943. To No.36 OTU, 11 November 1943. To "Y" Depot, Lachine, 29 January 1944. Taken on strength of No.3 PRC, Bournemouth, 14 February 1944. Repatriated 3 December 1944. To Western Air Command, 19 January 1945. To No.7 OTU, 22 January 1945. Promoted Flight Lieutenant, 18 March 1945. To No.8 Release Cengtre, 22 August 1945. Retired 29 August 1945. He was pilot to F/O David N. McIntosh, and thus figures prominently in the latter's book, **Terror in the Starboard Seat**. Award presented 24 June 1947. Credited with the following victories: **21/22 June 1944**, one V-1 destroyed; **6/7 July 1944**, one V-1 destroyed; **11/12 July 1944**, one V-1 destroyed; **13/14 July 1944**, one V-1 destroyed; **30 August 1944**, one FW.190 and one Bf.110 damaged on ground; **15 October 1944**, one Bf.109 destroyed plus one Bf.110 destroyed plus five Ju.88s destroyed plus two Bf.109s damaged plus two Ju.88s damaged plus one unidentified enemy aircraft damaged, all on the ground. RCAF photos are PL-28420, PL-28424, PL-32823, PL-34590, PL-40220, PL-40221 and PL-40800. In particular, 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. RCAF photo PL-40220 (ex UK-15891 dated 18 October 1944) shows P/O D.N. McIntosh (left), Stanstead, Quebec and F/O S.P. Seid (San Francisco) discussing sortie into Germany which resulted in destruction of eight enemy aircraft with no damage to their aircraft. Photo PL-40221 (ex UK-15891 dated 18 October 1944 shows Seid on left, McIntosh, and CBC interviewer F/O R.R. Mackness (Vancouver). PL-40800 (ex UK-16663 dated 4 December 1944) is captioned as follows: "Mossie, famous mascot of the City of Edmonton RCAF squadron, parks in the cockpit of the

unit's veteran plane, named in honour of the city that has adopted his airmen. The swastikas painted on the Mosquito show that the aircraft has seen plenty of action. F/O Syd Seid of San Francisco (on the right), owner of the squadron mascot, has nine destroyed German aircraft and damaged seven. F/L Tommy Matthew (left) of Grennock, Scotland, rounds out the cosmopolitan end of the squadron."

Flying Officer Seid has successfully completed a large number of operational sorties. He has attacked the enemy's road, rail and water transport and destroyed at least eight enemy aircraft on the ground and damaged others. In September 1943, while enroute for an attack on a German airfield, this officer encountered an enemy convoy on the Zuider Zee. In the face of heavy anti-aircraft fire he made repeated attacks and obtained hits on at least three of the vessels. The long hours spent by Flying Officer Seid in careful planning and studying of tactical situations have been reflected in his outstanding record of achievement which has been an inspiration to all in his squadron.

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SEIGEL, F/O Everett Kingsley (J18475) - **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 23 August 1920 in Pembroke, Ontario; home in Toronto (usher). Formerly in North Bay Cadet Corps; enlisted in Toronto, 10 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, 21 August 1941 when posted to No.1 Manning Depot; to No.1 AOS, 15 September 1941; graduated 20 December 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 31 January 1942; posted that date to No.2 ANS. To "Y" Depot, 3 March 1942; to RAF overseas, 19 March 1942. Promoted Flight Sergeant, 31 July 1942. Promoted WO2, 31 January 1943. Commissioned 31 July 1943. Promoted Flying Officer, 30 January 1944. Repatriated 15 January 1945. To No.1 Air Command, 26 January 1945. To No.1 AOS, 26 February 1945. To No.1 CNS, 30 March 1945. To Western Air Command, 8 May 1945. To No.6 OTU, 14 May 1945. To No.8 Release Centre, 26 October 1945. Retired 29 October 1945. Award presented in Toronto, 30 November 1949. Died in Orillia, 28 January 2002. The obituary notice stated he had flown in Stirling aircraft and had completed four tours (unlikely, but worth checking). No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 15 November 1944 when he had flown 21 sorties (111 hours 50 minutes), 25 August to 6 November 1944 on a second tour; first tour had been 10 September 1942 to 4 May 1943 (24 sorties).

This officer has now completed his second tour of operations comprised of twenty-one trips over enemy territory, including many of the major and well defended targets in Germany. His outstanding record and strong sense of duty have been a constant source of encouragement to his fellow navigators and his cheerful confidence has inspired a standard of morale in his crew.

The complete sortie list was as follows:

### **First tour:**

10 September 1942 - Dusseldorf (5.25)  
13 September 1942 - Bremen (6.52)  
16 September 1942 - Essen (2.05, duty not carried out)  
20 December 1942 - Duisburg (4.10)  
8 January 1943 - Borkum (4.30)  
25 February 1943 - Nuremberg (8.15)  
26 February 1943 - Cologne (4.35)  
28 February 1943 - St. Nazaire (5.15)  
31 February 1943 - Lorient (5.05 - the date is impossible - must be earlier)  
1 March 1943 - Berlin (8.25)  
3 March 1943 - Hamburg (4.05)  
5 March 1943 - Essen (5.25)  
8 March 1943 - Nuremberg (7.40)  
9 March 1943 - Munich (7.35)  
11 March 1943 - Stuttgart (6.40)  
12 March 1943 - Essen (4.00)  
22 March 1943 - St. Nazaire (5.10)  
27 March 1943 - Berlin (8.25)  
29 March 1943 - Berlin (8.20)  
11 April 1943 - Frankfurt (6.00)  
20 April 1943 - Rostock (8.00)  
27 April 1943 - Duisburg (4.35)  
28 April 1943 - Gardening (7.50)  
4 May 1943 - Dortmund (5.35)

### **Second Tour**

25 August 1944 - Ferfay (4.35)  
27 August 1944 - Mimoyecques (4.10)  
28 August 1944 - Ferme du Grand Bois (4.05)  
31 August 1944 - Ile de Cezembre (5.05)  
6 September 1944 - Emden (5.00)  
11 September 1944 - Le Havre (4.35)  
12 September 1944 - Dortmund (5.55)  
15 September 1944 - Kiel (6.10)  
20 September 1944 - Calais (2.30)  
6 October 1944 - Dortmund (6.30)  
9 October 1944 - Bochum (6.10)  
14 October 1944 - Duisburg (5.05)  
14 October 1944 - Duisburg (5.55)  
23 October 1944 - Essen (5.55)  
25 October 1944 - Hamburg (4.55)  
28 October 1944 - Cologne (5.50)

30 October 1944 - Cologne (6.10)  
1 November 1944 - Oberhausen (5.55)  
2 November 1944 - Dusseldorf (6.30)  
4 November 1944 - Bochum (5.30)  
6 November 1944 - Gelsenkirchen (5.00)

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SELBY, F/O Donald George (J26276) - **Distinguished Flying Cross** - No.116 (BR) Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born 17 November 1920. Home in Fonthill, Ontario; enlisted in Niagara Falls, Ontario, 22 July 1940. To Trenton, 31 August 1940. To No.1 Equipment Depot, 10 November 1940. To No.1 WS, 4 January 1941; promoted LAC, 3 February 1941; graduated 25 May 1941 and posted next day to No.1 BGS; graduated and promoted Sergeant, 23 June 1941. To No.5 (BR) Squadron, 7 July 1941. To No.116 (BR) Squadron, 8 July 1941. Promoted Flight Sergeant, 23 December 1941. Promoted WO2, 1 November 1942. Commissioned 16 February 1943. Promoted Flying Officer, 16 August 1943. To Eastern Air Command Headquarters, 24 August 1944. To "K", 23 October 1944. Promoted Flight Lieutenant, 16 February 1945. Reverted to Flying Officer in postwar RCAF, 1 October 1946 (20193). Still serving as of January 1956. On 5 September 1942 he was WOPAG in Catalina Z2140, No.116 Squadron, when that aircraft exploded and burned at Battle Harbour, Labrador (probably by release of two depth charges while taxiing). Survivors barely escaped before explosion. Crash card has following recommendation: "Suitable recognition be shown FS Selby, Sgt [T.L.] Whettel and Mr. Norman Lea [on-shore civilian] for gallant rescue work." DHist file 181.009 D.3060 (RG.24 Vol.20635) has recommendation for an AFC dated 13 December 1943 specifically referring to his part in the incident: "Pilot Officer Selby and Pilot Officer Whettel, with other members of the crew and civilian passengers, were blown into the sea. They were able to climb on to the port wing, the starboard wing being in flames. They assisted other survivors, who were suffering from shock and injuries, on to the wing and, due to their coolness, undoubtedly were responsible for saving the lives of at least three survivors." Nothing seems to have come of this AFC recommendation. When recommended for DFC he had flown 1,686 hours, 1,155 on operations (124 sorties). Award presented in Montreal, 25 November 1949. Photos PL-50128-368 (portrait, 1950) and PL-11143 (check this, supposed to be 1953 portrait).

This officer has proven himself to be a most courageous and resolute member of aircraft crew over a long period of flying operations in the North Atlantic area. His work has at all times been of a very high standard and he has set a splendid example of achievement. His determination and confidence while on operations have been an inspiration to his squadron. He is a wireless air gunner of high merit and skill, and his gallantry and devotion to duty have done much to create high morale amongst the aircrew of his squadron.

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SELFE, FS Conrad Anthony (R114059) - **Distinguished Flying Medal** - No.426 Squadron - Award effective 22 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated



20 October 1944. Born in Comox, British Columbia, 22 July 1922; home in Vancouver; enlisted there 29 July 1941 as Aero Engine Mechanic and posted to No.2A Manning Depot. To No.3 Manning Depot, 19 August 1941. To No.15 SFTS, 7 September 1941. Promoted AC1, 17 November 1941. Promoted LAC, 1 April 1942. Remustered to aircrew and posted to No.4 ITS, 4 July 1942; graduated and posted to No.5 EFTS, 10 October 1942; may have graduated 18 December 1942 but not posted to No.7 SFTS until 28 December 1942; graduated and promoted Sergeant, 16 April 1943. To "Y" Depot, 30 April 1943. To RAF overseas, 26 May 1943. Promoted Flight Sergeant, 16 October 1943. Posted to No.426 Squadron (from No.425 Squadron), 22 May 1944. Commissioned 2 June 1944. Promoted Flying Officer, 2 December 1944. Repatriated 9 February 1945. To Western Air Command, 26 February 1945. To No.5 OTU, 3 April 1945. Date of Release uncertain. Award presented 31 January 1946. Rejoined postwar RCAF as pilot (41726), 27 July 1951 in rank of Flying Officer. Promoted Flight Lieutenant, 1 July 1955. Photos are PL-25818, PL-41891, PL-49615, PL-133337 (portrait, 1961). Royal Canadian Legion "Last Post" website and **Legion Magazine** of November 1990 record the death of 41726 Flight Lieutenant C.A. Selfe, July 1990, in Chemainus, British Columbia.

One night in June 1944, Flight Sergeant Selfe captained an aircraft detailed for an operational mission. Whilst over the target the aircraft sustained severe damage. Both the port engines were rendered useless and a large part of one of the wings was torn away. The aircraft became difficult to control but Flight Sergeant Selfe released his bombs. Some height had been lost but course was set for home. When within sight of the English coast, the aircraft suddenly dived to 400 feet. The situation was critical but by skilful airmanship, Flight Sergeant Selfe regained some height. As the coast was crossed he ordered his crew to leave the crippled aircraft by parachute. This done, he headed the aircraft out to sea before abandoning it himself. This airman displayed great courage, tenacity and devotion to duty in the face of perilous circumstances, setting a most inspiring example.

DHH file 181.009 D.4431 (Library and Archives Canada RG.24 Volume 20649) has recommendation drafted by W/C E.C. Hamber, 23 June 1944 when he had flown 11 ½ sorties (53 hours 20 minutes); submission as follows:

Flight Sergeant C.A. Selfe was captain of a Halifax aircraft detailed to attack an important rail and road junction at Contance in northern France, on the night of 6th/7th June 1944. Whilst on his bombing run, a few seconds before the bomb aimer was to have released their load, his aircraft was struck by a 500-pound bomb falling from an aircraft above. The bomb hit the wing just behind the port inner engine. A large portion of the wing was carried away and both port engines were rendered unserviceable, and as a result the aircraft was extremely difficult to control. In spite of this, Flight Sergeant Selfe, displaying admirable presence of mind, jettisoned his bombs, which he believes fell in the target area, gave the order to his crew to put on parachutes, and regained control of the aircraft. On its bombing run the aircraft was at a height of only 1,500 feet and was closer to 1,000 feet by the time he made the decision to attempt getting back across the Channel

to England. It was a courageous decision to make because he and his crew were faced with a very definite prospect of having to ditch under the most unfavourable circumstances. His courage and determination paid dividends, however. He nursed his damaged aircraft to within sight of the English coast, only to run into more trouble. In the excitement of trying to identify the coast, Flight Sergeant Selfe allowed the aircraft to stall, and lost height to an altitude of 400 feet. By exceptional pilotage he managed to get it back up to 1,000 feet, ordered his crew to jump, and then heading the aircraft out to sea, abandoned it himself.

Flight Sergeant Selfe has consistently shown grit, determination and keen presence of mind, although still a comparatively inexperienced operational pilot. Because of the skill and coolness with which he extricated his crew from a most perilous situation, he is strongly recommended for the award of the DFM.

The incident described involved Halifax LW377 (OW-G, No.426 Squadron, target Coutances). LW377 was initially issued to No.420 Squadron. Airborne at 2135 hours of 5 June 1944 from Linton-on-Ouse to bomb communications. Hit by a bomb from another aircraft while over the Aiming Point and, subsequently abandoned over Slapton Sands off the south coast of Devon. Crew were Flight Sergeant C.A.Selfe, RCAF; Sergeant H.Fellows, F/O C.E.Sowerby, RCAF (injured), F/O V.R.Paul, RCAF, Sergeant R.R.Bielby, RCAF, Sergeant A.E.Ashford and Sergeant J.D.Turner.

RCAF Press Release No. 8337 dated 19 January 1945 from F/L E.M. McVeity reads:

**WITH THE RCAF BOMBER GROUP IN BRITAIN:** -- "D" for Dog, a Halifax bomber wound up the first tour for P/O C.A. (Tony) Selfe, DFM, Vancouver, B.C. (3505-E23rd Avenue), pilot, and P/O R.B. Bielby, Niagara Falls, Ontario, (88 Epworth Circle), wireless operator.

By coincidence, the tour began in April 1944 with a raid on Dusseldorf and ended Christmas Eve with a return to the same target. Both operations were "highly successful" despite stiff defences. The tour, which included trips over the Ruhr Valley, has provided plenty of action including the downing of a Ju88 and the loss of their first aircraft which necessitated bailing out. For this last exploit, all members of Selfe's crew wear the gold caterpillar pin, unofficial emblem of those who have hit the silk. Since that "shaky do", the skipper has been wearing a silver wishbone brooch, a present from his fiancée, and a DFM from the King. "D" Day night, as Allied aircraft maintained their unending shuttle service across the English Channel, was the occasion when Selfe's bomber was damaged. Two engines were put out of commission and the crippled plane began flying in circles over the Cherbourg peninsula. "We just managed to get back over the English coast," said Selfe. "Our hydraulics were shot and our petrol about gone, so I gave the order to bail out. We all landed safely except the navigator who broke his ankle. It took about an hour to get across that little bit of water," Bielby declared. "We were down to about 1000 feet when the first bailed. The skipper was the last to jump. I thought he would never make it as one of the engines was on fire, the

kite was losing height and he had to take it out over the channel. After he jumped, the kite plunged into the water about 50 yards off shore. How did I feel? Well, I wasn't thinking about it at the time, but when I lay on the ground, I suddenly realized what we had been through. It was then that I discovered I was covered with perspiration," said Bielby.

It was the night of May 11th, on return from a raid over Ghent that the crew tangled with a Nazi fighter. "We were just coming back over the channel when Jerry suddenly appeared under us. He opened fire at the same time our gunners fired. He missed, but our gunners didn't. His tracers came up between the port inner and the fuselage. I could feel them, they were so close, and I don't mind telling you I was scared," said Selfe.

Now 22 years of age, Selfe and Bielby, now 27 years old, who have three and a half and two and half years' service respectively, say they feel a good many years older than their years. A full tour of operations against enemy targets may be the answer.

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SELLAR, F/L William (C7407) - **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. Home in Calgary; enlisted in Montreal, 12 September 1941 and commissioned that date. To "Y" Depot, 30 October 1941. To RAF overseas, 11 November 1941. Promoted Flying Officer, 12 March 1942. Promoted Flight Lieutenant, 1 December 1942. Promoted Squadron Leader, 16 May 1944. Repatriated 23 September 1944. To Western Air Command, 9 November 1944. To No.2 Release Centre, 9 November 1945. Retired 20 November 1945. Living in Calgary in 1947. No citation in AFRO.

SELLAR, F/L William (C7407) - **Mention in Despatches** - Station Topcliffe (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 in AFRO. DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation for an OBE dated 27 January 1944 (he was then Acting Squadron Leader and Senior Flying Control Officer).

Squadron Leader Sellar, whilst Senior Flying Control Officer at this unit, has organized his work and trained Controllers not only for the RAF but for the USAF as well. Through constant supervision and energetic urging of Contractors and Air Ministry Works Department, beyond the normal call of duty, he has managed to maintain a serviceable aerodrome at all times. This is an accomplishment to be marvelled at when consideration is given to the conditions, manpower available, and the amount of flying carried out at this unit. It may confidently be recorded that this officer be given credit to a great extent for the outstanding flying record of 1659 Conversion Unit over the past nine months. His cheerful, diligent work, in addition, is an inspiration to those with whom he works.

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SELLARS, P/O (now F/O) Douglas Stephen (J87361) - **Netherlands Flying Cross** - No.190 Squadron (AFRO gives unit only as "Overseas") - Awarded 1 January 1946 as per **London Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born 10 May 1923. Home in Toronto; enlisted there 12 December 1941. To No.1 Manning Depot, 11 January 1942. To No.8 SFTS (guard), 12 February 1942. To No.3 ITS, 9 May 1942; graduated and promoted LAC, 4 July 1942 but not posted to No.17 EFTS until 14 August 1942; graduated 10 October 1942 when posted to No.8 SFTS; graduated and promoted Sergeant, 5 February 1943. To No.34 OTU that date. To "Y" Depot, 15 May 1943. To RAF overseas, 26 May 1943. Promoted Flight Sergeant, 5 August 1943. Commissioned 14 June 1944. Promoted Flying Officer, 14 December 1944. Repatriated 7 June 1945. To No.1 Air Command, 20 June 1945. To No.13 EFTS, 31 July 1945. To Halifax, 1 September 1945. To No.10 Release Centre, 26 October 1945. To Eastern Air Command, 16 December 1945. To Greenwood, 8 January 1946. To No.2 Release Centre, 9 February 1946. Retired 14 February 1946. Taken on strength of RCAF Reserve, 30 August 1952 (207055) as flying instructor, Waterloo Flying Club. Released 31 March 1958. Died in Queen Charlotte Strait, British Columbia, 4 July 1986. Public Records Office Air 2/9642 identifies unit and gives citation.

This officer, as captain of aircraft, has flown on three sorties during the operations at Arnhem. On one occasion, when approaching the dropping zone, his aircraft was heavily engaged by the ground defences and sustained severe damage. Nevertheless, Pilot Officer Sellars pressed on and completed his mission and flew his damaged aircraft back to base. He has displayed great gallantry.

\* \* \* \* \*

SELLERS, W/C George Henry (C647) - **Air Force Cross** - No.11 SFTS - Award effective 28 May as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Commissioned as Pilot Officer in Winnipeg, 16 June 1933 as member of No.12 (Army Cooperation) Squadron. Received his wings, 27 April 1936. Promoted Flying Officer, 13 June 1936. Attended summer camps at Shilo, 1936, 1938 and 1939. Promoted Flight Lieutenant, 1 January 1940. Proceeded overseas with the squadron. Repatriated to Canada, 22 January 1941. Promoted Squadron Leader as of 1 February 1941. To Trenton, 5 February 1941. To No.11 SFTS, Yorkton, 10 April 1941. To No.10 SFTS, Dauphin, 11 October 1941. To No.11 SFTS again, 3 February 1942. Promoted Wing Commander, 1 April 1942. To Rockcliffe, 22 May 1943. To No.12 SFTS, 7 June 1943. To War Staff College, Toronto, 24 August 1943 as part of Directing Staff. Promoted Group Captain, 1 September 1943. To No.4 Training Command Headquarters, Calgary, 8 June 1944 as Senior Air Staff Officer. To No.2 Air Command Headquarters, Winnipeg, 30 November 1944. To United Kingdom, 6 February 1945. To No.39 Wing, 9 February 1945. Repatriated 17 June 1945. To No.8 Repair Depot, 20 June 1945. To No.5 Release Centre, 4 September 1945. Retired 6 September 1945. Recalled to service, 1 March 1951 as Group Captain, No.17 Reserve Wing, Winnipeg (75254), retiring 16 March 1952. Postwar director, Bank of Montreal, founder of the Winnipeg Centennial Concert Hall and patron of numerous other causes. Award presented 24 March 1944. Shown in photo PL-43149. Died in Winnipeg, 17 December 1986 as per **Airforce Magazine** of June 1987. RCAF photo

PL-43149 (ex UK-20262 dated 9 April 1945) shows W/C R.C.A. Waddell (left) talking to the Officer Commanding No.39 Wing, G/C G.H. Waddell at Headquarters Van.

Wing Commander Sellers has served in this command both as a Chief Instructor and a Commanding Officer of a Service Flying Training School. He has, by his personal example, set a standard in piloting which has contributed largely to the success of the schools with which he has been associated. In particular, he has stressed the necessity for attaining, by instructors and pupils alike, the highest possible standard in instrument and night flying. His own skill in three types of flying, gained by regular practice, has set all who served under him a standard at which to aim. He has completed 230 flying hours during 1942.

Recommended 26 February 1943 by G/C Bonham-Carter, SASO No.2 Training Command. Wording virtually as above. Approved at AFHQ, 6 April 1943.

He had been recommended earlier (15 February 1942) as a Squadron Leader at No.11 SFTS; G/C G.R. Howsam wrote:

A very capable Squadron Commander and Chief Instructor who has taken a very keen interest in the standard of training. He has taken a keen interest in all station duties and is courteous, hard working and sets an excellent example at all times.

**Notes:** In 1935 he flew 70 hours 35 minutes with No.12 Squadron (Moths) - "Enthusiastic and energetic officer. Works hard at all squadron activities." (S/L J.A. Sully, 16 December 1935).

In 1936 he flew 36.55 solo and 4.30 dual (Moth, Fleet). "A keen young officer but less time has been spent in the past year on Squadron activities than previously due to the fact that he married and has been busy setting up a home." (S/L J.A. Sully, 18 November 1936)

In 1937 he flew 38.55 solo and 5.40 dual (Moth, Fleet, Avro 621). Average in all categories. "This officer has shown an attitude for his work. He is keen and intelligent. A very useful officer." (F/L J. Crabb, 23 December 1937).

In 1938 he flew 20 hours 20 minutes. "A keen and intelligent officer." (S/L J. Crabb, 6 December 1938).

In 1939 he flew 46 hours as a pilot, 12 hours as a passenger. "A valuable and reliable officer. As a flying officer he has been most useful to the unit and promotion is recommended." Report for 1940 shows him flying 235.55, elementary training types, Lysander, Beechcraft twin and Hurricane. Considered a potential operational pilot or a Chief Flying Instructor. "A skilful, experienced pilot. Possesses sound judgement and a keen sense of responsibility. A very capable officer." (S/L C.H. Hanna, 21 December 1940)

Accident, 16 April 1943, Crane FJ104 of No.11 SFTS force landing three miles west of Clear Lake, Manitoba due to weather; hit snow covered ditch and nosed over. No injuries.

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SELMAN, FS Harold Henry (R68635) - **Mention in Despatches** - No.9408 Servicing Echelon (AFRO gives unit as No.76 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 11 January 1914. Home in Dryden, Ontario; enlisted in Fort William, 16 September 1940 as Electrician. To Technical Training School, St. Thomas, 8 November 1940. Promoted AC1, 29 March 1941. To No.11 SFTS, 10 April 1941. Promoted LAC, 29 June 1941. Promoted Corporal, 1 November 1941. Promoted Sergeant, 1 October 1942. To "Y" Depot, 3 March 1943. To RAF overseas, 27 March 1943. Promoted Flight Sergeant, 1 July 1943. Repatriated by air, date uncertain; to "K", 23 July 1945. To No.5 Release Centre, 5 September 1945. Discharged 8 September 1945. Died in Vancouver, 4 March 1977. DHist file 181.009 D.1719 (RG.24 Vol.20606) has recommendation forwarded to No.6 Group HQ, 31 July 1944, when he had served 30 months in Canada, 16 months overseas.

During the organization of the Electrical Section and in the operation of it since, Flight Sergeant Selman has proved to be an NCO of outstanding ability and a highly skilled tradesman. By his own initiative and devotion to duty he has welded the personnel of his section into a highly efficient and hard working unit that has made a major contribution to the high standard of serviceability this station has attained. Several times in the last month he has cheerfully and on his own initiative, worked all night out on the dispersals in inclement weather on aircraft that he considered might be required for operations. As a result at three extra sorties have been flown that would under normal circumstances, and quite justifiably, have been cancelled due to electrical faults necessitating extensive re-wiring.

\* \* \* \* \*

SEMPLE, F/L (now S/L) Errol Quarrier (J14331) - **Member, Order of the British Empire** - No.437 Squadron - Award effective 9 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945. Born 5 November 1917 in Quebec City; home there. Enlisted in London, Ontario, 28 May 1937 in Marine Branch and posted to Trenton (9642). Sergeant as of 1 September 1939. Promoted Flight Sergeant, 1 October 1940. Promoted WO2, 1 April 1941. Remustered to aircrew, reverted to AC2, and posted to No.5 ITS, 4 January 1942; graduated 27 February 1942 and promoted LAC; to No.9 EFTS, 14 March 1942; graduated 22 May 1942 and posted next day to No.1 SFTS; graduated and commissioned 11 September 1942. To "Y" Depot, 25 September 1942. To RAF overseas, 22 October 1942. Promoted Flying Officer, 11 March 1943. Missing 7 June 1944; reported safe, date uncertain. Promoted Flight Lieutenant, 11 September 1944. Repatriated 13 August 1945. To No.1 Air Command, 22 August 1945. To Trenton, 14 February 1946. Remained in postwar RCAF with extensive experience in Maritime Air Command. Retired in rank of Squadron Leader, 18 August 1964. Photos are PL-35008, PL-45284 and PL-101854 (the latter a portrait, 1959). Award presented. Died in London, Ontario, November 1991 as per **Airforce Magazine**, issue of January-February-March 1993. No citation found, but the following account is in his file at DHist:

This officer was decorated for his leadership of a group of evaders who had been forced down in France. Flying as second pilot aboard a 233 Squadron Dakota on a D-Day supply dropping mission, he and his crew companions were forced to crash-land after their aircraft had been extensively damaged and set on fire by flak. They landed on the outskirts of Giberville, near Caen, in a hay field that was sprouting anti-aircraft and -glider obstacles. Semple suffered a deep head wound that bled profusely until tightly bound. The others were rather badly shaken up, and one had a cracked rib or two.

The evaders split up into two groups and began to move south. Semple's group presently found an abandoned house on the edge of Giberville, where its members proceeded to establish themselves as well as possible. The first person to challenge them was a Frenchwoman, who shouted the traditional "Qui va la ?" Learning the evaders' identity she soundly kissed Semple and one of his companions again and again. (This was but another of the hazards of evasion). She directed them to another house, where they were given food and shelter by the owner and had their wounds dressed by the village cure. They were also outfitted with civilian clothing.

Soon moving to the nearby village of Tilly la Campagne, they there occupied a fully furnished house which they had all to themselves, having been given the key by the owner who was temporarily living elsewhere. There was considerable German activity in the village both by day and by night, but especially by night when motorized columns were passing through. Nevertheless, the evaders were undetected. They were even bold enough to venture forth and reconnoitre Giberville in an attempt to learn the whereabouts of the British forward troops. En route thereto they were stopped by German guards to whom they pleaded that they were on their way to bury a dead friend who had been left in the town. (This was true. One of their French assistants had been killed during a shelling of the town two days before, and they later buried him). After considerable arguing they were allowed to pass, but were warned that any civilians found in Giberville were liable to be shot. Despite the warning they settled down more or less permanently in an empty house in the village, having decided to hide out in Giberville to await the arrival of British troops. During this resettlement period Semple was again the recipient of a kiss, this time by an attractive mademoiselle who had vowed thus to favour the first Allied soldier she met.

His closest call came during one of his frequent forays for food. On his way out of a deserted farmhouse he found himself face-to-face with two grey-clad members of the Wehrmacht. Maintaining his composure, he smiled broadly and greeted them with "Bon jour". When they inquired in French what he was doing there, he replied that the house belonged to his family, who had been evacuated, and that he had returned for a fresh pair of socks, his old one being worn out. (He had snatched a pair during his foraging, and these he now held up for display). The Germans fell for the line, remarking, "C'est la guerre", to which he replied

"Oui, certainement - c'est la guerre".

Shortly after he returned to the hide-out, deserted Giberville was "zeroed in" by British artillery, and the evasion team had to take shelter in a slit trench for thirty minutes. That was exactly three weeks after D-Day.

The following day they learned from an itinerant Italo-Frenchman that British troops were in Longueval, but a short distance away. Next morning, at 0315 hours, they set out for that town. The rest of their adventures, as described in Semple's words, went like this:

"...I split the group into two sections. The first was made up of F/O Williams (the wireless operator of his crew), a French boy who knew the district well, and me; another section of six followed some distance behind. I gave explicit orders that the rear section should do exactly as we did, that is, stop when we stopped, and move when we moved, keeping their distance. I also said that in the event of a definite risk of capture, every man should fend for himself.

"We cut across the fields, avoiding enemy positions about which the Italian had warned us. At 0400 hours, while we were passing a wood, snipers opened up with tracer fire, and we had to throw ourselves flat on the ground. They were so near that we could hear them working their rifle bolts. It was still dark, but the light of dawn was beginning to show on the horizon and luckily was in the sniper's eyes. After a few minutes the firing stopped and we went forward on our hands and knees. Having moved on about fifteen or twenty yards, I stopped to check on the rear party. As it was nowhere in sight I crawled back to the area where we had last stopped and continued for perhaps fifty yards beyond. There was still no sign of any of the party. I even called out its members names, but the only result was a few more shots that arrived in my vicinity. I returned to my section and we waited ten minutes for the others to turn up, all the while crouched in a cornfield. As it was now getting too light for comfort, we decided to go on without them. We suddenly reached the end of the cornfield and made a mad scramble on our hands and knees across 200 yards of open country with no reaction from the enemy. We would proceed in this fashion until reaching another cornfield and then, upon hitting Longueval, we stumbled upon a minefield. Luckily several mines were wired together and were clearly visible. While retracing our steps we were overjoyed to hear the typical English exclamation, "Oy !" We had reached our objective; we were in the hands of the British 51st Division."

Public Records Office Air 2/9231 has recommendation dated 5 December 1944.

This officer was second pilot of a Dakota aircraft of 233 Squadron taking part in a supply dropping mission on 6th June 1944. The aircraft was severely hit by light flak whilst over the sea near the coast and again on crossing the coast. Owing to lack of height a crash landing was made near Giberville in enemy occupied



territory.

On instructions from the pilot the party split into two sections and Flying Officer Semple, although injured, took charge of one section consisting of himself, Flying Officer Williams, and three Royal Army Service Corps despatchers.

Flying Officer Semple's party was behind the enemy lines for a period of 24 hours and during the whole of this time Flying Officer Semple displayed marked qualities of courage, resource and leadership in obtaining food and shelter for the party and in evading capture. After obtaining civilian clothes, Flying Officer Semple was challenged by German sentries on at least two occasions and succeeded in convincing them that he was a Frenchman.

During this time other evaders joined the party under Flying Officer Semple's leadership. Finally it became necessary to split the party into two sections and Flying Officer Semple successfully led his section through the firing line into the British lines. At all times Flying Officer Semple showed a singleness of purpose and consideration both for the French civilians who helped him and for the other members of his party.

Since this officer's return to duty he has carried out two resupply missions over Arnhem as a pilot with No.437 (RCAF Squadron).

The same file has the final citation as submitted to Air Ministry Honours and Awards Committee; note the changed rank:

Flight Lieutenant Semple was second pilot of a Dakota aircraft engaged in a supply dropping mission on 6th June 1944. The aircraft was hit severely by anti-aircraft fire while over the sea and when crossing the coast, and a crash landing was made near Giberville. The occupants of the aircraft formed two parties. Flight Lieutenant Semple took charge of one of the parties, consisting of another Royal Air Force officer and three soldiers. The party was behind enemy lines for 24 hours and during this time Flight Lieutenant Semple displayed marked qualities of courage, resource and leadership in obtaining food and shelter and also in evading capture. After obtaining civilian clothes, Flight Lieutenant Semple was challenged by German sentries on at least two occasions but was successful in convincing them that he was a Frenchman. When other evaders joined the party it was necessary to split the party into two sections. Flight Lieutenant Semple successfully led his section through the firing line into the British lines. This officer displayed great initiative and courage.

\* \* \* \* \*

SEMPLÉ, S/L Gordon Charles (J15509) - **Distinguished Flying Cross** - No.411 Squadron - Award effective 22 October 1943 as per **London Gazette** dated 29 October 1943 and AFRO 2457/43 dated 26 November 1943. Born in Toronto, 21 March 1917; home there; enlisted there

16 October 1940. To School of Technical Training, St. Thomas, 31 October 1940. To No.1 ITS, 22 December 1940; promoted LAC, 27 January 1941 and posted that date to No.10 EFTS; to No.9 SFTS, 9 April 1941; graduated 21 June 1941 and promoted Sergeant. Posted for embarkation on 22 June 1941. To RAF overseas, 16 July 1941. Commissioned 21 May 1942. Promoted Flight Lieutenant, 22 March 1943. Promoted Squadron Leader, 8 July 1943 on assuming command of No.411 Squadron; tour expired 21 September 1943. Victories with that unit were 14 April 1943 (FW.190 destroyed northeast of Charbourg, shared with F/O A.M. Barber) and 15 July 1943 (one FW.190 damaged, Poix). Repatriated to Canada, 15 December 1943. To No.1 OTU, Bagotville, 31 January 1944, serving there to 8 September 1944. To No.31 Personnel Depot, 11 January 1945. Taken on strength of No.3 PRC, Bournemouth, 19 January 1945. Invested with award by the King, 11 May 1945. Repatriated to Canada, 16 November 1945. Released 19 December 1945. Credited with destruction of one FW.190, 14 April 1943 (shared with another pilot) and one FW.190 damaged (15 July 1943). Photos are PL-4998 and PL-7893 (this with F/O J.L. Bisley). RCAF photo PL-44400 (ex UK-21550 dated 25 May 1945) shows Semple with two friends from the Canadian Red Cross following investiture - Mrs. F.D. Roddy (Toronto) and Mrs. A.A. Bussell (Edmonton). Photo PL-44406 shows him alone. RCAF photo PL-44407 (ex UK-21557 dated 25 May 1945) is of three DFC recipients after investiture - S/L J. Hudson (Oak Bay, Victoria), S/L G.C. Semple (Toronto) and F/L H.L. Forrest (Winnipeg).

Squadron Leader Semple has completed a large number of sweeps over enemy territory and has escorted bombers on many occasions to their targets. Although often attacked by enemy fighters, not one of the bombers has been lost in one engagement. He destroyed one Focke Wulfe 190 and damaged another. As officer commanding his flight this officer has set a magnificent example by his untiring efforts and devotion to duty.

RCAF Press Release No. 8933 dated 24 July 1943 reads:

Squadron Leader Charles Semple, of 275 Hastings Avenue, Toronto, Ontario, is news. He isn't one of the top-scoring fighter pilots of the Royal Canadian Air Force; there is, in fact, nothing very spectacular in his operational career. Except for one thing. Chuck Semple went overseas as a sergeant after getting his fighter pilot's wings, and joined a Royal Canadian Air Force Spitfire squadron. That was in the spring of 1942. By the beginning of July, 1943, he had risen to command of the squadron.

This was the first time in the history of the RCAF during the present war, that a pilot, during one tour of operations, had risen from sergeant to squadron leader while serving with the same squadron.

To repeat, it wasn't anything spectacular that Semple did which won him this promotion. It was just his inherent qualities of sober and confident leadership, which became apparent soon after he joined his squadron. (These same qualities won him his commission in June, 1942).

Sample worked in the T. Eaton annex in Toronto for some time between leaving school and joining the RCAF as an AC2 in October, 1940. Short, stocky, 26 years old and with a perpetual grin of friendly pleasure, he has flown on more than 80 sweeps over enemy territory and has never once (according to the men who fly with him) been shaken out of his cool and cheerful courage in the air.

The young, green pilot, on first joining a Spitfire squadron, is assigned to a spot where his one job is to stick closely on the tail of the man in front and not worry unduly about anything else. After a while, if he shows promise, he may be given a sub-section to lead, and later a section.

Sample progressed quickly through these stages, and by March, 1942, he had been promoted to flight lieutenant and placed in charge of one of his squadron's flights. His promotion to command of the squadron came three months later. It was a recognition by the men who run Fighter Command of the invaluable virtues of steadfastness and determination.

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SENGER, WO (now P/O) William John (R94962/J17203) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1338/43 dated 16 July 1943 - American in the RCAF. Born in North Dakota, 13 May 1915; home in St. John, North Dakota. Enlisted in Regina, 16 April 1941. To No.2 Manning Depot, 21 April 1941. To No.2 ITS, 27 May 1941; promoted LAC, 15 July 1941 and posted to No.19 EFTS; to No.12 SFTS, 31 August 1941; graduated 22 November 1941 on promotion to Sergeant. To "Y" Depot, Halifax, 22 November 1941. To RAF overseas, 12 December 1941. Commissioned 15 February 1943. Released from RCAF on transfer to American forces, 6 October 1943. DFC and DSO both presented 13 June 1944. Living in Sacramento, California as of August 1949. Died in Sacramento, California, 21 June 1954. Public Record Office Air 2/8955 indicates DFC citation drafted when he had flown 27 sorties (164 operational hours).

A most able operational captain of aircraft, Warrant Officer Senger has many successful sorties to his credit. With cool courage he has taken part in attacks against targets in Germany and Italy, resolutely pressing home his attacks despite the heaviest opposition. At all times showing a fine fighting spirit, this airman has, by his untiring efforts and conscientious attention to detail, raised the efficiency of his crew to a very high level.

SENGER, F/L William John, DFC (J17203) - **Distinguished Service Order** - No.7 Squadron - Award effective 19 October 1943 as per **London Gazette** dated 2 November 1943 and AFRO 2457/43 dated 26 November 1943.

This officer has completed a very large number of sorties involving attacks on a wide range of enemy targets. He has displayed skill of a high order while his unfailing determination to inflict loss on the enemy has been a noteworthy feature of his work. Flight Lieutenant Senger is a model of efficiency and his gallant

example has proved a rare source of encouragement.

NOTE: Public Record Office Air 50/178 has the following Combat Records that bear upon his career:

**11/12 March 1943:** Crew listed as including Flight Sergeant W.T. Senger (captain), Sergeant P.M. Lerwick (bomb aimer), Sergeant G.H. Bullock (mid-upper gunner, trained at No.4 AGS, Morpeth) and Sergeant E.W. Oliver (rear gunner, trained at No.2 AGS, Dalcross):

On the night of 11th/12th March 1943, Stirling aircraft C/7, R9257 was outward bound for Stuttgart. At 2147 hours, 8,400 feet, Metx 16 miles Southwest, presence of aircraft was indicated to pilot. C/7 proceeded to corkscrew, Mid-Upper gunner then sighted enemy aircraft, Me.110, 400 yards astern slight;y above, approach was made out of the moon. Enemy aircraft was then sighted by Rear Gunner. At 200 to 300 yards, enemy aircraft opened fire, giving two five-second bursts, making strikes on port mainplane, tailplane, fuselage and mid-upper turret, rendering mid-upper turret unserviceable. Rear gunner replied with two two-second bursts during attack and break away, but no claim is made. Enemy aircraft broke away to starboard quarter and was last seen diving away in a turn to astern.

No lights were carried by enemy aircraft and there was no searchlights or flak. A few minutes before attack a flare was observed on the starboard beam approximately 1,000 yards at own level. Prior to attack, C/7 was taking gentle evasive action. Aircraft proceeded to target and carried out duty.

**16/17 April 1943:** Crew listed as including Flight Sergeant W.T. Senger (captain), Sergeant G.H. Bullock (mid-upper gunner, trained at No.4 AGS, Morpeth) and Flight Sergeant W.E.J. Harris (rear gunner, trained at No.11 OTU). No lights on enemy aircraft, five miles south of Mannheim, 0042 hours, 16,000 feet, heading 10 degrees magnetic..

Night of 16/17 April 1943, Stirling aircraft A/7, R9248, the Captain sighted a Ju.88 five miles south of Mannheim as he was running in to the target. The aircraft opened fire, attacking from starboard bow, and repeated these attacks several times for about five minutes. A/7 cancelling with a diving turn towards the attack. The aircraft avoided the fields of fire of both the Mid-Upper and Rear gunners, and as the front turret was not manned, there was no return fire from A/7. Searchlights were inaction at the time and our aircraft was held momentarily in a cone of about fifteen.

**11/12 June 1943:** Crew listed as including P/O W.T. Senger (captain), Sergeant G.H. Bullock (mid-upper gunner) and Flight Sergeant W.E.J. Harris (rear gunner).

On the night of 11/12th June 1943, Stirling aircraft EF368, A/7 was outward bound for Munster, about four miles southwest Tilburg, 13,500 feet, heading 065 M at 0119 hours. Pilot sighted unidentified enemy aircraft attacking Stirling

aircraft. Stirling was almost dead ahead slightly to port, ranhe 300 to 400 yards and did not seem to be aware of the attacking enemy aircraft.

Stirling then seemed to sight A/7 and turned to starboard, both his mid-upper and rear gunner opening fire on A/7 at approximately 200 yards range, causing some damage to port main plane, port undercarriage and burst port tyre; at the time A/7 was taking slight evasive action.

There were no searchlights or flak. Remains of a round from the port wing of A/7 coincides with the description of the tracer tube contained in Mauser type 7.92 A.P. Tracer.

P/O Senger states that they were not fired at at any time.

**21/22 June 1943:** Crew listed as including P/O W.T. Senger (captain), Sergeant G.H. Bullock (mid-upper gunner) and Flight Sergeant W.E.J. Harris (rear gunner).

On the night of the 21st/22nd June 1943, Stirling aircraft EF368, A/7, was outward bound to Krefeld, about eight miles northwest Breda, 13,000 feet, heading 104 Magnetic, 0111 hours, the Mid-Upper Gunner saw tracer pass under the Stirling appearing to come from the starboard beam.

Our aircraft was taking normal evasive action at the time so the Mid-Upper Gunner instructed the Captain to turn to starboard towards the attack. Enemy aircraft was identified as a Ju.88 which sheared off before Mid-Upper gunner could bring his guns to bear. The Ju.88 was not seen again.

Same aircraft was again attacked at 0116 hours, ten miles northwest Breda, 11,000 feet. Pilot sighted unidentified aircraft 500 yards away on starboard bow slightly underneath. Enemy aircraft opened fire and tracer was seen to pass underneath Stirling. Pilot took evasive action by making a diving turn to starboard and enemy aircraft disappeared and was not seen again. Gunners did not open fire.

Stirling was not hit during any of the actions and there was no flak or searchlights.

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SEON, S/L Eric Percy (C7182) - **Mention in Despatches** - No.64 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Home in Toronto; enlisted there, 5 September 1941 and commissioned that date in Signals Branch. To No.3 WS, 15 October 1941. Promoted Flying Officer, 5 March 1942. To Station Boundary Bay, 11 April 1942. To Western Air Command Headquarters, 5 December 1942. To No.2 Group Headquarters, 31 December 1942. Promoted Flight Lieutenant, 15 April 1943. To "Y" Depot, Halifax, 12 September 1943; to United Kingdom, 15 September 1943; taken on strength of No.3 PRC, Bournemouth, 16 September 1943. Promoted Squadron Leader, 20

March 1944. Repatriated to Canada 16 November 1945; released 15 December 1945. After university he joined Ontario Electrical Construction, rising from bookkeeper to Vice President; retired at age 72. Died in Ottawa, 31 May 2011. Shown in photo PL-31974. DHist file 181.009 D.4364 (RG.24 Volume 20648) has a recommendation for MiD submitted from No.64 Base to No.6 Group Headquarters, 28 July 1944. Recommendation noted he had spent two years in Canada, ten months overseas when submission made. Base Signals Officer.

Squadron Leader Seon is considered a most outstanding signals officer and has organised his section to a very high degree of efficiency. Many problems developed in this section when No.64 (RCAF) Base was opened, but all were overcome without the slightest interruption to service, a recommendable [sic] achievement. By reason of his cheerful application to duty, mental alertness and sound technical knowledge, he has set an example that has been an inspiration, reflected throughout the signals staff.

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SERABIAN, FS Harry Sidney (R52416) - **Mention in Despatches** - No.416 Squadron (AFRO only gives "Overseas" as unit) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in Osnig, Exroon Province, Armenia, 12 April 1914. An affidavit sworn by his sister, 17 January 1940, affirms this date, although stating, "The Family Bible and Church Records were lost during a massacre in Armenia." Home in Brantford (motor mechanic, inspector on tractor factory); enlisted in Hamilton, 15 January 1940 as Aero engine mechanic; to Technical Training School, St. Thomas, 25 March 1940. Promoted AC1, 15 April 1940. To Central Flying School, Trenton, 28 July 1940. Promoted LAC, 1 October 1940; promoted Corporal, 15 December 1940. To No.16 SFTS, 18 August 1941. Promoted Sergeant, 1 October 1941 and Flight Sergeant, 1 November 1942. Attended School of Aeronautical Engineering, 11-16 October 1943 fir course in Hoover Propellor Maintenance; described as "A good student, inquiring and aggressive, with a broad range of experience in this work." (S/L H.E. Bishop, Chief Instructor). . To No.5 SFTS, 24 October 1943; to No.16 SFTS, 4 November 1943. To No.5 SFTS, 13 December 1943. To No.1 TTD (whatever that is), Lachine, 19 April 1944. To No.301 Composite Unit, 30 April 1944. To "Y" Depot, 25 September 1944. Embarked from Canada, 4 October 1944. Disembarked in Britain, 12 October 1944; to No.6416 Servicing Echelon, 14 December 1944. Repatriated via Yarmouth, 21 August 1945, having volunteered for Pacific. To No.1 Repair Depot, 30 August 1945. To No.4 Release Centre, 30 September 1945. Retired 10 October 1945. Died in Hamilton, Ontario, 18 May 1985 as per **Legion Magazine**, September 1985.

Assessment at No.16 SFTS, 8 January 1942 described him as "A fast, efficient worker, with wide knowledge of his trade." Specialty was "Trouble shooting on engines." Also, "A leader who gets the most out of his crew. Has a complete knowledge of aircraft and engines." Described again, 16 December 1943 as follows - "A very competent and dependable NCO. Takes a great interest in Maintenance problems, endeavours at all times to maintain a high standard of efficiency of personnel and aircraft."

\* \* \* \* \*

SETON, F/L Hugh Wyndham (J13483) - **Distinguished Flying Cross** - No.258 Squadron - Award effective 25 September 1945 as per **London Gazette** dated 2 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 21 May 1921 in Montreal; educated at Bishop's College (McGill). Worked at Canadian Car and Foundry, 1940. Enlisted in Montreal, 24 September 1940 and posted that day to No.2 Manning Depot, Brandon. To No.2 ITS, Regina, 28 October 1940; graduated 27 November 1940 on promotion to LAC and posted that day to No.7 EFTS; to No.6 SFTS, Dunnville, 16 January 1941; graduated and promoted Sergeant on 29 March 1941. To Central Flying School, Trenton, 6 April 1941; to No.12 SFTS, Brandon to instruct, 26 June 1941. Promoted Flight Sergeant, 1 December 1941. Commissioned 14 August 1942. Promoted Flying Officer, 1 January 1943. To No.1 OTU, Bagotville, 13 March 1943; to "Y" Depot, Halifax, 29 May 1943; to RAF overseas, 15 June 1943; disembarked in Britain 24 June 1943. To No.55 OTU, 26 July 1943. To West Kirby, 12 October 1943. To Port of Embarkation, 25 October 1943 on posting to India. To No.152 OTU, 6 December 1943. To No.8 Squadron, 29 February 1944. To No.258 Squadron, 20 October 1944. Promoted Flight Lieutenant, 1 July 1945. Embarked from India, 25 July 1945; disembarked in Britain, 13 August 1945. Repatriated to Canada, 5 September 1945; released 12 October 1945. Award sent by registered mail, 19 October 1950, when he was living in Edmonton. Died in Calgary, 1992.

Flight Lieutenant Seton has proved himself to be an exceptionally fine leader and has led his flight on many successful sorties against enemy rail and road transport. The courage and initiative displayed by this officer on all occasions have been worthy of the highest praise.

NOTE: Public Records Office Air 2/9132 has recommendation dated 11 May 1945 when he had flown 232 operational hours. Text differs from that which was published:

This Flight Commander started his operational tour on dive bombers, and has since been operating on long range fighter bombers. During the operations for Rangoon he led his flight on many highly successful sorties against enemy airfields, lines of communication and ammunition dumps. His bombing and strafing has at all times been extremely accurate and his enthusiasm and keenness to engage the enemy has been an inspiration to the flight under his command.

**Notes:** Accident while instructing, 26 September 1941 with LAC A.R. Juneau as pupil. Crane 7853. Night flying, hard landing and undercarriage collapsed. No injuries.

Reviewed on a Crane, 10 April 1942 when he had flown 566 hours instructing at No.12 SFTS. Described as follows - Sequence (Brief), Voice (Good), Manner (Vague), Ability to Impart Knowledge (Just fair), Ability as Pilot (Average), and generally, "An average instructor who should be better considering his experience." (F/L J.M. Stroud, Visiting Flight). Category "B".

Assessed 30 June 1945 when he had flown 1,816 hours 55 minutes (182.15 in past six months). "An extremely efficient and popular flight commander and an exceptional dive bomber pilot. Has had experience as instructor." (S/L N. Cameron, No.258 Squadron).

Form dated August 1945 states he had flown 127 sorties (240 operational hours), last one on 8 May 1945. Also flew 221 hours 20 minutes non-operational. Types flown were Hurricane (26.35), Vengeance (184.30), Thunderbolt (209.50) and Harvard (40.25).

**Training:** Interviewed in Montreal, 22 August 1940. "Fine type of applicant. Intelligent and of good appearance. Neat and smart." (F/O P.O. Gadbois).

Attended No.2 ITS, 24 October to 27 November 1940. Courses in Mathematics (93/100), Armament, practical and oral (51/100), Drill (63/100) and Law and Discipline (66/100). Placed 168<sup>th</sup> in a class of 192. "Cheerful but inclined to be lazy. Should be good material,"

Attended No.7 EFTS, 29 November 1940 to 16 January 1941 Finch II aircraft - 30 hours 20 minutes dual, 17.30 solo, logged five hours in Link. "Turns poor, aerobatics very good. Forced landing good." Marked in Airmanship (165/200), Airframes (2009/200), Aero Engines (135/200), Signals, practical (50/50), Theory of Flight (77/100), Air Navigation (161/200) and Armament, oral (150/200). Placed tenth in a class of 26. "Average."

Attended No.6 SFTS, 16 January to 29 March 1941. Harvard aircraft - 31.55 day dual, 39.35 day solo, 2.25 night dual, 7.15 night solo. Logged 10.30 in Link. "Navigation low average. Progress average. Low average pilot." (F/L E.A. Boadway). Ground courses in Maintenance (33/50), Airmanship (133/200), Armament, written (71/100), Armament, practical (74/100), Air Navigation (150/200), Signals, practical (45/50) and Signals, written (82.100). Placed 36<sup>th</sup> in a class of 45. "No outstanding characteristics." Note that class leader was H.F. Marting (later MC).

Attended Central Flying School, 5 May to 23 June 1941. Flew Fleet, Yale and Harvard (28 hours solo, 33.40 dual. "Just average ability but works very hard and has shown satisfactory progress. Should make capable instructor." (F/O H.F. Jessup). Courses in Airframes (92/100), Engines (82/100), Airmanship (75/100) and Air Navigation (60/100). Tested 23 June 1941 in a Harvard. Described as follows - Sequence (Fair), Voice (Good), Manner (Pleasant), Ability to Impart Knowledge (Average), Ability as Pilot (Average), and generally, "Progress to be closely checked. To be retested by next Visiting Flight." (F/L A.J. Shelfoon).

At No.1 OTU, 15 March to 14 May 1943. Flew 84 hours 50 minutes (11.55 dual) and 50 hours on Hurricanes.

Attended No.152 OTU, 18 December 1943 to 26 February 1944, Harvard aircraft - 50 minutes dual to first solo, 2.05 total dual, 8.10 solo, 1.00 in formation; Vengeance aircraft, 30 minutes dual to first solo, 1.45 total dual, 53.25 solo. Was 28 hours in formation. Was 1.55 on instruments. Logged ten hours in Link. Flying tests in General Flying (300/400), Applied Flying (150/200), Instrument Flying (180/250) and Link (48/50). Ground examinations in Airmanship (240/300), Armament (235/300), Navigation (158/200) and Signals (93/100). "An above average pilot - keen to learn, doesn't take a beating very well, is inclined to sulk. Should prove a very useful member of a squadron."

A later report (unit uncertain) dated 9 March 1944 says he dropped 44 bombs (shallow dive and



low level), best result was 18 yards from target. Exposed 20 feet of film and fired 600 rounds air-to-ground. "Average. Is very keen. Shows qualities of a leader."

\* \* \* \* \*

SHAIL, F/L Vernal Garnet (J20663) - **Distinguished Flying Cross** - No.406 Squadron - Award effective 27 July 1945 as per **London Gazette** of that date and AFRO 1507/45 dated 28 September 1945. Born in Grande Prairie, Alberta, 1 September 1920; family moved to Regina in 1922, to Admiral, Saskatchewan in 1924 and to Moose Jaw in 1927 (father was a locomotive engineer). Ultimately he gave his home as New Westminster (service station attendant, clerk for Burn and Company); enlisted in Regina, 22 January 1942. To No.2 Manning Depot, 10 February 1942. To No.5 BGS, Dafoe, 12 April 1942. To No.4 ITS, Edmonton, 24 May 1942; graduated and promoted LAC, 17 July 1942; posted on 19 July to No.2 AOS, Edmonton; graduated fifth in a class of 20 and commissioned 6 November 1942. Not posted from No.2 AOS until 20 November 1942. Arrived in United Kingdom, 18 December 1942. Promoted Flying Officer, 6 May 1943. Attended No.62 OTU, 15 June 1943 to 10 August 1943. Attended No.54 OTU, 10 August to 16 November 1943. With No.406 Squadron, 16 November 1943 until 1 August 1945 (promoted Flight Lieutenant, 6 November 1945). Repatriated 2 August 1945. To No.8 Release Centre, 12 August 1945. Retired 1 October 1945. Died in Vancouver, 28 December 1967. Until December 1944 his tour was uneventful (night flying, ASR patrols, Rangers) with many pilots. Once on a formation Ranger to France the weather closed in and it was necessary to overfly to Maison Blanche, Algeria. Following the war he became a civil engineer. Award presented 6 May 1950. As navigator to D.A. MacFayden he was involved in the following victories: **21 February 1945**, one Bf.110 destroyed (NT325 "T"); **28 February 1945**, one unidentified enemy aircraft probably destroyed on ground (NT325 "N"); **3/4 March 1945**, one FW.190 destroyed and three FW.190s damaged on ground (NT325 "T"); **5/6 March 1945**, one Ju.88G destroyed (NT325 "T"); **24/25 March 1945**, one He.111 destroyed and four He.111s damaged on ground (NT325 "T"); **9/10 April 1944**, two Ju.88s destroyed (NT325 "T"); **24/25 April 1945**, one Ju.88 damaged on ground (NT283 "V"). Shown in photos PL-28210 (February 1944), PL-33640 (with P/O W.L. Miller beside Mosquito) and PL-42862 (March 1945 with MacFayden).

As navigator, Flight Lieutenant Shail has participated in many day and night sorties over enemy territory. He has proved himself to be a navigator of exceptional ability and has consistently displayed a high degree of courage and determination. As a result of his outstanding qualities, this officer has materially assisted his pilot in the destruction of six enemy aircraft, inflicting damage on numerous others. His example has been most praiseworthy.

**Note:** On repatriation he reported having flown 156 hours 35 minutes on operations, 506 hours 15 minutes non-operational. Hours on types as follows: Beaufighter VI, 209.55; Beaufighter II, 37.45; Mosquito, 283.40; Anson, 66.20; Wellington, 11.25; Tiger Moth, 54.45. Standing five feet six inches and at 148 pounds he was called "Stubby" Shail.

\* \* \* \* \*

SHANE, F/L John Alfred Neil (J6859) - **Distinguished Flying Cross** - No.10 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 5 September 1918. Home in Montreal; enlisted there 14 August 1940. To No.8 BGS, 25 October 1940 (guard). To No.2 Manning Depot, 4 December 1940. To No.1 ANS, 23 December 1940. To No.2 ITS, 21 February 1941; graduated and promoted LAC, 8 April 1941 when posted to No.4 EFTS; graduated 28 May 1941 when posted to No.8 SFTS; graduated and commissioned 20 August 1941. To RAF overseas, 23 August 1941. Promoted Flying Officer, 20 August 1942. Repatriated at an uncertain date; to No.3 OTU, date uncertain; to Eastern Air Command, 6 March 1943; to No.117 (BR) Squadron, 9 March 1943. To No.10 (BR) Squadron, 30 April 1943. Promoted Flight Lieutenant, 1 December 1943. To No.2 Air Command, 18 June 1945. To No.5 Release Centre, 10 August 1945. Retired 20 August 1945. Award sent by registered mail 28 June 1949. Died in Vancouver, 11 March 1995. Shown in RCAF photos PL-5693, PL-5696 and PL-56307. As of recommendation he had flown 2,660 hours, 1,012 operational (84 sorties). No citation in AFRO other than "in recognition of valuable services in the air." Following from DHist files:

Flight Lieutenant Shane has completed a very large number of operational hours over the North Atlantic. His keenness and cheerfulness in accepting any sortie in adverse weather and harassing circumstances have been an inspiration to all the members of his squadron. As captain of a very long range operational aircraft, he has at all times displayed great devotion to duty and resourcefulness that have made an outstanding contribution to the success of his squadron.

\* \* \* \* \*

SHANKLAND, P/O William Stobo McCririck (J4431) - **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 10 June 1921. Home in Vancouver; enlisted there 20 August 1940. To No.118 (Coastal Artillery Cooperation) Squadron, 5 September 1940. To No.1 (Coastal Artillery Cooperation) Squadron, 27 September 1941. To No.1 ITS, 10 October 1940; graduated and promoted LAC, 4 November 1940 when posted to No.3 EFTS; to No.6 SFTS, Dunnville, 23 December 1940; graduated and commissioned, 5 March 1941. To No.31 GRS, 9 March 1941. To RAF overseas, 24 June 1941. Promoted Flying Officer, 6 March 1942. Promoted Flight Lieutenant, 6 March 1943. Repatriated 7 October 1944. To No.5 OTU, 12 November 1944. To No.1 Composite Training School, 15 November 1944. To Western Air Command, 23 December 1945. To Signals Unit, 23 January 1946. To Western Air Command Headquarters, 21 July 1946. Retired 8 November 1946. Died in Victoria, October 2002. Shown in photo PL-4850.

\* \* \* \* \*

SHANNON, Sergeant Bruce Colin (R107275) - **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 20 March 1921. Home in Snowden, Saskatchewan; enlisted in Saskatoon, 10 June 1941 and posted to No.2A Manning Depot. To No.3 EFTS, 2 August 1941 (guard). To No.2 WS, 15 September 1941; promoted LAC, 15 October 1941; graduated 2 March 1942 when posted to No.5 BGS; graduated and promoted Sergeant, 30 March 1942. To "Y" Depot, 31 March 1942. To RAF overseas, 30 April 1942. Commissioned 19 July 1944 (J87705). Promoted Flying Officer, 19 January 1945. Repatriated 8 August 1945; retired 20 September 1945. Regional Director, Parks and Recreation, Saskatchewan; retired in 1982. Died in Kinistino, Saskatchewan, 1 August 2013. No citation in AFRO.

\* \* \* \* \*

SHANNON, F/L Charles Philip (J21292) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 18 December 1915 in Vancouver; home there; enlisted there 4 June 1940. Posted to No.1 ITS on 24 June 1940; graduated and promoted LAC, 19 July 1940; posted that date to No.8 EFTS; may have graduated 15 September 1940 but not posted to No.4 SFTS until 12 October 1940; graduated 20 December 1940 and promoted Sergeant. To Central Flying School, 20 December 1940; to No.4 SFTS to instruct, 25 February 1941; to No.15 SFTS, 27 July 1942; commissioned 2 November 1942; to "Y" Depot, Halifax, 15 November 1942; struck off strength to RAF overseas, 13 December 1942; promoted Flying Officer, 2 May 1943; promoted Flight Lieutenant, 2 November 1944; repatriated 18 June 1945; released 13 September 1945. Award presented 5 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". Public Records Office Air 2/9026 has recommendation, no date but **circa** 20 July 1944, when he had flown 29 sorties (252 hours five minutes), 25 November 1943 to 14 July 1944. Not included in the sortie list (but included in the operational hours) was a session towing gliders to North Africa, 9 June to 16 August 1943 (90 hours).

\* denotes service as 2nd pilot; all others as pilot.

25 November 1943 - \*Frankfurt (7.00)  
20 December 1943 - \*Frankfurt (6.45)  
29 December 1943 - Berlin (7.50)  
21 January 1944 - Magdeburg (6.55)  
28 January 1944 - Berlin (8.15)  
15 February 1944 - Berlin (6.10)  
6 March 1944 - Trappes (5.20)  
7 March 1944 - Le Mans (5.30)  
15 March 1944 - Stuttgart (7.30)  
26 March 1944 - Essen (5.35)  
30 March 1944 - Nuremburg (8.30)  
9 April 1944 - Villeneuve St.Georges (5.25)  
10 April 1944 - Ghent (4.05)  
18 April 1944 - Le Bourget (4.50)  
22 April 1944 - Dusseldorf (6.05)  
24 April 1944 - Karlsruhe (6.15)  
26 April 1944 - Villeneuve St.Georges (5.05)  
30 April 1944 - Somain (4.25)  
1 May 1944 - St.Ghislain (4.10)  
12 May 1944 - Louvain (4.25)  
19 May 1944 - Le Clipon (3.20)  
24 May 1944 - Aachen (5.10)  
27 May 1944 - Bourg-Leopold (5.50)  
4 June 1944 - Calais (3.50)  
5 June 1944 - Merville-Franceville (5.45)  
6 June 1944 - Condes-sur-Noireau (5.30)  
9 July 1944 - Ardouval (4.05)  
12 July 1944 - Acquet (5.05)  
14 July 1944 - Anderbelok (3.5)

This officer has completed twenty-nine bombing sorties against the enemy, thirteen of which have been on major targets. He has at all times pressed home his attack with the utmost determination and has shown outstanding courage and devotion of the highest order to his duty and his fine record is considered worthy of recommendation. I strongly recommend Flight Lieutenant Shannon be awarded a non-immediate Distinguished Flying Cross.

RCAF Press Release 2012 dated 26 July 1943 reads as follows:

London (RCAF News Service) - Canadian fliers are with an RCAF squadron in Britain learning the art of precision flying in the dark so that pilots can drop glider and parachute troops right on the "button" when the time comes.

To drop parachutes at night the greatest prevision is needed in timing and map reading. Ten nights a month the RCAF officers are engaged in a highly specialized for of night map reading exercises, for navigators must be able to recognize in the dark landmarks such as woods, ponds and buildings.

An RCAF navigation officer with an RAF squadron in the south of Britain is F/L "Bill" Flynn, 5425 Dewey Avenue, Regina, Saskatchewan, who before coming into the RCAF was a school teacher in Dahinda, Saskatchewan . For 16 months in Britain he was at an operational training unit as instructor but is now with the squadron training the men who drop from the skies.

A Canadian pilot with the same squadron is Pilot Officer Phil Shannon, 1758 West 14<sup>th</sup> Street, Vancouver, who came to Britain last December after a long spell of instructing in Canada. He hoped to see early action over here but now is contenting himself to wait until he takes the glider and parachute troops into action.

Whitleys are used by the squadron to which these two Canadians are attached. "It is slow and rough flying," said Flynn. "The glider surges forward and the rope towing it droops. There is a surge back and forward as the rope becomes taut again. It is a much longer run to get off the ground and when you are up your speed is substantially reduced. The glider pilot does the releasing, disconnecting the tow rope with a knob at his controls.

"But it is the plane pilot who does the sweating," added Flynn with a grin.

\* \* \* \* \*

SHANNON, FS Robert Albert (R80023) - **Distinguished Flying Medal** - No.78 Squadron - Award

effective 7 May 1943 as per **London Gazette** dated 14 May 1943 and AFRO 1078/43 dated 11 June 1943. Born in Transcona, Manitoba, 2 April 1922; home in Winnipeg; educated at Lord Selkirk School (Glenwood) and St. Johns High School (Winnipeg). Attending University of Manitoba when he enlisted 18 October 1940. Posted to No.2 Manning Depot, Brandon. To No.11 SFTS, Yorkton, 26 November 1940 (non-flying duties). Posted to No.2 ITS, Regina on 4 January 1941 (graduated and promoted LAC 8 February 1941; to No.14 EFTS, Portage la Prairie, 9 February 1941; graduated 19 April 1941 and posted on 21 April to No.33 SFTS, Carberry; ceased training on 15 May 1941 and posted next day to Composite School, Trenton; No.10 AOS, Chatham, 20 July 1941; graduated 24 September 1941 and posted next day to Composite Training School, Trenton; to No.5 BGS, Dafoe, 5 December 1941; graduated and promoted Sergeant, 5 January 1942. To "Y" Depot, Halifax, 6 January 1942; struck off strength to RAF overseas 23 January 1942. Taken on strength of No.3 PRC, 10 February 1942. To No.7 Air Gunner School, 23 May 1942. To No.22 OTU, 24 June 1942. To No.78 Conversion Flight, 24 August 1942. To No.78 Squadron, 25 September 1942. Promoted Flight Sergeant, 1 October 1942. Posted that date from No.78 Squadron to No.1658 Conversion Unit. Posted back to No.78 Squadron, 21 October 1942. Promoted WO2, 5 January 1943. To No.1652 Conversion Unit, 26 March 1943. Commissioned 1 July 1943 (J18167) as of Air Force Orders dated 27 September 1943. Promoted Flying Officer, 1 January 1944. Invested with award by King George VI, 12 October 1943. Photo PL-19709 shows the following personnel after investiture at Buckingham Palace: P/O D.R. Pearce, DFM (Edmonton), P/O E.C. Stewart, DFM (Camrose, Alberta), FS D.J. McCoy, DFM (Napanee, Ontario), P/O R.A. Shannon, DFM (Winnipeg), and P/O F.R. Zulauf (Milverton). Photo PL-19711 shows a group of Western Canadian personnel attending Buckingham Palace investiture - F/L E.H. Thomas (New Westminster), Warrant Officer E.A. Taylor (Vancouver), P/O R.A. Shannon (Winnipeg), P/O E.C. Stewart (Camrose, Alberta), F/O D.R. Pearce (Edmonton), Warrant Officer W.G. Evan (Makinak, Manitoba, who accompanied Pearce) and FS D.J. McCoy (Carruthers, Saskatchewan). Photo PL-19712 taken 5 November 1943 shows the following after investiture at Buckingham Palace: **Front Row** Warrant Officer W.G. Evan of Makinak, Manitoba (no award but accompanying friends), FS H.J. O'Connor DFM of Napanee, Sergeant D.V. Smith DFM of Toronto, Warrant Officer E.A. Taylor DFM of Vancouver, FS D.J. McCoy DFM of Carruthers, Saskatchewan, P/O F.R. Zulauf DFM of Milverton, Ontario; **Back Row**: P/O R.B. Charters DFM of Brampton, Ontario, P/O E.H. Thomas DFM of New Westminster, P/O R. Dorland DFM of Islington, Ontario, F/L C.D. Perkins DFC of Fonthill, Ontario, P/O D.R. Pearce DFM of Edmonton, P/O E.C. Stewart DFM of Camrose, Alberta, and P/O R.A. Shannon DFM of Winnipeg. Photo PL-20523 shows him. Promoted to Flying Officer, 1 January 1944. To No.427 Squadron, 12 February 1944. Killed in action 31 March 1944 (Halifax LV898, No.427 Squadron); buried in Germany.

This airman has proved himself one of the keenest air gunners in the squadron. On every occasion he has displayed the utmost coolness and courage in the face of the enemy. Despite the fierce opposition which he has encountered over the

most heavily defended targets in Germany and enemy occupied territory, Flight Sergeant has maintained an undiminished enthusiasm for operations. His courage, skill and determination in action have been an inspiration to his crew.

NOTE: Public Record Office Air 2/8950 has recommendation drafted 21 March 1943 when he had flown 31 sorties (193 hours six minutes. The text adds little to the published citation, but the sortie sheet is unusually detailed:

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

1 September 1942 - Saarbrücken (6.32) - Bomb burst across factories.  
2 September 1942 - Karlsruhe (6.53) - Large fires seen.  
13 September 1942 - Bremen (2.30) - Returned early; port outer engine unserviceable.  
14 September 1942 - Wilhelmshaven (4.23) - Bombs dropped on concentration of flak in target area.  
16 September 1942 - Essen (5.26) - Large explosion seen in aiming point.  
19 September 1942 - Saarbrücken (7.28) - Bombs burst in built-up area.  
23 September 1942 - Flensburg (6.40) - Buildings in flames in docks; aircraft damaged by flak.  
8 November 1942 - GARDENING (5.00) - All parachutes seen to open.  
9 November 1942 - Hamburg (6.17)  
20 November 1942 - Turin (9.11) - Many fires seen in target area.  
26 November 1942 - GARDENING (4.00)  
28 November 1942 - Turin (9.40) - Many fires seen in town.  
2 December 1942 - Frankfurt (8.13) - Small scattered fires seen.  
14 December 1942 - GARDENING (3.44)  
17 December 1942 - GARDENING (7.00)  
14 January 1943 - Lorient (5.25)  
27 January 1943 - Düsseldorf (5.15) - Incendiaries seen to be well alight.  
29 January 1943 - Lorient (6.01)  
2 February 1943 - Cologne (5.08) - Torn hit by numerous fires.  
3 February 1943 - Hamburg (7.09) - Glow of fires seen through clouds.  
7 February 1943 - Lorient (5.02) - Huge fires; glow seen from English coast.  
11 February 1943 - Wilhelmshaven (5.09) - Very large explosions followed by large fires.  
13 February 1943 - Lorient (5.31) - Fires seen in docks.  
14 February 1943 - Cologne (5.04) - Glow of many fires seen though clouds.  
18 February 1943 - Wilhelmshaven (5.17) - Bomb bursts observed in target area.  
19 February 1943 - Wilhelmshaven (4.57) - Many fires observed in aiming point.  
25 February 1943 - Nuremberg (8.37) - Incendiaries seen starting fires.  
26 February 1943 - Cologne (6.60) - Whole town covered by fires.  
28 February 1943 - St.Nazaire (6.05) - Many bursts observed in target.  
3 March 1943 - Hamburg (6.00) - Large fires counted in target area.  
5 March 1943 - Essen (5.58) - Large explosion seen.  
9 March 1943 - Munich (8.23) - Explosions and fires seen.



One of the keenest Air Gunners on the squadron, [Flight Sergeant] Shannon has on every occasion shown the utmost coolness in the face of [the] strongest enemy opposition. Some of his sorties have taken him over the most heavily defended areas of Germany, and despite his 31 trips he is extremely keen to continue on operations. He is very strongly recommended for the award of the Distinguished Flying Medal.

This recommendation was endorsed by the Officer Commanding, RAF Station Linton-on-Ouse on 24 March 1943, and by the Air Officer Commanding, No.4 Group, on 30 March 1943.

FURTHER NOTES: At ITS he placed 136<sup>th</sup> in a class of 165 and described as "Average type; may be a little nervous".

At No.14 EFTS he flew Tiger Moths (29 hours 35 minutes dual, 38 hours ten minutes solo plus 12 hours in Link). He was described as "Smooth, confident student. Learns very quickly. Has no outstanding weakness". He placed 24<sup>th</sup> in a class of 32.

At No.33 SFTS he quickly washed out. The general summary stated that he had "very little air sense and flying generally is poor." More detailed reports mentioned inability to master cockpit drill, "Oblivious to other aircraft in the air".

At No.10 AOS he flew 19 hours as first navigator and 26 hours 45 minutes as second navigator on Ansons (all by day). In the air he was deemed below average - "Pinpointing and practical map reading poor. Seems to lack ambition." The Chief Instructor, Ground Training wrote, "Lowest student on the course. Showed a total lack of interest. Did not work very hard. Warned to change his attitude after one month but an additional months training showed no improvement." It was recommended that he be discharged as "undesirable for aircrew or other duties."

A training report from No.10 AOS, Chatham, dated 17 September 1941, provided interesting comments: "This airman was washed out of No.33 SFTS after 10 ½ hours dual. The cause of it was apparently due to the fact that this student did not like flying Ansons, preferring Harvards. And another reason might be that 33 SFTS was an RAF School and this airman could not stand the "superiority complex" often noticed on our fellow comrades from RAF schools." (S/L Brault, Medical Officer).

At No.5 BGS he flew six hours 45 minutes in Battle aircraft (plus 100 minutes as passenger). He fired 300 rounds on the ground, 400 rounds air to ground and 1,630 rounds air-to-air. His marks on various tests were as follows - Beam Test, five percent; Beam relative Speed Test, five percent and Under Tail Test, nine percent. He placed 8<sup>th</sup> in a class of 27 and was described as "...inclined to be over aggressive but should make an excellent gunner"

In December 1943 he applied for "alternate aircrew training", but this was turned down in view of his previous failure to qualify as a pilot at No.33 SFTS.

Certificate for RCAF Operational Badge noted operations from 24 August 1942 to 9 March 1943 - 31 sorties (198 operational hours). Certified on 27 November 1943.

Assessed 14 February 1944 on posting from No.1652 Conversion unit to No.427 squadron. Reported to have flown 597 hours. Described as "A good gunner whose ability does not extend much beyond the immediate needs of his trade."

The website "Lost Bombers" provides the following on his last sortie: Halifax LV898, No.427 Squadron (ZL-D), target Nuremberg, 30/31 March 1944. This was one of three No.427 Squadron Halifaxes lost on this operation; the others were LV923 and LW618. Airborne at 2220 hours, 30 March 1944 from Leeming. Outbound, shot down by a night-fighter, crashing at Herhahn, 4 km NNW of Schleiden. Crew (all killed) were S/L J.M.Bissett, DFM, RCAF; Flight Sergeant K.F.Shoener, RCAF; Sergeant V.S.Holloway; F/O R.J.White, DFM, RCAF; F/O F.R.Zulauf, DFM, RCAF; F/O J.J.H.G.G.Leclaire, RCAF; P/O W.C.Hall, RCAF; F/O R.A.Shannon. DFM, RCAF.

\* \* \* \* \*

SHANNON, W/C William Henry Barnett (C2620) - **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 Toronto; enlisted there 4 September 1940 in Administration Branch; posted to AFHQ on 20 September 1940; promoted Flight Lieutenant, 15 July 1941; promoted Squadron Leader, 15 October 1943. Promoted Wing Commander, 1 November 1943. To "Y" Depot, Lachine, 14 March 1944; to RCAF Overseas Headquarters, 25 March 1944. Repatriated 22 January 1945; released 17 August 1945. Award presented 22 November 1948.

Continuously employed in the Officer's Careers Branch of Air Member for Personnel Division since his appointment to the Royal Canadian Air Force in 1940, Wing Commander Shannon's performance of duty has been characterized by unlimited devotion, diligent persistence in overcoming the most difficult problems and by the exemplary manner in which he has given guidance and leadership to his juniors. The degree of judgement and persistency with which he has handled his tasks has generated confidence on the part of his subordinates and the esteem of his superiors, and the high standards established for officer personnel in the Royal Canadian Air Force are in no small measure due to his efforts.

\* \* \* \* \*

SHAPIRO, F/O Harry (J7224) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 2 November 1942 as per **London Gazette** dated 6 November 1942 and AFRO 272/43 dated 19 February 1943. Born in Montreal, 31 October 1916; home there; enlisted there 3 October 1940. Granted Leave Without Pay until 28 October 1940 when posted to No.3 BGS. To No.2 ITS, 29 November 1940; graduated and promoted LAC, 3 January 1941; posted that date to No.2 EFTS; ceased training and posted to No.2 Manning Depot, 23 January 1941; to No.3 AOS, 31 March 1941; graduated 23 June 1941 and posted that date to No.2 BGS; graduated and promoted Sergeant, 4 August 1941. Posted on 5 August 1941 to No.1 CNS; graduated and commissioned 1 September 1941. To Embarkation Depot, 2 September 1941; to RAF overseas, 15 October 1941. Promoted Flight Lieutenant, 29 September 1942. Promoted Squadron Leader, 1 April 1943. Promoted Wing Commander, 30 May 1944. Presented with both DFC and Bar at Buckingham Palace, 10 October 1944. Repatriated to Canada, 29 March 1945; to No.1 Air Command, 15 April 1945; to Release Centre, 30 May 1945; retired 11 June 1945. Died in Montreal, November 2006. RCAF photos are PL-15431, PL-33442 (Buckingham Palace following investiture) and PL-35978. Public Records Office says he was recommended after flying 25 sorties (114 operational hours).

Flying Officer Shapiro, as navigator, co-ordinates his work with his wireless operator, captain, and bomb aimer with great success and, as a result, on many occasions has returned with excellent photographs of the target. This officer always displays great skill, enthusiasm and courage.

SHAPIRO, S/L Harry (J7224) - **Bar to Distinguished Flying Cross** - No.7 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1294/43 dated 9 July 1943.

A conscientious and reliable navigator, this officer has always executed his task in a very commendable manner while his untiring efforts have played no small part in the successes achieved. By his cheerful courage, determination and devotion to duty, Squadron Leader Shapiro has set a splendid example to the other members of his squadron.

NOTE: Public Record Office Air 2/8955 has recommendation drafted about 26 April 1943 when he had completed 46 sorties (258 hours 50 minutes) of which 21 sorties (134 hours 40 minutes) had been since his previous award. Sortie list and submission follows: all trips from 27 August 1942 onwards were in Pathfinder Force.

30 May 1942	Cologne (2.45)
1 June 1942	Essen (4.00).

3 June 1942	Bremen (3.30)
6 June 1942	Emden (5.25)
18 June 1942	GARDENING (4.05)
20 June 1942	Emden (3.50)
25 June 1942	Bremen (5.30)
27 June 1942	Bremen (5.30)
29 June 1942	Bremen (4.50)
11 July 1942	GARDENING (6.15)
19 July 1942	Vegasack (5.10)
31 July 1942	Dusseldorf (4.10)
9 August 1942	Osnabruck (4.20)
11 August 1942	Mainz (5.00)
12 August 1942	Mainz (6.25)
15 August 1942	Dusseldorf (3.35)
17 August 1942	Osnabruck (4.55)
27 August 1942	Kassel (5.35)
28 August 1942	Nuremberg (7.35)
2 September 1942	Saarbrucken (5.40)
5 September 1942	Bremen (5.50)
8 September 1942	Frankfurt (6.20)
10 September 1942	Duseldorf (4.35)
13 September 1942	Bremen (4.55)
2 October 1942	Krefeld (4.35)
6 October 1942	Osnabruck (5.00)
15 October 1942	Cologne (5.00)
23 October 1942	Genoa (8.15)
7 November 1942	Genoa (6.00)
9 November 1942	Hamburg (5.35)
15 November 1942	Genoa (8.30)
20 November 1942	Turin (7.35)
28 November 1942	Turin (8.00)
23 December 1942	Frankfurt (6.35)
31 January 1943	Hamburg (2.45)
3 February 1943	Hamburg (2.15)
4 February 1943	Turin (5.30)
18 February 1943	Wilhelmshaven (8.35)
24 February 1943	Wilhelmshaven (5.25)
25 February 1943	Nuremberg (4.30)
1 March 1943	Berlin (7.35)
3 March 1943	Hamburg (7.55)

8 March 1943	Nuremberg (5.45)
9 March 1943	Munich (8.50)
11 March 1943	Stuttgart (8.20)
27 March 1943	Berlin (6.45)

Since being awarded the Distinguished Flying Cross, this officer has carried out a further 21 operational sorties as a navigator. Throughout his entire operational career and especially whilst with the Path Finder Force, Flight Lieutenant Shapiro has carried out his duties in a most commendable manner. His very conscientious and untiring efforts have resulted in many successes and he has set a very fine example of courage, determination and devotion to duty over a long period.

\* \* \* \* \*

SHARER, F/O Norman Merrill (J22103) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 2 May 1944 as per **London Gazette** of that date and AFRO 1186/44 dated 2 June 1944. Born 23 January 1911 in Bellefonte, Pennsylvania; enlisted as American citizen though home later given as Toronto (possibly owing to marriage). Educated at Wellstone, Ohio. Under New Deal was a Sergeant and tractor operator for Civil Conservation Corps, 1935-1937. Metal parts cutter for two years; coal company tractor operator for two years. Enlisted in Hamilton, 28 August 1941 and posted to No.1 Manning Depot. To No.1 BGS, Jarvis (guard duty), 17 January 1942. To No.1 WS, Montreal, 28 March 1942. Promoted LAC, 30 April 1942. To No.9 BGS, Mont Joli, 26 September 1942. Graduated and promoted Sergeant, 18 December 1942; subsequently commissioned with effect from that date. To Mountain View, 27 December 1942 for Gunnery Instructor course; placed first in a class of 16. To No.3 BGS, Macdonald, Manitoba, 9 January 1943, apparently to instruct. Promoted Flying Officer, 18 June 1943. To "Y" Depot, 30 September 1943. Embarked from Halifax, 22 October 1943; disembarked in Britain, 30 October 1943. To No.1679 Conversion Unit, 16 November 1943. To No.426 Squadron, 29 December 1943. Wounded 16 March 1944 and under frequent medical care thereafter (shrapnel in left knee). Repatriated to Canada, 12 December 1944. To No.4 Release Centre, Toronto. Retired 11 April 1945. Died in Mississauga, 26 December 1963. Gunner to WO2 D.F. Robertson. Cited with WO D.F. Robertson (which see for citation).

DHH file 181.009 D.4431 (Library and Archives Canada RG.24 Volume 20649) has recommendation drafted 30 March 1944 when he had flown three and one-third sorties (20 hours 50 minutes) as follows:

Flying Officer Sharer was the mid-upper gunner of an aircraft detailed to attack Stuttgart, Germany on the night of 15/16th March 1944. About ten minutes before reaching the target heavy bursts of flak struck the aircraft, many small holes being put in the fuselage around the mid-upper turret, also a large hole just

under the turret which ruptured the hydraulics and set the oil on fire. A piece of flak struck Flying Officer Sharer in the left knee, but despite this injury and although suffering great pain he dropped from his turret and eventually succeeded in extinguishing the fire. While the aircraft was brilliantly illuminated, an FW.190 attacked but by violent evasive action it was eluded. Flying Officer Sharer returned to his turret which was unserviceable and continued to assist in giving instructions for evasive action while the captain carried on to complete the mission. He remained in his position throughout the return journey to keep a lookout and was a continual source of inspiration to his captain who brought his crippled aircraft back to this country.

Flying Officer Sharer by his cooperation, coolness and devotion to duty contibuted in a large measure toward the success of this operational flight . He is therefore highly recommended for the immediate award of the Distinguished Flying Cross.

DHH file 181.009 D.2624 (Library and Archives Canada RG.24 volume 20628) has another recommendation, no date, that states he had flown two and one-third sorties (still 20 hours 50 minutes) and different text (same submission dated 30 March 1944 is found in 181.009 D.1513, RG.24 Volume 20600).

Warrant Officer Robertson and Flying Officer Sharer were Captain and Mid-Upper Gunner respectively of an aircraft detailed to attack Stuttgart, Germany, one 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 Gunner. Flying Officer Sharer, 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 aircraft and thus enabling the Captain to carry on and successfully 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 safely back to this country.

Flying Officer Sharer, by his cooperation, coolness and devotion to duty, contributed in a large measure towards the success of this operational flight. I consider his commendable courage and great presence of mind on this occasion fully merits the immediate award of the Distinguished Flying Cross.

RCAF Press Release No. 1030 dated January 8, 1944 from F/O Vic Baker read:

WITH THE R.C.A.F. BOMBER GROUP OVERSEAS: -- Sitting up there in his mid-upper turret on the high back of a Thunderbird Squadron Lancaster, F/O N.M. "Norm" Sharer of Toronto, Ontario (298 Sorauren Avenue) can be termed a back-seat driver in his crew.

The 34-year-old gunner who was born at Wellston, Ohio, did considerable flying in light aircraft in peacetime and has some 300 flying hours to his credit. Before the war, he and two friends purchased a Taylorcraft plane and learned to handle it like veterans. Norm has also had time on Harvards and Cubs and a few other light types. He's had a good deal of link trainer instruction as well.

So he doesn't miss much when his skipper takes violent evasive action to avoid fighters. When it comes to instructing his pilot on what to do as German night fighters dive in for an attack, Norm knows pretty well just what you can get out of the heavy bombers under general conditions. Other Ontario airmen in the crew are: navigator, F/O H.A. Hancock, Port Hope, Ontario; wireless operator, F/O P.C. Cox, Fort William; rear-gunner, Sgt. E.A. Dowe, Toronto (155 Simpson Avenue). F/O Sharer who is senior flying officer among gunners of his squadron, was an instructor of air-gunners at No. 3B. & G. School at MacDonald, Manitoba, for nine months before coming overseas. Enlisting in August 1941, he came overseas in November 1943 after graduating first in his course.

RCAF Press Release No. 4318 dated 24 March 1944 from P/O Jackson (S/L McCall rewrite), transcribed by Huguette Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- Wounded and with his cramped turret in flames, Flying Officer Norman Sharer, a mid-upper gunner of the Group's "Thunderbird" squadron fought and extinguished the blaze, kept a sharp lookout for enemy aircraft, and kept it a secret until his crew were back at base that he had stopped some flak with his knee. In the opinion of his crew, skippered by WO2 Doug Robertson of Sault Ste. Marie, Ontario, the Toronto (298 Sorauren Avenue) gunner turned in a magnificent effort.

The big Lancaster was ten minutes from Stuttgart when an FW.190 swooped in to attack. Its tracers were so close that the bomb-aimer, F/O Harry Freberg of Herschel, Saskatchewan, saw them pouring past his position in the nose of the aircraft. WO2 Robertson shook off the attacker and continued on to make his bombing run.

Just over the target the enemy ack-ack crews found the range. The bomber was "hosepiped" by flak; the main fuselage was perforated in dozens of places, the port wing holed, hydraulics knocked out and the tailplane gashed. Shortly

afterward, others in the aircraft observed flames coming from F/O Sharer's turret. The wireless operator, F/O Malcolm Cole of (4236 Marcil Avenue), Montreal, grabbed an oxygen bottle and started back to assist, but the mid-upper gunner waved him away and continued with his work with the fire extinguisher.

After landing, Sharer discovered with some surprise, that he had been wounded in the knee by flak bursts. He'd been so busy putting out the fire and watching for enemy fighters, he said, that he hadn't paid any attention to a "bump" on the knee.

**Notes:** Assessed 15 June 1943 at No.3 BGS - "This officer is of average ability, applies himself to his work and does a satisfactory job. Recommend that this officer be retained on the service and promoted to the rank of Temporary Flying Officer." (F/L C.S. Kilgore).

Assessed 15 September 1943 - "This officer displayed ability to carry out his duties as a practical instructor in gunnery subjects in an entirely satisfactory manner." (F/L C.S. Kilgore).

Wounded, 16 March 1944 when aircraft hit by flak; port main plane badly damaged; fuselage and tailplane holed.

On repatriation form dated 10 November 1944 he stated he had flown three sorties (20hours 45 minutes), the last on 16 March 1944.

Assessed 18 December 1944 at No.426 Squadron - "A very superior type of gunner and a thoroughly capable officer in all respects." (F/L K. M. Pulham)

**Training:** Interviewed in Hamilton, 22 August 1941. "This applicant has had sufficient education for Observer Training but believes he would be better in training for Wireless Operator Air Gunner." (F/O M.F. Lawrence).

Attended No.1 WS, 30 March to 10 October 1942 (note, dates overlap with No.9 BGS). Did no flying but spent three hours ten minutes in Turret Manipulation. Marked in Theory (37/50), Radio Equipment (195/250), Morse, buzzer and lamp (failed), Procedure (136/200), Signals organization (113/150), Armament (85/100) and Drill and P.T. (35/50). Held over form Course 40 but could not pass Morse. "Unable to attain the required speed at Morse and consequently failed Practical Operating. A good type and has passed in all other subjects. Remustered to Air Gunner Standard."

Attended No.9 BGS, 28 September to 18 December 1942. Battle aircraft, ten hours 25 minutes. Spent 6.50 on turret manipulation. Fired 735 rounds on 25-yard range, 800 rounds on 200-yard range, 750 rounds air-to-ground, 1,920 rounds air-to-air. Used Vickers Gas Operated gun and Bristol turret in air, Vickers and Browning guns, Fraser-Nash, Bristol and Boulton Paul turrets



on ground. In Phase I he was marked in Armament, oral (77/100), Armament, written (270/300), Anti-Gas (75/100), Aircraft recognition (75/100), Mathematics (35/50), Navigation (78/100), Law, Administration, Hygiene (77/100) and Signals (100/100). In Phase II marked in Armament, written (118/150), Armament, practical and oral (76/100), Aircraft Recognition (64/100), Drill (70/100), Signals (100/100). Rated 87/100 on "Ability as Firer." Placed first in a class of 69. "Good student, active, cooperative, has excellent ideas." (S/L G.O. Godson).

At No.1679 Conversion Unit, marked in Sighting (70 percent), Browning Guns (88 percent), and Gunnery (82 percent)). In two air firing exercises scored nine percent hits. Took part in one fighter affiliation exercise. "Has profound knowledge of his theory and very interested in his work." (F/L N.P. Lagace).

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SHARP, F/O Alfred William (C24185) - **British Empire Medal (Civil Division)** - Awarded 2 June 1943 - Born 10 June 1892; home in Dawson Creek, enlisted 19 February 1943 in Edmonton. To Officer Training School, 19 February 1943; to No.6 SFTS, 30 June 1943 as Aircraft Controller with rank of Flying Officer; retired 16 March 1944 but rejoined as an Air Cadet Officer, 15 June 1948 to 24 April 1953, initially with rank of Flying Officer; promoted Flight Lieutenant, 1 November 1949 and Squadron Leader, 1 May 1952. Service with No.355 Air Cadet Squadron. Retired to Sydney, British Columbia. Died in Victoria, 4 January 1973. Awarded BEM for services as a civilian. DHist card mentioned Confidential File C-24185. Governor General's Records, RG.7 Group 26, File 190-I (1943 dossier) mention an A.W. Sharp, Postmaster at Dawson Creek, as being awarded a BEM with the following details:

For gallant service on the occasion of the destruction of Post Office by fire, November 25, 1942.

While fire was rapidly spreading along the ceiling, the Postmaster removed first class mail, placed it in a bag which he threw into the lane. He returned to pick up loose mail and matters from the desk. Took everything he could out of the safe, including (graduated 1,000 office cash, also stamps, registered mail, unemployment insurance stamps, etc. He remained in the building until he felt groggy and smoke was choking him. He then slammed the safe door shut and got out. He was feeling badly the effects of the smoke and was revived and recovered in a business office across the street.

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SHARP, FS Emery Duncan (R61471) - **British Empire Medal** - No.15 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 15 October 1912; home in Regina; enlisted there 4 June 1940 as Clerk/Accounts. To No.4 Training Command, 29 July 1940. Promoted AC1, 4 September 1940. Promoted LAC, 1 January 1941. Promoted Corporal, 1 April 1941. To No.15 SFTS, 9 June 1941; promoted Sergeant, 1 May 1942. Promoted Flight Sergeant, 1 December 1942. To Abbotsford, 7 January 1945. To No.3 SFTS, 18 May 1945. To No.6 Release Centre, 15 September 1945. Released 11 January 1946. Re-engaged, 2 July 1946, serving in postwar RCAF (service number 21433). Commissioned in Accounts Branch,

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

1 January 1949. Photo PL-38675 taken in Ottawa with relatives.

This non-commissioned officer has consistently and efficiently performed his duties in the pay section over a long period of time. His keenness in his work and devotion to duty has been an inspiration to all his staff. His unfailing cheerfulness and energy have promoted the welfare of station personnel in many ways. His devotion to duty has been an outstanding example.

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SHARP, W/C Frederick Ralph (C858) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 4 May 1945 as per **London Gazette** of that date and AFRO 918/45 dated 1 June 1945. Born 28 December 1913 at Moosomin, Saskatchewan; educated there, November 1924 to June 1934; Royal Military College, September 1934 to June 1938. Attended summer camps with the Assiniboia Regiment, 1934, 1935 and 1936, and with the Royal Canadian Horse Artillery, 1937; to RCAF, 4 July 1938 as Provisional Pilot Officer. Qualified for pilot wings, 17 June 1939 at Trenton. Confirmed in rank and promoted Flying Officer, 4 July 1939 with seniority from 4 July 1938. To Camp Borden, 10 September 1939. To Trenton, 6 May 1940. Promoted Flight Lieutenant, 1 September 1940. To No.3 SFTS, Calgary, 28 September 1940 to instruct. Promoted Acting Squadron Leader, 1 June 1941. To No.15 SFTS, Claresholm, 25 April 1942. Attached to No.2 Flying Instructor School, 3 August 1942; subsequently posted there with effect from that date. Promoted Acting Wing Commander, 1 May 1943; confirmed in that rank, 1 November 1943. Attended RCAF War Staff College, Toronto, January 1944. To "Y" Depot, Lachine, 1 April 1944. Embarked from Halifax, 10 April 1944. Disembarked in Britain, 18 April 1944. To No.3 (Pilots) AFU, 2 May 1944. Attached to No.1525 Beam Approach Training Flight, 13-20 June 1944. To No.24 OTU, 11 July 1944. To No.61 Base, 1 September 1944. Attached to No.1664 Conversion Unit, 13 September to 14 October 1944. To No.433 Squadron, 14 October 1944. To No.408 Squadron, 26 November 1944. Repatriated 15 June 1945 and attached to No.8 OTU. To AFHQ, 26 August 1945 (Postings and Careers). To be Commanding Officer, Central Flying School, Trenton, 29 April 1947. To No.9420 Squadron Support Unit, 23 September 1949. To RAF Staff College, 9 November 1950 (liaison and directing staff appointment). Promoted Group Captain, 1 September 1951. To North Bay to command, 4 January 1953. Awarded Queen's Coronation Medal, 23 October 1953 as Group Captain, Station North Bay. To AFHQ, 16 June 1954. Attended National Defence College, 12 September 1959 to 31 July 1960. Promoted Air Commodore, 1 August 1960. To command 25<sup>th</sup> Region, NORAD, 2 August 1960. Assumed command of 26<sup>th</sup> Region, NORAD, 13 September 1962; to AFHQ, 7 September 1964 (Director General, Management of Engineering and Automation); promoted Air Vice-Marshal, 14 June 1965; to Training Command Headquarters, Winnipeg, 1 September 1965. Promoted Air Marshal and appointed Vice-Chief of Defence Staff, 16 July 1966; Deputy Commander of NORAD, 23 January 1969; Chief of Defence Staff, 12 September 1969 to 15

September 1972. Died at Carrying Place, Ontario, 10 June 1992 as per **Airforce Magazine**, issue of October-November-December 1992. Photo PL-36365 is a wartime portrait. Photo PL-43747 shows F/L Robert Gall (centre) checking in with W/C Fred Sharp (extreme left).

This officer has completed numerous sorties against many of the enemy's most heavily defended targets and has displayed high qualities of leadership, coolness and determination. On one occasion whilst over the target with the bomb doors open, Wing Commander Sharp's aircraft was attacked by a hostile fighter. This pilot took successful evasive action, however, and afterwards pressed home a good attack. In March 1945, Wing Commander Sharp participated in a daylight attack on Essen. Some time before the target was reached the starboard inner engine became defective. The propeller had to be feathered. Nevertheless, Wing Commander Sharp, displaying his usual tenacity, went on to press home his attack. His determination to complete his mission successfully has won much praise.

**Training:** Initial flying training (2-28 October 1938) was on Fleet (10.20 dual to first solo, 5.30 advanced dual, 4.45 solo). "This officer's test on landing and judging distance was disappointing. His turns with engine were very good. Generally an average pilot." (W/C R.S. Grandy, 17 November 1938).

Course in Instrument Flying at Trenton, 13 November 1938 to 8 March 1939. Passed with 73 percent average. "This officer flies with skill and confidence by instruments alone." (S/L D.A. Harding, 27 April 1939).

Course at Flying Instructor School, Trenton was 11 September to 7 October 1939. Flew Oxford (3.00 dual, 2.20 solo), Harvard (3.40 dual, 3.50 solo) and Fleet (24.35 dual, 13.05 solo). "This officer has made rapid progress during the course, showing both keenness and ability. His voice is very good and his knowledge of the sequence and demonstrations above average for his experience. 'B' Category recommended."

Course at No.24 OTU was 11 July to 24 August 1944. Flew Wellington III and X (3.15 day dual to first day solo which was total day dual, 8.15 day as captain, 4.00 night dual to first night solo, total 4.25 night dual, 5.45 night as captain) plus 14.40 in Link. Flying tests in General Flying (310/400), Applied Flying (210/200, clearly a typo), Instrument Flying (160/250), Night Flying (80/100), and Link (31/50). Ground tests in Airmanship (252/300), Navigation (130/200) and Signals (91/100). "An ex-F.T.O. pilot of well above the average ability. He experienced no difficulties on conversion to Wellingtons. Should be a first class operational captain." (W/C H.H. Miller, 26 August 1944).

Course at No.1664 Conversion Unit was 14 September to 12 October 1944. Crew was himself (pilot), J22430 F/O G.A. Pelter (navigator), J21460 F/O W. Lehman (bomb aimer, later DFC), J18397 F/O M. Guinn (WOP, later DFC), C19932 F/O C. Wilby (flight engineer, later DFC), C18370 F/O P.P. Ellison (mid-upper gunner, later DFC) and J18872 F/O R.G. Nairne (rear gunner). "An excellent captain and crew. Second tour personnel have shown great keenness on course. Should be a fine operational crew."

**Selected Assessments:** Assessed 5 December 1939. In that year he had flown 257 hours 25 minutes as pilot and 48.25 as passenger. "This officer has been employed as an instructor since November 4<sup>th</sup>, 1939. Since that time he has set a good example to his pupils and is keen and conscientious. He is quiet, of smart appearance and pleasing personality. With experience he should become a useful officer."

"An excellent type of officer. Keen, hard-working and competent. Accepts responsibility readily. Well liked and promotes high morale." (No.2 FIS, 16 August 1942).

"A fine, clean-cut officer of superior quality. Has carried out the duties of Chief Instructor in a most excellent manner." (G/C G.C. Harvey, No.2 Flying Instructor School, Pearce, Alberta, 8 March 1944)

"This officer is considered to be outstanding in all respects. His deportment and discipline are excellent. He displays a maturity of judgement and clear thinking normally expected of a man of more years and senior rank than himself. He is interested in all station activities." G/C D.A.R. Bradshaw, Station Trenton, 23 March 1948).

"I have the highest regard for Group Captain Sharp's general service ability and qualifications. He is conscientious and thorough and has gone out of his way to make a complete success of his liaison appointment at this College. He has a fine sense of humour and has an excellent manner in dealing with students and fellow directing staff officers. Socially he is popular and with his wife he takes an active interest in the life of the College. He is devoted to his Service and has the ability and determination to get on." (Air Commodore H.E. Howell, RAF Staff College. 18 March 1952).

"Group Captain Sharp took over command of RCAF Station North Bay early this year. The station has been constantly under a state of construction in addition to which all the problems connected with the development of No.3 OTU on the CF-100 aircraft were encountered. It is due to his energy, diligence and good guidance that the unit has progressed so satisfactorily. A very fine spirit exists between the station and the local civilian community. A fine Commanding Officer in whom I have the utmost confidence." (A/V/M A.L. James, 23 September 1953).

"Group Captain Sharp is a very intelligent officer with a capacity for original thought which he

expresses clearly and simply. He has an unusually productive background for his work in the new Directorate of Management Engineering, by virtue of formal courses, a tour as director of organization and establishments, and recent station experience. He is supplementing this knowledge by extensive reading in associated subjects and by extension courses at Carleton College. As a result he has shown himself to be extremely resourceful in providing practical solutions to the complex and often quite unique problems which beset this particular field. Additionally, he practices completed staff work to an advanced degree and this enhances the value of his entire directorate. Possessing as he does a boyish sense of humour and a rare tact for dealing with people, Group Captain Sharpe engenders pleasant and effective working relationships within his own staff and among associated directors. Group Captain Sharp is flying actively on both jet and piston-engined aircraft. I consider Group Captain Sharp to be an above average officer who is universally employable." (Air Commodore K.L.B. Hodson, AFHQ/CCorgM, 14 February 1957).

"This officer has a warm, humorous and dynamic personality with a faculty for taking a keen interest in every problem or situation discussed with him - business or hobby or world affairs. He is an active flyer and proficient in jet flying. He is a very good amateur artist. His early direction of the COrgM staff and his leadership in management studies in the RCAF have gained for him the justifiable reputation of an unbiased management expert. He has paved the way for many important studies which have increased RCAF efficiency and effected important savings in manpower. An officer capable of assuming the responsibilities of Air Rank." (Air Commodore W.P. Gouin, AFHQ/COrgM, 30 September 1959).

**Notes:** Record of Flying as of 29 July 1949 listed the following types he had logged - Crane (567.45), Anson (539.50), Fleet (424.50), Halifax (226.10), Harvard (209.20), Oxford (127.18), Cornell (119.35), Vampire (102.45), Expeditor (68.00), Lancaster (58.15), Tiger Moth (45.05), Dakota (24.00), Lockheed (22.35), Mitchell (19.55), Wellington (19.20), Wapiti (18.10), Fairchild (13.15), S-51 (11.15) plus fewer than ten hours each on Norseman, Battle, Boeing 247, North American 44, Yale, Bermuda, Hurricane, Hudson, Beaufort, Mustang, Hampden, Auster, Stranraer, Firefly, Boston, Dove and Chipmunk.

Record of flying time as of 28 December 1965 showed he had flown a total of 115.00 day dual (single engine), 890 day solo (single engine), 3.00 night dual (single engine), 25.00 night solo (single engine), 82.00 day dual (multi-engine), 1,794.00 day as first pilot (multi-engine), 272.00 day as second pilot (multi-engine), 12.00 night dual (multi-engine), 289.00 night as first pilot (multi-engine), 76.00 night as second pilot (multi-engine). Types flown in previous ten years included U3A (103.00), C-47 (192), C-45 (326), C-54 (178), T-29 (59.00), F-106 (2.00), F-101 (2.00) and F-102 (14.00).

Presented with American Legion of Merit (Degree of Commander), 5 September 1972 by

General John D. Ryan (Chief of Staff, USAF), but due to an administrative oversight, not published in General Orders until 26 June 1974, "for exceptionally meritorious conduct in the performance of outstanding services from September 1969 to August 1972."

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SHARP, F/O Howard Gray (J85651) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 27 February 1923 in Maple Creek, Saskatchewan; home in Edmonton. Enlisted there 15 November 1941; to No.3 Manning Depot, 30 November 1941. To No.4 Training Command, 13 February 1942; to No.40 SFTS (guard), same date; to Calgary, 5 March 1942; to No.7 ITS, 29 March 1942; graduated and promoted LAC, 23 April 1942; to Trenton, 6 June 1942; to No.3 BGS, 4 July 1942. Graduated and promoted Sergeant, 14 August 1942. . Posted to "Y" Depot, Halifax, 15 August 1942. To RAF overseas, 24 September 1942. Promoted Flight Sergeant, 14 February 1943. Promoted WO2, 14 August 1943. Commissioned 30 March 1944. Promoted Flying Officer, 30 September 1944. Repatriated 23 March 1945; to Edmonton, 3 April 1945. To No.7 Release Centre, 27 May 1945; released 29 May 1945. Photo PL-35546 refers. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8831 has recommendation dated 20 November 1944 when he had flown 44 sorties (200 hours 15 minutes), 11 November 1943 to 9 November 1944. Second tour, commencing 5 September 1944, was in Pathfinder Force; not sure what first tour unit may have been.

11 November 1943 - GARDENING, Laroche (7.54)  
26 November 1943 - Berlin (7.30)  
2 December 1943 - Berlin (7.30)  
20 December 1943 - Frankfurt (5.05)  
29 December 1943 - Berlin (6.25)  
21 January 1944 - Magdeburg (7.00)  
30 January 1944 - Berlin (6.30)  
15 February 1944 - Berlin (7.00)  
25 February 1944 - Augsburg (7.00)  
27 February 1944 - Schweinfurt (7.15)  
7 March 1944 - Le Mans (4.00)  
27 March 1944 - Berlin (7.30)  
10 April 1944 - Laon (4.30)  
18 April 1944 - Rouen (3.25)  
20 April 1944 - Cologne (6.00)  
22 April 1944 - Dusseldorf (4.00)  
10 May 1944 - Cap Gris Nez (2.00)  
19 May 1944 - Le Mans (4.30)  
22 May 1944 - Dortmund (4.00)  
24 May 1944 - Boulogne (2.00)  
27 May 1944 - Aachen (3.40)  
28 May 1944 - Angers (7.40)  
30 May 1944 - Boulogne (1.40)  
10 June 1944 - Dreux (4.30)  
12 June 1944 - Gelsenkirchen (3.45)  
15 June 1944 - Valenciennes (2.40)  
21 June 1944 - Abbeville (2.40)  
23 June 1944 - L'Hey (2.15)  
27 June 1944 - Rimeux (2.40)  
5 September 1944 - Emden (3.55)  
9 September 1944 - Le Havre (2.30)  
10 September 1944 - Le Havre (3.05)  
10 September 1944 - Le Havre (2.30)  
28 September 1944 - Calais (2.20)  
30 September 1944 - Bottrop (3.40)  
5 October 1944 - Saarbrücken (5.15)  
6 October 1944 - Schloven (3.20)  
7 October 1944 - Emmerich (3.40)  
19 October 1944 - Stuttgart (5.30)  
23 October 1944 - Essen (4.05)



25 October 1944 - Essen (3.40)

28 October 1944 - Walcheren (2.05)

1 November 1944 - Oberhausen (4.15)

4 November 1944 - Bochum (4.00)

9 November 1944 - Wanne Eickel (3.55)

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

This officer is now on his second tour of operations, having completed in all 44 sorties. Of these, sixteen have been completed in the Pathfinder Force, as a member of a Marker crew.

Flying Officer Sharp has always shown an utter fearlessness in the face of danger, his coolness, confidence and complete disregard for personal safety has gained the confidence of the crew of which he is a member, and his strong sense of duty is an example to the whole squadron.

\* \* \* \* \*

SHARPE, FS Clarence Robert (R91869) - **Mention in Despatches** - No.7 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 30 April 1921 in Manor, Saskatchewan. Prewar interest in radios. Enlisted in Winnipeg, 5 February 1941 as radio electrician and posted to No.1 Manning Depot; to RAF overseas, 14 April 1941; remustered to Radar Mechanic, 1 October 1941; promoted Corporal, 1 July 1942; promoted Sergeant, 1 April 1943; reverted to Corporal, 20 May 1943. Promoted Flight Sergeant, 21 June 1944; repatriated 7 August 1945. To No.5 Release Centre, 14 August 1945. Released 5 October 1945. Worked in Flin Flon, returned to England to marry; worked in London and area as a radio technician until June 1951 at which time he believed there was greater opportunity back in Canada. Landed a job at DeHavilland Aircraft in Downsview, Ontario in July 1951 where he engaged in making airplanes until his retirement in April 1986, ending his career as Superintendent of Final Assembly. Died in Newmarket, Ontario, 13 December 2014.

\* \* \* \* \*

SHARPE, W/C Edward Houghton (C2287) - **Member, Order of the British Empire** - AFHQ - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born in Winnipeg, attended University of Manitoba, and trained as chartered accountant. Enlisted in Winnipeg, 18 June 1940 in Accounts Branch. Promoted Flight Lieutenant, 15 June 1941; to No.1 Training Command Headquarters, 28 July 1941; promoted Squadron Leader, 15 February 1942; promoted Wing Commander, Wing Commander, 1 February 1944. Retired 1 May 1945. Rejoined 12 June 1946 (service number 19958) at AFHQ; to Tactical Command, 26 June 1949; to Staff College, 4 September 1951; to AFHQ/AMP Division, 4 June 1952; to No.1 Air Division, 13 April 1953; attained rank of Group Captain (1 July 1953); to AFHQ/VCAS Division, 22 April 1954; September 1964 as Group Captain, at which time he was Comptroller of Air Material Command. Awarded Queen's Coronation Medal, October 1953. RCAF Photos are PL-1544 and PL-1545 (as Pilot Officer, 1940, with P/O T.A. Derrick), PL-39459 (with wife, 1949) and PL-80402 (portrait, 1953).

This officer who is a Chartered Accountant by profession and a graduate of the

University of Manitoba, joined the Royal Canadian Air Force as a commissioned officer on the outbreak of war and was posted for employment in the Accounts Branch. Through the various stages of his career he has held positions of high responsibility including that of a senior officer in the Audit Branch. His superiors have always seen fit, in recognition of his high quality of work, to assess him "well above average". Wing Commander Sharpe, as Assistant Financial Advisor, Civil Flying Schools, displayed the tact, ability and sense of duty demanded as a liaison between the Service and the Civilian Operators, in such measure as to gain the confidence of all parties and to contribute much towards the smooth operation of the Civil Flying Schools.

\* \* \* \* \*

SHARPE, W/C (now G/C) James Alexander (C9591) - **Officer, Order of the British Empire** - Air Secretary, AFHQ - Award effective 1 January 1944 as per **Canada Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born in New Liverpool, Quebec, 5 October 1902 (RCAF press release 2659 announcing award). Spent twelve years on engineering staff of Canadian National Railways. In 1936 appointed Private Secretary to Minister of National Health. In September 1939 took a similar position with Postmaster General. Appointed Private Secretary to C.G. Power, Minister of National Defence for Air, May 1940. Enlisted in Ottawa, 1 January 1942 with rank of Squadron Leader as Administrative officer. To No.4 Manning Depot, 2 March 1942. To AFHQ, 21 March 1942. Promoted Wing Commander, 18 June 1942, Group Captain on 1 October 1943. Retired May 1944 to take post of Assistant Deputy Minister of National Defence for Air. Photo PL-37090 shows him receiving honorary Czech wings from Dr. Frantisok Palvasok. Also in PL-35562 and PL-117273.

Wing Commander Sharpe, who has been continuously employed by the Minister of National Defence for Air since 1940, was appointed Air Secretary in May 1942. This officer has cheerfully rendered untiring and devoted service which has entailed many long hours of duty. He has accompanied the Minister to every important conference as a member of his staff and has been of invaluable assistance in co-ordinating and maintaining close liaison with Allied nations, other services and Headquarters administration. By reason of his exceptional capabilities and whole-hearted dedication of himself to his duties this officer has rendered service of an outstanding order.

\* \* \* \* \*

SHARPE, F/O James Carson (J17283) - **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

25 October 1916; enlisted in Regina, 8 January 1941 and posted to No.2 Manning Depot that date; to No.33 SFTS, 17 February 1941 (guard); posted to No.2 ITS on 10 April 1941; graduated and promoted LAC, 26 May 1941 when posted to No.3 AOS; to No.2 BGS on 18 August 1941; graduated and promoted Sergeant, 29 September 1941; to No.1 ANS, 30 September 1941. To "Y" Depot, 9 December 1941; to RAF overseas, 7 January 1942; commissioned 24 April 1943; promoted Flying Officer, 24 October 1843; repatriated 25 October 1944; to No.3 BGS, 30 November 1944; released 8 March 1945. The Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2003 reported the death of Flying Officer James C. Sharpe, age 86, in Calgary on 20 January 2002. This is confirmed by an entry in **Short Bursts** (Air Gunner Association newsletter), April 2002 which states that he had flown as rear gunner in Lancasters of Nos.617 and 619 Squadron. He was repatriated to promote the sale of Victory Bonds. Postwar he returned to teaching school.

\* \* \* \* \*

SHARPE, W/C John Edward (C4072) - **Officer, Order of the British Empire** - Western Air Command Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in London, Ontario, 21 January 1904 or 12 January 1906 (the latter as per RCAF Press Release reporting award); educated there. Graduated from University of Western Ontario (MD). Lecturer at University of Toronto. Enlisted in Ottawa, 18 November 1940. Promoted Squadron Leader, 1 July 1941. To No.1 Manning Depot, 25 February 1942. Promoted Wing Commander, 1 January 1943. To No.2 Training Command, May 1943. To Western Air Command, 27 April 1944. To No.1 Air Command, 16 August 1945. Retired 3 October 1945. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 7 has citation.

This medical officer has been given several difficult and highly important assignments requiring aggressiveness and outstanding professional knowledge and organising ability. Under unusually difficult circumstances and when confronted with seemingly impossible situations, he has, with complete disregard for all other interests, fulfilled his duties with the greatest efficiency and brought his tasks to a successful conclusion. Many of his suggestions on re-organization and new methods have been adopted throughout the service. This officer was instrumental in setting up the first air ambulance in No.2 Training Command for the evacuation of injured personnel from isolated areas. It was by this officer's own design that Norseman aircraft were fitted for this purpose and his work in this connection was undoubtedly responsible for saving many lives. As principal medical officer in this Command he has re-organized the medical services, establishments, hygiene and modernisation of many unit hospitals, all of which he has successfully completed. This officer's outstanding ability,

coupled with the highest devotion to duty, has set a fine example.

\* \* \* \* \*

SHARPLES, P/O James David (J19986) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 1 September 1944 as per **London Gazette** of that date and AFRO 2231/44 dated 13 October 1944. Born 18 August 1922 in Glasgow; home in Toronto (coca-cola salesman). Enlisted there 12 November 1940. To Technical Training School, 22 December 1940. To No.1 ITS, 20 February 1941; graduated and promoted LAC, 29 March 1941; to No.12 EFTS that date; ceased training and posted to No.1 Manning Depot, 19 April 1941; to , No.1 AOS, 26 May 1941; to No.1 BGS, 18 August 1941; graduated and promoted Sergeant, 27 September 1941; posted that date to No.2 ANS; to "Y" Depot, 28 October 1941; to RAF overseas, 11 November 1941. Taken on strength of No.3 PRC, Bournemouth, 23 November 1941. To No.418 Squadron, 9 December 1941. Promoted Flight Sergeant, 27 February 1942. To No.1 RAF Depot, 8 April 1942. To No.418 Squadron again, 18 May 1942. To No.2 ANS, Cranage, 19 July 1942. Promoted WO2, 27 September 1942. Returned to No.418 Squadron, 10 October 1942. Promoted WO1, 27 March 1943. To No.10 (Observer) AFU, 8 June 1943. To No.82 OTU, 3 August 1943. Returned to No.418 Squadron, 13 August 1943. To No.60 OTU, 29 September 1943. Commissioned 31 January 1944. Returned to No.418 Squadron, 7 February 1944. To Air Defence Great Britain, 7 July 1944. Promoted Flying Officer, 31 July 1944. To Canada, special leave, 5 September 1944. Embarked from Canada, 13 October 1944, arriving in UK 20 October 1944. To No.418 Squadron, 6 November 1944. Early in 1945 attached or posted to Fighter Experimental Flight, Manston. Missing, presumed dead., 16 February 1945.(Mosquito RS516). Photos are PL-7305 (with Sergeant D.H. Alcore) and PL-26054. Cited with P/O M.H. Sims (RCAF). Credited with involvement in the following victories: **5 May 1944**, two Ju.87s destroyed on ground; **1 June 1944**, one W.34 destroyed in air; **14 June 1944**, one He.111 destroyed; **24 June 1944**, two FW.190s damaged; **16 February 1945**, two Bf.109s destroyed (one shared) and one Bf.109 probably destroyed; this last set of victories was as navigator to F/O K.V. Panter, RAF; the precise tally for this last sortie may have been five enemy aircraft destroyed by Panter/Sharples plus one probably destroyed and one damaged (see below) .

As pilot and observer respectively, Pilot Officer Sims and Pilot Officer Sharples have completed a large number of sorties, many of them in adverse weather. They have displayed a high degree of skill and their keenness has been exceptional. They have destroyed four enemy aircraft in the air and damaged several more on the ground.

The details of his final flight are in a Combat Report found in Public Record Office Air 50/466. The action involved two Mosquitos of the Fighter Experimental Flight crewed by F/L P.S. Compton (RAF) with F/O S.P. Malloy plus F/O K.V. Panter (RAF, later awarded DSO) with

Sharples.. The time of the action was 1700 to 1727 hours (approximately), south of Munich, Bad Aibling and Landau. Weather was clear in target area with visibility up to six miles. Report filed by Compton read as follows:

#### GENERAL REPORT

Two Mosquitos VI, FEF, Pilot No.1 F/L P.S. Compton, Navigator F/O S.F. Melloy; Pilot No.2, F/O K.V. Panter, Navigator F/O J.D. Sharples, DFC, RCAF, left Ford at 1015 hours on the 16<sup>th</sup> February 1945 for an advance base in France on a daylight Ranger to the Vienna area. Landed at Juvincourt 1125 hours and took off again at 1415 hours for the trip. This was altered to a ranger in the Linz area taking in Bad Aibling, Wels, Eferding and Straubing, as there had been trouble with long range drop tanks. Just south of Munich at 1630 hours whilst flying on a track from West to East, F/O P.S. Compton attacked and probably destroyed a truck carrying a large packing case and a camouflaged staff car which was seen to turn turtle.

F/L Compton states:-

“On approaching Bad Ailling aerodrome at zero feet we warned F/O Panter that we were now getting near the target area. After receiving his OK F/O Melloy (Navigator) sighted a FW.190 in the air at 10 o'clock at approximately 1,500 feet altitude. We passed this information on to F/O Panter and told him to follow us. We made a medium 180 port turn ending up about one mile behind and below the enemy aircraft. At about 1,000 yards range the enemy aircraft started a steep turn to port. We also turned port to attack, closing to about 300 yards and at an angle of about 45° ahead. We fired approximately 3-second burst, seeking strikes on cockpit just below perspex. The enemy aircraft dived down in a port turn. We also turned port and dived after him. The enemy aircraft continued port turn and turned in towards us apparently after sighting F/O Panter. We got a 45° astern shot from approximately 200 yards range and at 300 feet height giving him approximately two- to three-second burst. My Navigator saw strikes on the side of the fuselage and the enemy aircraft rolled on to its back and dived into the ground and burst into flames. We proceeded to set course when told by F/O Panter that he was over the airfield and there was “bags of joy”. We made a run towards the airfield from South to North and F/O Melloy saw a Me.410 (camouflaged blue gray and dark green) on the ground slightly to port. We gave it a 1-2 second burst of cannon from 100 yards range, strikes being seen on port wing and on the ground, and the aircraft was then seen to emit much gray smoke. In the meanwhile F/O Panter had made a similar run on a Me.109 to the

port of us, which was also observed to emit clouds of smoke after attack. Both F/O Panter and ourselves made a second run on both these same aircraft. One burst struck the ground and then pulled up through the fuselage of the 410. The area was then left and both the aircraft were seen to be smoking. There was slight inaccurate flak (self-destroying) from the East side of the aerodrome. A course was then set for Linz area at 1708 hours and we crossed the Wels Marshalling Yards where we observed six goods trains. We passed East of the town and observing a number of aircraft parked round the perimeter track. There was no flying here, so we continued to the Staubing area. At 1727 hours F/O Panter reported two Me.109s to port over Landau airfield at 2,000 feet. We turned towards them, F/O Panter taking the nearest and ourselves the furthest enemy aircraft. At about 1 ½ miles range our Me.109 turned hard to port, and we followed and at about 250 yards gave him a 90° deflection shot, strikes seen on rear of fuselage, only using .303 as cannon ammunition had run out. The enemy aircraft continued to turn port and dived over the top of us, so we did a steep diving turn to port and saw F/O Panter at 45° to our enemy aircraft, which then hit the ground, bursting into flames just to the East of Landau airfield. It is believed that F/O Panter had also attacked this aircraft. Meanwhile my Navigator had seen the first Me.109 (F/O Panter's quarry) burning on the ground ½ mile East of the airfield. F/O Panter then turned to starboard and warned us that two Me.109s were overhead at 2,500 feet. At the same time he received a burst of light flak from the airfield (time 1730 hours approximately)/ F/O Panter then called up and said that he thought he was on fire. We told him that this was so, as we could see black smoke coming from the belly of the aircraft and told him that he should bale out. He immediately climbed to 1,500 feet and both he and F/O Sharples were seen to jump by F/O Melloy and to land safely about 6 miles West of Landau. The aircraft was then in flames and seen to crash. We then set course for Juvincourt. Neither of the other Me.109s made any attempt at an attack. Juvincourt was reached at 1930 hours.

F/L Compton wishes it to be noted that the accurate navigation of F/O Melloy contributed very largely to the success of this trip.

As a matter of general interest it is recorded that the Country side seemed to be active. Numerous people, vehicles and rolling stock seen in various places during the trip.

The Combat Report listed the following claims for each participant: **Compton and Melloy:** one FW.190 destroyed, ½ Me.109 destroyed, one Me.410 probably destroyed (ground), two transport vehicles probably destroyed; **Panter and Sharples:** one Me.109 destroyed (air), ½

Me.109 destroyed (air), one Me.109 probably destroyed (ground).

Air 50/466 has an undated supplemental report filed by F/O Panter on his return from captivity:

Reference is made to this Unit's Serial No. AY/7 of 16/2/45 relating to a Day Ranger to Bad Aibling and Landau by F/L P.S. Compton and F/O K.V. Panter.

F/O Panter who was made a POW has now returned to this Country and has added the following information:-

Whilst at Bad Aibling F/O Panter attacked a Me.110 on the ground with machine gun only and claimed this as damaged, a Ju.88 was also attacked with cannon and machine gun, this was left ablaze and both engines were seen to fall off the fuselage. This is claimed as destroyed. F/O Panter also states that the Me.109 claimed probably destroyed was in fact a FW.190.

During the time our aircraft was passing over Wels a train was attacked and a flak hit was received by F/O Panter in the fuselage.

LANDAU

On reaching the airfield at least five Me.109s were seen in the air and F/O Panter succeeded in destroying three of these and F/L Compton one. The latter was previously claimed as shared by both pilots, but F/O Panter states that he did not fire on this particular aircraft and in consequence the credit for the destruction of this 109 must go to F/L Compton. F/O Panter. In addition to destroying three in the air, all seen to crash in the vicinity of the airfield, also destroyed one Me.109 on the North side of the airfield.

The claims for this operation are now as follows:

**F/L Compton**

- 1 FW.190 destroyed in the air
- 1 Me.109 destroyed in the air
- 1 Me.410 probably destroyed on ground
- 2 transport vehicles probably destroyed

**F/O Panter**



3 Me.109s destroyed in the air  
1 Me.109 destroyed on the ground  
1 Ju.88 destroyed on the ground  
1 FW.190 probably destroyed on the ground  
1 Me.110 damaged on the ground  
1 train damaged.

**Notes:** On 26 August 1941 he was in Gun Battle 1633 (pilot Sergeant H.J. Foubert) which taxied into slipstream of a Bomb Battle (1867) which was being run up and ran into tail of 1867 - no injuries.

From February 1942 to January 1943 he had bouts of air sickness, and at times was classified as non-flying (Compass Adjuster).

Application for Operational Wing dated 23 June 1944 stated he had flown 35 sorties (153 hours), 7 December 1941 to 23 June 1944.

Application for Bar to Operational Wing dated 3 January 1945 claimed 57 sorties (251 hours 45 minutes), 12 December 1941 to 12 December 1944.

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SHARRARD, Sergeant Frederick Roy (R97052) - **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 December 1922; enlisted in Toronto, 28 February 1941. To No.1 Manning Depot, 15 May 1941. To No.1 SFTS, 9 June 1941 (guard). To No.4 WS, 3 August 1941; promoted LAC, 4 September 1941; to Trenton, 10 March 1942; to No.4 BGS, 18 July 1942; graduated as Air Gunner and promoted Sergeant, 11 September 1942. To "Y" Depot, 25 September 1942; to RAF overseas, 27 October 1942; promoted Flight Sergeant, 11 March 1943; promoted WO2, date uncertain; repatriated 8 July 1945. To No.1 Composite Training School, 20 July 1945. Reverted to LAC, 8 April 1946 as Clerk/Accounts (22494). To Greenwood, 17 February 1948. Released 14 March 1949. Living in Toronto in 1949. No citation in AFRO.

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SHARUN, F/O Michael Rico (J18793) - **Distinguished Flying Cross** - No.416 Squadron - Award effective 23 March as per **London Gazette** dated 3 April 1945 and AFRO 765/45 dated 4 May 1945. Born 19 April 1915 in Mundare, Alberta; home in St.Paul, Alberta (clerk). Enlisted in Edmonton. Posted to No.2 ITS, 14 October 1940; graduated and promoted LAC, 15 November

1941; posted next day to No.2 EFTS; to No.2 SFTS, 4 January 1941. Graduated and promoted Sergeant, 17 March 1941. To Embarkation Depot, 18 March 1941; to RAF overseas, 29 March 1941. Promoted Flight Sergeant, 1 October 1941; commissioned 2 August 1943. Promoted Flying Officer, 2 February 1944. Repatriated 6 February 1945. To Station Edmonton, 14 February 1945; to Northwest Air Command, 7 June 1945; to Release Centre, 11 June 1945; retired 14 June 1945. RCAF photo PL-2713 shows Sergeants M.R. Sharun (St. Paul, Alberta), H.V. Peterson (Calgary), L. Smitten (Edmonton) and L. Bolli (Jasper, Alberta). Photo PL-7161 shows him inspecting tail of Spitfire. Credited with the following aerial victories: **14 July 1944**, one Bf.109 destroyed north of Lisieux; **28 July 1944**, one Bf.109 destroyed near Caen; **28 August 1944**, one Bf.109 destroyed near Forges.

This officer has now completed his second tour of operations. During his first tour he was engaged in fighter operations from Malta, proving himself to be a gallant and courageous pilot and leader. Since June 1944 he has served with his squadron from bases in France, Belgium and Holland and during the German retreat. In August 1944 he destroyed more than 60 transport vehicles and nine locomotives. He has also destroyed three enemy aircraft.

RCAF Press Release No. 1495 dated 27 April 1943, drafted by F/L Kenneth A. MacGillivray, Public Relations Officer, RCAF, Middle East.

Malta – Scrapping with a bunch of Me109's under ordinary conditions is a tricky enough business for any fighter pilot. But when he is trying to protect both himself and a pal floating in the sea below him in a rubber dinghy, it gets a bit complicated.

Ask Sergeant Pilot M.R. "Mush" Sharun, of St. Paul, Alberta, one of a number of RCAF lads in a RAF fighter squadron in Malta. Sharun found himself in such a position a few weeks ago, after an English flying-mate had been shot down into the sea in a "dog-fight" off the island.

"It was a bit tricky," he recalls, "but it had its funny side –like a strange game of tag in the air. There were several of us trying to circle over the lad in the water, and the Runs kept attacking us, and then scooting off, as though they were trying to lure us away from the spot. But we didn't fall for that, and soon our R.A.F. launch came out and picked up our pal. Then the Runs lost interest and went off."

Sharun, who, before the war worked at a mining job in the far northern

Yellowknife District, has had 80 hours of fighter operations, of which he has put in 50 in Malta. In addition to fighter sweeps here, he has taken part in "train-busting" and strafing.

Another Alberta lad flying fighters in Malta is Sergeant Pilot Gordon Cameron of 11010 – 87th Avenue, Edmonton, who by a coincidence also was in the Yellowknife District as a diamond driller before he joined the R.C.A.F. Furthermore, Cameron and Sharun both served on the same R.C.A.F. fighter squadron in Britain before coming to Malta.

Cameron has had 60 hours of operations, including numerous sweeps and patrols, and finds Malta very much to his liking.

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SHAUGHNESSY, F/O Paul (J17715) - **Distinguished Flying Cross** - No.514 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 133/46 dated 8 February 1946. Born 20 October 1919 in Toronto; home in Westmount (clerk, ex-COTC). Enlisted in Montreal, 27 June 1941 and posted to No.4A Manning Depot. To No.3 ITS, 8 August 1941; graduated and promoted LAC, 28 September 1941; posted that date to No.9 AOS; to No.6 BGS, 3 January 1942. Graduated and promoted Sergeant, 14 February 1942. Posted that date to No.2 ANS. To "Y" Depot, 17 March 1942; to RAF overseas, 29 April 1942. Commissioned 14 May 1943. Promoted Flying Officer, 14 November 1943. Repatriated 2 August 1945. Retired 19 August 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9112 has recommendation dated 19 May 1945 when he had flown 43 sorties (248 hours 25 minutes) over two tours. Second tour was clearly in same crew as F/O J.M.P. O'Brien and F/O John McCrindle; first two closely resembles that of McCrindle.

## First Tour

10 September 1942 - Dusseldorf (4.55)  
16 September 1942 - Essen (6.00)  
10 November 1942 - NICKELING, Paris (3.50)  
4 December 1942 - GARDENING, Frisians (4.00)  
17 December 1942 - GARDENING, Frisians (5.10)  
8 January 1943 - GARDENING, Frisians (4.15)  
15 January 1943 - GARDENING, Frisians (4.45)  
17 January 1943 - Lorient (3.55)  
11 February 1943 - GARDENING, Gironde (7.15)  
13 February 1943 - Lorient (5.00)  
14 February 1943 - Cologne (4.00)  
25 February 1943 - Nuremburg (6.55)  
26 February 1943 - Cologne (4.00)  
28 February 1943 - St.Nazaire (5.45)  
1 March 1943 - Berlin (7.55)  
3 March 1943 - Hamburg (DNCO)  
5 March 1943 - Essen (4.45)  
8 March 1943 - Nuremburg (8.00)  
11 March 1943 - Stuttgart (DNCO)  
22 March 1943 - St.Nazaire (DNCO)  
27 March 1943 - Berlin (8.15)  
29 March 1943 - Berlin (DNCO)  
4 April 1943 - Kiel (6.35)

8 April 1943 - Duisburg (DNCO)  
10 April 1943 - Frankfurt on Main (6.20)  
16 April 1943 - Bay of Biscay (6.30)  
4 May 1943 - Dortmund (5.20)  
23 May 1943 - Dortmund (4.35)  
26 May 1943 - Dusseldorf (4.05)  
29 May 1943 - Wuppertal (4.30)

### **Second Tour**

4 December 1944 - Oberhausen (4.05)  
5 December 1944 - Hamm (4.50)  
6 December 1944 - Merseburg (7.50)  
16 December 1944 - Siegen (5.25)  
1 January 1945 - Vohwinkel (5.30)  
7 January 1945 - Munich (7.35)  
3 February 1945 - Dortmund (5.20)  
8 February 1945 - Hohnbudburg (4.40)  
13 February 1945 - Dresden (9.00)  
14 February 1945 - Chemnitz (8.00)  
16 February 1945 - Wesel (5.20)  
23 February 1945 - Gelsenkirchen (6.00)  
12 March 1945 - Dortmund (6.00)  
27 March 1945 - Hamm (5.35)  
4 April 1945 - Merseberg (8.30)  
13 April 1945 - Kiel (6.05)  
24 April 1945 - Badoldesloe (5.50)

This officer has completed 43 sorties as an Air Bomber in heavy bomber aircraft. Most of these sorties have been against heavily defended targets in Germany.

The aircraft in which Flying Officer Shaughnessy has been flying has often been hit by heavy anti-aircraft fire but he has never allowed this to deter him from carrying out his duty to the full and he has at all times remained extremely keen and conscientious. There can be no doubt that his skill has been the deciding factor on the success of the sorties in which he has taken part.

It is strongly recommended that Flying Officer Shaughnessy be awarded the Distinguished Flying Cross in recognition of his determination and continued devotion to duty.

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SHAW, F/L Errol Hunter (J14304) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December and AFRO 212/46 dated

March 1946. Born 21 August 1915 in Toronto; home there (gold miner). Enlisted in Toronto 13 August 1940. To No.2 Training Command, 10 October 1940. To No.2 ITS, 15 November 1940; graduated and promoted LAC, 10 December 1940; to No.15 EFTS, 11 December 1940. To No.2 Manning Depot, 31 January 1941. To No.6 SFTS, 7 February 1941. Graduated and promoted Sergeant, 1 May 1941. To No.1 ANS, 3 May 1941; to No.15 SFTS, 30 June 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 June 1942. Commissioned 1 July 1942. Promoted Flying Officer, 1 January 1943. To "Y" Depot, 13 December 1943. Taken on strength of No.3 PRC, Bournemouth, 21 January 1944. Promoted Flight Lieutenant, 1 July 1944. Repatriated 13 June 1945. Served in postwar RCAF (19775). Photos PL-43876, PL-43877, PL-43878 refer; PL-57219 is portrait, 1953. 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.2610 (RG.24 Vol.20627) has recommendation dated 22 May 1945 when he had flown 28 sorties (175 hours 10 minutes) from 2 November 1944 to 10 May 1945, giving his name as "Ernest Hunter Shaw."

Flight Lieutenant Shaw is one of the outstanding captains of the squadron, and, in 28 operations against many heavily defended targets, has invariably pressed home his attack with great skill and vigour. His enthusiasm for operations has been a definite influence in maintaining the high morale of the squadron, and his ability in organization with the flight has had much to do with the operational success of the squadron.

In view of this officer's enviable record in the squadron, I recommend him most highly for the award of the Non-Immediate Distinguished Flying Cross.

The sortie list was as follows:

2 November 1944 - Dusseldorf (1.30)  
4 November 1944 - Bochum (5.40)  
6 November 1944 - Gelsenkirchen (5.50)  
21 November 1944 - Castrop-Rauxel (6.25)  
27 November 1944 - Neuss (5.50)  
18 December 1944 - Duisburg (6.15)  
26 December 1944 - St.Vith (6.30)  
28 December 1944 - Opladen (6.05)  
30 December 1944 - Cologne (6.15)  
2 January 1945 - Ludwigshaven (7.10)  
5 January 1945 - Hanover (6.05)  
6 January 1945 - Hanau (7.20)

7 February 1945 - Goch (6.50)  
20 February 1945 - Monheim (6.55)  
21 February 1945 - Worms (7.15)  
24 February 1945 - Essen (6.25)  
11 March 1945 - Essen (6.00)  
12 March 1945 - Dortmund (6.00)  
15 March 1945 - Hagen (6.45)  
21 March 1945 - Hemingstadt (5.10)  
22 March 1945 - Hildesheim (5.45)  
23 March 1945 - Bottrop (5.45)  
31 March 1945 - Hamburg (5.35)  
4 April 1945 - Neisburg (8.45)  
9 April 1945 - Kiel Bay (5.33)  
13 April 1945 - Kiel (6.15)  
8 May 1945 - Exodus (4.15)  
9 May 1945 - Exodus (5.25)  
10 May 1945 - Exodus (5.35)

\* \* \* \* \*

SHAW, S/L Horatio Cecil (C4384) - **Member, Order of the British Empire** - No.14 SFTS - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Stalybridge, Cheshire, England. Educated at Steelton Public School, Sault Ste. Marie High School, Ontario Technical School, Teachers' Training School, Hamilton College, Northern Vocational School (Toronto) and Michigan State Auto School (Detroit). Enlisted in Toronto, 14 March 1941 in Air Engineer Branch. To Trenton, 7 September 1941. Promoted Flight Lieutenant, 15 December 1941. To No.14 SFTS, 25 March 1943. Promoted Squadron Leader, 26 March 1943. Promoted Wing Commander, 1 May 1944. To Trenton, 21 May 1944. To Release Centre, 25 February 1945. Retired 7 March 1945.

Since this officer assumed the duties of Chief Engineering Officer at his unit nine months ago, he has maintained an exceptionally high standard of aircraft serviceability. He has given unstintingly of his efforts and has developed numerous repair schemes and modifications on aircraft that have proved of great value. His contribution to the Engineering Branch of the service has been outstanding.

\* \* \* \* \*

SHEA, F/L Elgar Denis Gerard (J36503) - **Air Force Cross** - No.13 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 24



April 1916. Enlisted in Montreal, 5 September 1940. To No.1 Training Command, 6 October 1940. To No.4 BGS, 6 November 1940. To No.1 ITS, 28 November 1940; graduated and promoted LAC, 4 January 1941 when posted to No.1 Manning Depot. To No.7 EFTS, 17 January 1941; graduated 17 March 1941 when returned to No.1 Manning Depot; to No.10 SFTS, 8 April 1941; graduated 28 June 1941 when promoted Sergeant and posted to Trenton. To No.13 SFTS to instruct, 12 September 1941. Promoted Flight Sergeant, 28 December 1941; promoted WO2, 1 June 1942; promoted WO1, 22 March 1943. Commissioned 10 August 1943. Promoted Flying Officer, 10 February 1944. Promoted Flight :Lieutenant, 1 December 1944. To Release Centre, 21 May 1945. Date of release uncertain. In RCAF again as a pilot, 19 February 1951 (36721). As of January 1944 he had flown 1,950 hours, 1,700 as instructor, 411 in previous six months.

This officer instructed at this unit for over two and a half years. He has proved himself to be an exemplary pilot in all respects. His long service as a flying instructor and his devotion to duty in carrying out whatever the service required of him is worthy of high praise.

\* \* \* \* \*

SHEAHAN, F/O George Lorne (J25383) - **Mention in Despatches** - No.419 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. Born 14 August 1918. Enlisted in Ottawa, 26 January 1940 as Equipment Assistant. To St. Thomas, 29 February 1940. To No.4 Repair Depot, 18 April 1940. Promoted AC1, 26 April 1940. Promoted LAC, 26 July 1940. Promoted Corporal, 15 October 1940. To Trenton, 20 January 1941. To No.6 Repair Depot, 17 April 1941. Promoted Sergeant, 1 July 1941. Promoted Flight Sergeant, 27 November 1941. Remustered to aircrew and posted to No.5 ITS, 18 July 1942; classified on 12 September 1942 as Pilot Under Training; to No.13 EFTS, 10 October 1942; to No.2 SFTS, 27 December 1942. Graduated and commissioned 16 April 1943; posted to "Y" Depot, 30 April 1943; to RAF overseas on 31 May 1943. Date of repatriation and release uncertain. Served in postwar RCAF (23532). The Royal Canadian Legion "Last Post" website and **Legion Magazine** of April 1990 reports the death of 23532 Squadron Leader George L. Sheanan, age 86, in Aldergrove, British Columbia, 31 December 1989, mentioning service with the wartime RCAF and postwar force. Recommendation stated that he had spent four years in Canada, 13 months in UK as of 2 February 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation submitted 2 February 1945.

Through cheerfulness and efficiency this officer has been a great asset to the squadron. His invariable good humour and outstanding determination to attack the enemy has done much to give confidence to new crew.

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SHEARER, F/L Hugh McLean (J17172) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born in Glasgow, Scotland, 4 April 1921; home in London, Ontario; enlisted there 3 January 1921. To No.1A Manning Depot, 21 January 1941; to No.1 Manning Depot, 18 March 1941; to No.17 Equipment Depot, 30 March 1941; to No.1 Manning Depot, 26 May 1941; to No.1 ITS, 9 June 1941; graduated and promoted LAC, 15 July 1941 when posted to Trento; to No.2 WS, 17 August 1941; to No.3 BGS, 3 January 1942; graduated and promoted Sergeant, 2 February 1942; further trained at No.31 OTU; promoted Flight Sergeant, 2 May 1942. To RAF overseas, 18 May 1942. Promoted WO2, 2 February 1943. Commissioned 18 March 1943. Promoted Flying Officer and Flight Lieutenant, 12 August 1943. Repatriated 19 August 1944. To No.168 Squadron, 1 October 1944. To No.2 Release Centre, 28 March 1946. Retired 5 April 1946. Died in London, Ontario, 17 January 2010. Photo PL-25539L (left) is a portrait. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9015 has recommendation by W/C R.J. Lane dated 23 April 1944 when he had flown 43 sorties (255 hours 50 minutes), 15 January 1943 to 30 March 1944.

15 January 1943 - Lorient (6.00)  
21 January 1943 - Schiermonikoog (4.25)  
26 January 1943 - Lorient (5.25)  
4 February 1943 - Lorient (6.05)  
7 February 1943 - Lorient (6.50)  
13 February 1943 - Lorient (6.25)  
26 February 1943 - Cologne (5.40)  
5 March 1943 - Target not stated (2.10, DNCO)  
28 March 1943 - St.Nazaire (6.25)  
14 April 1943 - Stuttgart (8.00)  
16 April 1943 - Mannheim (7.30)  
27 June 1943 - St.Gionavanni (5.35)  
30 June 1943 - Cagliari (5.00)  
1 July 1943 - Cagliari (5.30)  
3 July 1943 - Trapani (3.20)  
8 July 1943 - Gerbini (4.50)  
9 July 1943 - Caltagirone (4.20)  
13 July 1943 - Messina (4.35)  
14 July 1943 - Naples (5.25)  
16 July 1943 - Capodichino (5.25)

17 July 1943 - Montecorvino (5.45)  
19 July 1943 - Capodichino (5.25)  
1 August 1943 - Randazzo (5.20)  
3 August 1943 - Paola (5.40)  
5 August 1943 - Messina (5.20)  
7 August 1943 - Bardi (5.15)  
9 August 1943 - Messina (5.15)  
11 August 1943 - Messina (5.00)  
12 August 1943 - Messina (5.00)  
15 August 1943 - Viterbo (5.25)  
15 February 1944 - Berlin (7.05)  
19 February 1944 - Leipzig (6.35)  
20 February 1944 - Stuttgart (6.15)  
24 February 1944 - Schweinfurt (6.50)  
20 January 1944 - Berlin (7.00)  
21 January 1944 - Magdeburg (6.40)  
27 January 1944 - Berlin (7.25)  
29 January 1944 - Berlin (8.05)  
30 January 1944 - Berlin (6.25)  
15 March 1944 - Stuttgart (6.45)  
18 March 1944 - Frankfurt (4.50)  
22 March 1944 - Frankfurt (5.15)  
24 March 1944 - Berlin (6.40)  
30 March 1944 - Nuremburg (6.40)

This officer is a very capable Wireless Operator/Air Gunner who has completed 44 [sic] operational sorties against such strongly defended enemy targets as Berlin, Stettin and Nuremburg. Flight Lieutenant Shearer has, by his fine personal example of devotion to duty, has been an inspiration to his crew, and has in no small way contributed to the success attending their efforts. Strongly recommended for the Distinguished Flying Cross.

NOTE: In a e-mail to Hugh Halliday, 19 April 2004, Mr. Shearer noted that, in addition to the sorties listed above he had subsequently completed the following missions:

26 April 1944 - Essen (4.05)  
27 April 1944 - Montzen (3.10); S/L Blenkinshopp, Deputy Master Bomber, missing  
3 May 1944 - Montdidier (3.05)  
9 May 1944 - Haine St. Pierre (2.30)  
11 May 1944 - Boulogne (2.20)

19 May 1944 - Mt. Coupe (1.45)  
22 May 1944 - Dortmund  
27 May 1944 - Rennes (4.00)  
28 May 1944 - Mardick (2.15)  
6 June 1944 - Longues (2.55), D Day attack on coastal battery  
8 June 1944 - Foret de Cerisy (3.30)  
16 June 1944 - Renescure (1.45)  
27 June 1944 - Oisemont (2.15)  
28 June 1944 - Metz (5.15)

\* \* \* \* \*

SHEARER, F/O Robert Henry (J29530) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 13 November 1916 in London, Ontario; home there (clerk, ex-Royal Canadian Artillery); enlisted there 22 May 1942. Granted Leave Without Pay until 25 July 1942 when posted to No.5 Manning Depot. To No.1 SFTS (guard duty), 19 September 1942; to No.1 ITS, 9 January 1943; graduated and promoted LAC, 11 March 1943; to No.5 AOS, 13 April 1943; graduated and commissioned 20 August 1943. To "Y" Depot, 1 September 1943; to United Kingdom, 12 September 1943. Promoted Flying Officer, 20 February 1944. Repatriated 9 February 1945; to No.1 Air Command, 26 February 1945; to No.16 SFTS, 18 April 1945; to No.4 Release Centre, 1 May 1945; retired 11 May 1945. Living in London, Ontario, May 1950. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 18 December 1944 when he had flown 32 sorties (155 hours 40 minutes), 3 July to 6 December 1944.

During a most successful tour of operational duty, this officer has proved to be a most valuable member of his squadron. He is an outstanding navigator and has invariably made the utmost effort to complete his duties. His cheerful confidence and willing co-operation has always been apparent in whatever task he is assigned to.

For his inspiring example, his fine record of achievement and devotion to duty, this officer is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

1 July 1944 - Biennais (3.40, day)

3 July 1944 - Biennais (3.50, day)  
7 July 1944 - Caen (4.10, day)  
12 July 1944 - Thiverny (4.15)  
15 July 1944 - Nucourt (4.10)  
17 July 1944 - Caen (4.00)  
1 August 1944 - Ferme de Forestel (4.00, day)  
3 August 1944 - Ferme de Nieppe (3.50, day)  
4 August 1944 - Bois de Casson (4.55, day)  
5 August 1944 - St. Leu d'Esserent (4.25, day)  
7 August 1944 - La Hogue (4.40, day)  
9 August 1944 - Foret de Nieppe (3.35)  
10 August 1944 - La Pallice (6.20)  
14 August 1944 - Bons Tassily (4.15, day)  
15 August 1944 - Brussels (3.45, day)  
16 August 1944 - Kiel (5.30)  
28 August 1944 - Brest (3.30, day)  
31 August 1944 - Ile de Cezembre (4.45, day)  
6 September 1944 - Emden (3.50, day)  
9 September 1944 - Le Havre (4.45, day)  
15 October 1944 - Wilhelmshaven (4.35)  
23 October 1944 - Essen (5.40)  
25 October 1944 - Homburg (5.15, day)  
6 November 1944 - Gelsenkirchen (4.45, day)  
16 November 1944 - Julich (5.00, day)  
18 November 1944 - Munster (5.45, day)  
21 November 1944 - Castrop Rauxel (7.05)  
27 November 1944 - Neuss (5.10)  
30 November 1944 - Duisburg (6.25)  
2 December 1944 - Hagen (7.25)  
5 December 1944 - Soest (6.50)  
6 December 1944 - Osnabruck (5.35, day)

\* \* \* \* \*

SHEBESKI, F/O Leonard Hylary John (J10314) - **Mention in Despatches** - No.115 Squadron (Canada) - Award effective 5 May 1944 as per **Canada Gazette** dated 6 May 1944 and AFRO 1133/44 dated 26 May 1944. Born in Aubigny, Manitoba; 5 March 1914. Raised on a farm at Arborg, Manitoba: Enlisted in Winnipeg, 10 May 1941. To No.4A Manning Depot, 19 May 1941. To No.7 BGS (guard), 20 June 1941. To No.4 ITS, 14 July 1941; to No.3 AOS, 9 August 1941; to No.2 BGS, date unclear; to No.1 ANS, 12 January 1942. Commissioned 23 February 1942. To

No.115 Squadron, date uncertain. Promoted Flying Officer, 1 October 1942. To No.11 SFTS, 26 June 1943. To No.1 Flying Instructor School, 29 October 1943. To No.18 SFTS, 7 January 1944. To No.5 Release Centre, 5 September 1945. Retired 4 October 1945. Completed a Masters degree in Plant Science at the University of Manitoba; taught at the University of Saskatchewan in Saskatoon until 1953, when he became Department Head of Plant Science at the University of Manitoba. In 1965, he was appointed Dean of Agriculture at the University of Manitoba (retired 1979). Continued to enjoy working on projects for CIDA and the World Bank, including a one year stay in Ibadan, Nigeria as Director of Research at the International Institute of Tropical Agriculture. Fellow of the Agricultural Institute of Canada, the Royal Society of Canada and a foreign member of the Lenin All-Union Academy of Agricultural Sciences in Moscow. Appointed Officer of the Order of Canada (1977). The citation read "A teacher, administrator, and scientist who has gained an international reputation by his achievements in agricultural science, particularly in plant breeding." Inducted into The Manitoba Agriculture Hall of Fame(2004). Died in Winnipeg, 3 August 2010. DHist file 181.009 D.1636 (RG.24 Vol.20604) has recommendation for a DFC dated 25 January 1944, although on 16 November 1943 G/C G.R. McGregor (CO, Patricia Bay) had advised that an MiD was the best that might be offered. Attack had occurred 7 July 1942; delay attributed to slowness of American authorities in acknowledging RCAF role in operation (although other letters on file indicate the Americans were forthcoming as early as 16 December 1942). File contains much on this incident. Pilot was FS (later F/O) William E. Thomas.

This officer, while acting as Navigator of an RCAF aircraft patrolling off the Alaska Coast, showed close attention to duty and the ability to think and act quickly in that he first sighted evidence of an enemy submarine and took action which enabled the Pilot of the aircraft to carry out an attack which resulted in the probable sinking of the enemy submarine.

\* \* \* \* \*

SHEDD, F/L Frederick Randolph (J3471) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 8 September 1912 in Toronto; home there; enlisted there 6 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940 when posted to No.8 EFTS; to No.4 SFTS, 12 October 1940. Graduated and promoted Sergeant, 20 December 1940 when posted to Central Flying School. To No.12 EFTS, date uncertain. Commissioned 21 December 1941. To No.3 Flying Instructor School, 7 September 1942. Promoted Flight Lieutenant, 21 December 1942. To No.13 SFTS, 18 March 1943. To "Y" Depot, 22 April 1943; to RAF overseas, 26 May 1943. Repatriated 31 March 1945. To No.16 SFTS, 14 May 1945. To Release Centre, 1 June 1945; retired 7 June 1945. Opened the first Canadian Tire store in Saint John, New Brunswick. Died there 15 March 2001. RCAF photo PL-28585 (ex UK-9213 dated I

April 1944) shows return of a "Thunderbird" Lancasters; left to right are LAC Don Heweitt (fitter, Winnipeg), F/L F.R. "Pappy" Shedd (pilot, Toronto), Sergeant T.F. Jones (RAF flight engineer), Sergeant W.W. "Corky" Kerchensky (rigger, Preston, Ontario), and LAC G.F. Drake (fitter, St. Catharines, Ontario). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.4431 (RG.24 Vol.20649) has recommendation dated 27 July 1944 when he had flown 28 sorties (141 hours five minutes), 15 February to 20 July 1944.

This captain of aircraft has made many successful operations against enemy targets including heavily defended ones such as Berlin,, Leipzig, Stuttgart, Frankfurt, Nuremburg and Dusseldorf. His fine offensive spirit and superb captaincy and airmanship has set a splendid example to his crew and his squadron.

The sortie list was as follows:

15 February 1944 - Berlin (7.45)  
19 February 1944 - Leipzig (7.10)  
20 February 1944 - Stuttgart (7.55)  
7 March 1944 - Lomans (5.10)  
15 March 1944 - Stuttgart (8.05)  
18 March 1944 - Frankfort (6.10)  
22 March 1944 - Frankfort (6.10)  
24 March 1944 - Berlin (6.40)  
30 March 1944 - Nuremberg (7.55)  
10 April 1944 - Laon (5.05)  
18 April 1944 - Noisyleasce (4.45)  
20 April 1944 - Cologne (4.20)  
22 April 1944 - Dusseldorf (5.00)  
1 May 1944 - St. Chislain (3.40)  
8 May 1944 - Haine St. Pierre (3.55)  
9 May 1944 - Calais (3.10)  
12 May 1944 - Louvain (4.20)  
19 May 1944 - Franceville (4.25)  
27 May 1944 - Leopold (4.05)  
31 May 1944 - Au Fevre (5.20)  
2 June 1944 - Neufchatel (3.40)  
12 June 1944 - Cambrai (4.20)  
14 June 1944 - St. Pol (3.55)

15 June 1944 - Boulogne (3.25)  
17 June 1944 - Neuville (3.50)  
15 July 1944 - Nucourt (4.20)  
17 July 1944 - Caen (4.00)  
20 July 1944 - L'Hey (3.10)

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SHEDDEN, F/O John Kenneth (J22076) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 20 January 1922 in Calgary; home there; enlisted there 26 January 1942. Granted Leave Without Pay until 26 March 1942 when posted to No.3 Manning Depot; to No. 7 SFTS, 9 May 1942; to No.2 ITS, 6 June 1942; graduated and promoted LAC, 1 August 1942; to No.3 AOS, 29 August 1942; graduated and commissioned, 18 December 1942; posted that date to "Y" Depot; to RAF overseas, 6 January 1943; promoted Flying Officer, 18 June 1943; promoted Flight Lieutenant, 18 December 1944. Repatriated 14 May 1945; retired 16 July 1945. Died in Calgary, 2010. RCAF photo PL-28297 (ex UK-9367 dated 1 April 1944) shows four members of Porcupine Squadron retracing course taken on a recent trip to Berlin - F/O R.D. "Rod" Wilson (Vancouver, bomb aimer), WO Stewart McDougall (North Bay, WOP), F/O Ken Sheddon [sic, Calgary, navigator) and WO J.E. Mitchell (Saskatoon, pilot).

This officer has completed many operational sorties over such heavily defended targets as Berlin, Magdeburg, Stuttgart and Essen. On one occasion, during an attack on Berlin, his aircraft was severely damaged by a Junkers 88. Despite this he successfully navigated the bomber to within a few mile of his base when owing to a petrol shortage he was forced to leave it by parachute. At all times Flying Officer Shedon has displayed outstanding skill and determination.

DHH file 181.009 D.2609 (Library and Archives Canada RG.24 Volume 20627) has original recommendation by W/C A.J. Lewington drafted 20 August 1944 when he had flown 34 sorties (176 hours five minutes); sortie list and submission as follows:



21 January 1944 - Magdeburg (6.25)  
28 January 1944 - Berlin (8.10)  
15 February 1944 - Berlin (6.35)  
19 February 1944 - Leipzig (3.10, duty not carried out)  
20 February 1944 - Stuttgart (6.45)  
6 March 1944 - Trappes 5.25)  
7 March 1944 - Le Mans (5.25)  
22 March 1944 - Gardening (6.35)  
24 March 1944 - Berlin (7.35)  
26 March 1944 - Essen (5.35)  
9 April 1944 - Villeneuve St. George (6.05)  
11 April 1944 - Gardening, Kattegat (5.40)  
18 April 1944 - Noisy le Sec (5.55)  
20 April 1944 - Lens (5.00)  
30 April 1944 - Somain (4.40)  
1 May 1944 - St. Nazaire (5.25)  
8 May 1944 - Brest (4.50)  
9 May 1944 - St. Valerie en Caux (3.50)  
12 May 1944 - Boulogne (3.30)  
15 May 1944 - Gardening Kattegat (5.35)  
19 May 1944 - Le Calipre (3.25)  
21 May 1944 - Gardening Frisians (4.35)  
22 May 1944 - Le Mans (5.05)  
24 May 1944 - Aachen (4.50)  
27 May 1944 - St. Malo (4.15)  
7 June 1944 - Acheres (4.35)  
8 June 1944 - Lorient (6.25)  
12 June 1944 - Arras (4.25)  
14 June 1944 - Cambrai (4.00)  
15 June 1944 - Boulogne (4.05)  
16 June 1944 - Sautrecourt (4.05)  
21 June 1944 - Oisemont (4.10)  
27 June 1944 - Wizernes (3.20)  
9 July 1944 - Ardouval (3.40)

This officer has completed 34 trips over enemy territory, including such long range German targets as Berlin (3), Magdeburg, Stuttgart and Essen, calling for a high degree of navigational ability.

On one occasion when attacking Berlin, the aircraft in which this officer was flying was severely damaged by a Ju.88 and the starboard rudder was rendered unserviceable, as well as damage to the fuselage and port wing. Despite the condition of the aircraft, this officer, with exceptional skill and determination, navigated his aircraft to the target and back to within a few miles of base when the crew were forced to bale out due to lack of petrol as one of the tanks had been holded by the fighter.

I consider that by his courage, skill and determination, this officer fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The Yorkshire crashes website, <http://www.yorkshire-aircraft.co.uk/aircraft/planes/44/hx281.html> provides the following story:

#### HALIFAX HX281 NEAR COWESBY HALL, COWESBY.

On 29th January 1944 the crew of this 433 Squadron Halifax took off from Skipton on Swale at 00.19hrs for an operational flight to bomb Berlin. The aircraft was attacked by a Junkers Ju88 at 02.40hrs before the Halifax reached the target area while they were flying at 20,000 feet. The Ju88 was not seen until after it began it's attack and after which the mid upper gunner gave the pilot notification to take evasive action and while the Halifax was turning away both gunners returned fire, seeing their tracer bullets enter the Ju88. The Halifax received damage to the fuselage, port wing and starboard rudder with parts of it being completely shot away. A fuel tank was also holed which resulted in the aircraft losing fuel and the other damage meant the pilot had no rudder control. By 03.40hrs the Halifax crew had just release their bomb load over the target area and were flying at 21,000 feet when the mid upper gunner spotted a FW190 flying above them, he again instructed the pilot to take evasive action and as they turned away he fired at the FW190 which did not return fire and was not seen again. The pilot was able to get the aircraft back to Yorkshire but after crossing the Yorkshire Coast the fuel was getting very low so he ordered the crew to bale out. At 08.15hrs the aircraft came down near Cowesby Hall, north of Thirsk. Sadly the rear gunner opened his parachute too early and it got caught up in the remaining part of the aircraft's tail, he went down with the Halifax and was killed. The pilot landed in the yard of a "manor house" close to where the aircraft came down; this exact location is not

yet known. In all 677 aircraft had taken part in the raid in which much damage was reported in the city, broken cloud covered the target at the time of the raid. Numerous accounts found on the internet give the crash location as much nearer the coast but as the rear gunner's death was registered where it was and he went down with the aircraft it does point to Cowesby as being the location.

Having been contacted by the pilot in late-2006 I received an account of what happened. In his own words; it reads.. "We were approaching the target "Berlin" at approximately 22000ft with a full bomb load as part of a 1000 bomber raid when without any warning tracers went by my port window and there was vibration on my left rudder. I immediately took evasive action, diving to port and returning to level, it was not a good idea to do too much maneuvering around with 999 other aircraft in the vicinity. Luckily we threw him off without sustaining any more damage, apparently it was a Junkers 88 who came up from below us and our gunners never saw him until he fired a burst. The gunners were not injured during the attack, as a matter of fact I had reamed them out after we headed for home because they had not spotted him or fired a shot. We continued on through the target and dropped our bombs then made a gradual 180 degree turn and headed north towards Denmark. We got reports from the crew to see if we could determine how badly we were damaged, some of the wing tanks had been holed on the port side and the left rudder was just about destroyed, then it was finally decided that we could possibly make the coast of Britain with the fuel we had left, the alternative was a POW camp in Germany or ditch in the North Sea. After flying over Denmark, we headed straight west for Britain. We gradually lost altitude as the engines failed one after the other. We eventually reached the coast with one engine still supplying enough power to keep almost level when I gave the order to abandon the aircraft. The wireless operator handed me my chute and then he and engineer and the navigator and bomb aimer went out the front hatch. I was still in my seat when the aircraft dived straight for the ground, it must have been when the tail gunners chute hit the right rudder. I dived from the pilot's seat directly through the front hatch without touching a thing then pulled my ripcord, I could hear the plane spiraling down and then crashing and then I hit the ground. It was just getting daylight when I first looked around to find I was in the front yard of a big manor house. The owner, I assumed, came out and I told him what had happened so he phoned Skipton (on Swale) and told them where we were. It was only about an hour before someone arrived to take me to base. My navigator says he landed near a farm house probably back towards the coast."

Halifax HX281 was built to contract ACFT/1688/C4/C by Handley Page Ltd at Radlett and was delivered directly to 433 Squadron in November 1943 not long

after the unit formed. Cat.E2/FB damage was recorded following the incident detailed above on 29th January 1944.

Pilot - F/Sgt Jack Eldin Mitchell RCAF (R/139775), aged 22, of Saskatoon, Saskatchewan, Canada.

Flight Engineer - Sgt George Lumsden RAF (1590538). From the Newcastle area.

Navigator - F/O John Kenneth "Jack" Shedden RCAF (J/22076), aged 22, of Calgary, Alberta, Canada.

Bomb Aimer - F/O Rod D Wilson RCAF (J/23428), of Vancouver, British Columbia, Canada.

Wireless Operator - WO2 Stewart McDougall RCAF (R/90809).

Mid Upper Gunner - Sgt J F McDonough RCAF (R/187569).

Rear Gunner - F/O Henry Cox RCAF (J/27318), aged 26, of Comox, British Columbia, Canada. Buried Harrogate Stonefall Cemetery, Yorkshire (C/J/16).

\* \* \* \* \*

SHEINE, Flight Sergeant Max (R53176) - **British Empire Medal** - No.12 (Communications) Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 12 January 1914 in Toronto (RCAF press release 4907 announcing award). Educated there. Enlisted in Toronto, 20 November 1939 as Airframe Mechanic. To Technical Training School, St. Thomas, 12 January 1940. Promoted AC1, 29 February 1940. Promoted LAC, 1 October 1940. To No.3 (Coastal Artillery Cooperation) Flight, 1 February 1941. Promoted Corporal, 15 March 1941. To No.122 (Communications) Squadron, 10 January 1942. Returned to No.3 (Coastal Artillery Cooperation) Flight, 31 January 1942. Promoted Sergeant, 7 March 1942. To No.166 Squadron, 13 April 1943. To No.12 (Communications) Squadron, 9 September 1943. Promoted Flight Sergeant, 1 October 1943. To Release Centre, 26 August 1945. Retired 17 September 1945. Died in Toronto, 3 May 1991 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September 1991. Photo PL-36492 shows him after investiture.

This non-commissioned officer, throughout his service in charge of maintenance at No.12 Communications Squadron, has displayed exceptional loyalty and executed his duties in a most efficient manner. He was selected as non-

commissioned officer in charge of maintenance and servicing of aircraft of the Royal Canadian Air Force detachment supplied for the Quebec Conference of 1944. In addition to these duties, he was responsible for the ground handling of the many visiting aircraft. In carrying out his onerous responsibilities, which entailed long hours of duty, Flight Sergeant Sheine displayed excellent leadership, initiative and efficiency, setting a very fine example to all those working under him. By his outstanding ability, devotion to duty and cheerful attitude throughout this period, he made a valuable contribution to the efficient operation of air transport for this conference.

\* \* \* \* \*

SHELDON, W/C Charles (C2270) - **Member, Order of the British Empire** - AFHQ - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born in Wasall, Lancashire, 19 October 1899. Enlisted in 45<sup>th</sup> Battalion, Canadian Expeditionary Force, 18 September 1915; to England with that unit, 13 March 1916; to France, 7 May 1916 with 29<sup>th</sup> Battalion; returned to England, 29 July 1916 (under age). On command to School of Stenography, 10 March to 16 April 1917 and 2 May to 5 May 1917. Returned to Canada, 7 December 1918. Demobilized 17 January 1919. Civil Service (Postal), 26 December 1919 to 1 April 1922; Canadian Air Force, 14 May 1923 to 31 March 1924 (Winnipeg). Attested in RCAF, 1 April 1924 (number 602) at Winnipeg. Promoted LAC, 22 April 1924. Promoted Corporal, 16 September 1927. Promoted Sergeant, 1 January 1928. Promoted Flight Sergeant, 1 April 1934. Promoted WO2, 1 July 1938. Clerk as of 29 April 1939. Transferred to Station Ottawa, 19 November 1938. To AFHQ as of 12 June 1939. Promoted WO1, 1 September 1939. Commissioned 15 July 1940 in Administration Branch. Promoted Flight Lieutenant, 1 March 1941. Promoted Squadron Leader, 15 August 1942. Promoted Wing Commander, 1 September 1943. The whole of his commissioned service (as an Administrative Officer) was at AFHQ. To No.2 Release Centre, 12 May 1946; released 31 October 1946. Living in Vancouver in 1949. Died in Victoria, 15 April 1978.

This officer has completed approximately 28 years service with the Royal Canadian Air Force and since his commissioning in July 1940, he has displayed unswerving loyalty and devotion to duty. He has made full use of his extensive knowledge of service matters accumulated over the many years he has been employed on administrative duties.

First recommended for OBE or Canada Medal, 15 September 1943 by W/C P.A. Cumyn (Executive Assistant to Chief of the Air Staff):

Squadron Leader Sheldon has been a member of the Royal Canadian Air Force

since April 1, 1924 and has a long record of faithful and unswerving devotion to duty.

He was appointed Secretary to the Chief of the Air Staff in March 1942 and more recently he has acted as Secretary of the Deputy Ministers' Committee of the Defence Council. In these offices many tasks of an important and highly secret nature have fallen to him.

Possessed of service knowledge and experience beyond the ordinary, he has discharged his duties with tact, resolution and exceptional efficiency, dedicating himself completely to the Service and setting a high example to all ranks,

This did not reach the Priority List for New Years Honours. The next nomination was dated 30 August 1945 (wording as in final citation), sponsored by Air Commodore Costello when Sheldon was Executive Assistant to the Chief of the Air Staff.

SHELDON, W/C Charles, MBE (C2270) - **Officer of the Order of the Crown (Belgium) - Canada Gazette** dated 17 July 1948 and AFRO 455/48 dated 23 July 1948.

**Selected Assessments:** Under heading of "Outstanding Features" is entered "Keen, conscientious and reliable. Has good knowledge of Air Force Administration. Is a very reliable NCO in charge of Orderly Room and maintains good discipline." Under heading of "Capabilities other than those required by trade classification" is entered "Experienced in RCAF Store keeping. Excellent Station Librarian. Exceptionally keen on station sports. It is desired to specifically mention the long hours of duty this NCO put in voluntarily in connection with Operation 'Search' 1936." (S/L R.S. Grandy, No.8 General Purpose Squadron, Winnipeg, 31 December 1936.)

"Splendid type of junior officer whose long RCAF experience (coupled with a capacity for work far above the average) is standing both himself and the Service in good stead at a time when we are faced with a great national crisis, and officers with thorough Service training are at a premium. Loyal to his superiors; tolerant and helpful to his juniors. His quiet, slow spoken manner masks a firm and resourceful character. He will assume responsibility, large and small, and confidential matters can be placed in his hands with the utmost trust. Has more than justified his promotion from the ranks." (S/L T.C. Macfarlane, 8 October 1940).

"F/L Sheldon is a fine type of officer whose outstanding quality is his devotion to duty. Eminently suitable to fill the position of Officer in charge Officers Records." (S/L T.C. Macfarlane, 7 June 1941).

“Long experience in Service fits him for practically any administrative position. More recent experience in Chief of the Air Staff office has familiarized this officer with policy matters on a high level. May be employed with absolute safety in any work of a confidential or secret nature.” (S/L P.A. Cumyn, RCAF Headquarters, 8 April 1943).

\* \* \* \* \*

SHELFOON, S/L Anthony Allan Joseph (C1263) - **Air Force Cross** - Central Flying School - Award effective 16 April 1943 as per **London Gazette** of 13 April 1943 and AFRO 1035/43 dated 4 June 1943. Born 24 September 1910. Enlisted at Camp Borden, 3 October 1939. As of 15 August 1941 at Trenton and a Squadron Leader. To “Y” Depot, 25 January 1943. To RAF overseas, 27 January 1943. Appointed Chief Flying Instructor, Empire Central Flying School, December 1943. Promoted Wing Commander, 1 February 1944. Commissioned in the RAF, 16 July 1946 in rank of Squadron Leader (58281). Promoted Wing Commander, 1 July 1947. Commanded No.7 Squadron. Awarded King’s Commendation for Valuable Services in the Air, 1 January 1949. Appointed Assistant Director of Training (All Weather). Promoted Group Captain, 1 July 1953. To be Senior Officer in Charge of Administration, Iraq, 24 August 1954. Promoted Air Commodore, 20 November 1956 when made Air Officer Administration, Levant, 20 November 1956. To be Deputy Director, Directorate of Personal Services, 17 February 1958. Retired 3 October 1960. Died 2 August 1982. No citation in AFRO or biographical file. DHist file 181.009 D.1721 (PAC RG.24 Vol.20606) has a letter dated 27 December 1941 from W/C F.C. Carling-Kelly to Commanding Officer, Station Trenton, reading in part:

Squadron Leader Shelfoon volunteered his services to the RCAF in September 1939, and reported to Camp Borden with the first class, “Bush Pilots”, to undergo training as an instructor. He was commissioned as Flying Officer, October 3<sup>rd</sup>, 1939, successfully completed his Instructor’s Course on December 12<sup>th</sup>, 1939, and was awarded “B” Category. In view of his previous flying experience in civilian life, he was retained on the staff of the Flying Instructor’s School as an instructor.

In May 1940, he was posted to RCAF Station Trenton, to the staff of Central Flying School, and in August of that year was awarded A2 Category for his above average instructional ability, and proceeded out with the first Visiting Flight from Central Flying School. In November 1940 he was promoted to Flight Lieutenant, and that same month recategorized as an A1 instructor whose ability and experience warranted the highest category.

In December 1940, he was appointed a Flight Commander in Central Flying School, and in January 1941, assumed the position of Officer Commanding,

Visiting Flight, and upon his return to Trenton he voluntarily undertook to revise the Sequence of Flying Instruction for advanced types of training aircraft, and his invaluable assistance and hard work, a great deal of which was outside normal working hours, contributed in no small measure to the compilation of CAP 1, Volume 2 which is, at present, the standard Sequence of Instruction in use in the JATP Service Flying Training Schools.

In August 1941, he was promoted to the rank of Squadron Leader, and in September 1941 was placed in command of Central Flying School Visiting Flight and spent six months in the field standardizing and raising the quality of instruction at all EFTS and SFTS in the Western Training Commands. At the present time, Squadron Leader Shelfoon is again on Visiting Flight completing a tour of all EFTS, SFTS and AOS Schools in No.3 Training Command. At the conclusion of this tour he will have completed a Visiting Flight Inspection of the standard of training at all Elementary and Service Schools in the JATP.

In view of this officer's excellent record as a pilot and instructor, his extraordinary ability to demonstrate and explain flying technique, his invaluable contribution in the compilation of CAP 1, Vol.2, the effort he has put forth to standardize training which has contributed so much to the success of the British Commonwealth Air Training Plan and his exemplary devotion to duty, it is strongly recommended that he be considered for the award of the Air Force Cross.

This led to a recommendation dated 30 December 1942:

Squadron Leader Shelfoon was a pilot of some distinction in civilian life, and volunteered his services to the RCAF in September of 1939. He was retained after a course of instruction on the staff of the Flying Instructor School. Squadron Leader Shelfoon revised the Sequence of Flying Instruction for advanced types of training aircraft and his invaluable work in the compilation of the Syllabus of Advanced Flying Instruction in use throughout the C.T.E. [?] has proved invaluable. He is in command of the Visiting Flight. This officer is an A1 category instructor and is showing extraordinary ability in his demonstration of flying technique. He is an outstanding pilot with marked devotion to duty and his work is well deserving of the award of the Air Force Cross.

This differs from the proposed citation that eventually went to Government House. The following citation found in Governor General's Records, RG.7 Group 26, Volume 57, file for 1943.



Since the commencement of the war Squadron Leader Shelfoon has been continuously employed on flying instructor duties. As a member of the staff of the Flying Instructor School he revised the Sequence of Flying Instruction for advanced types of training aircraft and his work in the compilation of the Syllabus of Advanced Flying Instruction in use throughout the C.T.E. [?], has proved invaluable. He is now in command of the Visiting Flight and is showing extraordinary ability in his demonstration of flying technique. He has flown 1,415 instructional hours over a period of three years.

\* \* \* \* \*

SHELLARD, S/L Douglas Coulthard (J8831) - **Mention in Despatches** - No.5 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born in Montreal, 4 August 1919; home in Vancouver; enlisted there 14 February 1941 and posted to No.2 Manning Depot. To No.37 SFTS (guard), 8 April 1941. To No.3 ITS, 3 May 1941; graduated and promoted LAC, 8 June 1941 when posted to No.2 AOS; graduated 30 August 1941 when posted to No.5 BGS; graduated and promoted Sergeant, 13 October 1941 although posting to No.1 ANS was effective 11 October 1941; graduated and commissioned 12 November 1941. To No.3 AOS, Regina, 6 December 1941; promoted Flying Officer, 15 June 1942; to Western Air Command, 19 September 1942; with No.6 (BR) Squadron, Alliford Bay, 24 September 1942 to 22 September 1943; to Eastern Air Command, 22 September 1943; to No.117 (BR) Squadron, Sydney, Nova Scotia, 6 October 1943; to No.5 (BR) Squadron, 9 October 1943. Promoted Flight Lieutenant, 1 March 1944. Promoted Squadron Leader, 1 March 1945. To Headquarters Administration Unit, Eastern Air Command, 16 June 1945; to No.8 Release Centre, Vancouver, 3 March 1946; released 17 April 1946. Postwar he became active in the business community of Vancouver, including the Sales and Marketing Executives, Vancouver Board of Trade, Fraser Institute and Brock House. He was very involved at the Vancouver Lawn Tennis & Badminton Club and was also the senior member of the Eh Team! Dragon Boat team while he was in his early 80's. Died in Vancouver, 3 March 2003. No citation in AFRO; the following is the text of recommendation drafted 8 April 1945 by Commanding Officer, No.5 (BR) Squadron when he had flown 1,100 hours (250 in previous six months); total operational hours were 600; total sorties were 80.

Squadron Leader Shellard has proven himself to be a Squadron Navigation Officer of outstanding ability. His keenness to do a good job has evidenced itself in the fact that the capabilities of all navigators of this squadron have improved. Squadron Leader Shellard has navigated many operational patrols in the face of inclement weather conditions, and his cheerfulness under adverse conditions is an example to all aircrew of this unit.

NOTE: His application for Operational Wings dated 28 May 1945 shows 26 sorties (103 hours 35 minutes) on Stranraers with No.6 (BR) Squadron, 15 October 1942 to 14 September 1943. Of these the longest (six hours 20 minutes) were on 25 November 1942 and 18 March 1943; he was airborne six hours 15 minutes on 7 July 1943 and six hours 10 minutes on 6 March 1943. With No.5 (BR) Squadron he flew 519 hours 50 minutes, 11 October 1943 to 27 May 1945. His very first trip lasted 12 hours 15 minutes, and his longest trips were on 11 November 1943 (14 hours 15 minutes), 11 February 1944 (14 hours 15 minutes), 10 June 1944 (14 hours five minutes), 17 December 1944 (14 hours 30 minutes), 15 March 1945 (14 hours), and 26 March 1945 (16 hours 30 minutes, attacked a U-Boat).

\* \* \* \* \*

SHELLINGTON, Sergeant (now P/O) William Ralph (R84134/J18030) - **Distinguished Flying Medal** - No.408 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2258/43 dated 5 November 1943. Born in Burford, Ontario, 16 February 1920; home in Brantford (book keeper). Enlisted in Hamilton, 2 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 21 January 1941. To No.1 Manning Depot again, 18 March 1941; to No.1 (Coastal Artillery Cooperation) Flight, 25 March 1941. To No.1 WS, 25 May 1941; promoted LAC, 28 June 1941; graduated and promoted Sergeant, 8 November 1941 on which date he was posted to No.1 BGS. To "Y" Depot, 9 December 1941; to RAF overseas, 7 January 1942. Promoted Flight Sergeant, 8 June 1942. Promoted WO2, 8 December 1942. Promoted WO1, 8 June 1943. Commissioned 11 July 1943. Repatriated 19 October 1943. To "Y" Depot again, 6 November 1943; taken on strength of No.3 PRC, 13 December 1943. Promoted Flying Officer, 4 January 1944. Repatriated 26 September 1945; retired 6 November 1945. Died 20 April 1998 in Brantford, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1998. RCAF photo PL-28584 (ex UK-9212 dated 1 April 1944) shows part of a No.426 Squadron crew after a raid on Frankfurt being taken by truck to interrogation; left to right are P/O W.R. Shellington (wireless operator, Brantford), Warrant Officer George Lebel (rear gunner, Cacouna, Quebec), FS J.A. McCrory (mid-upper gunner, Montreal) and F/O J.R. Soutar (navigator, Dartmouth, Nova Scotia). Photo PL-44891 shows him with F/L J.H. Ashton after investiture. RCAF photo PL-45909 (ex UK-24233 dated 27 September 1945) shows him at tennis courts, Repatriation Depot, Torquay; caption says he had flown two tours and that his first sortie had been in a Hampden on one of the first 1,000-bomber raids of the war.

Sergeant Shellington has taken part in many operational sorties against some of the enemy's major and most heavily defended targets. At all times he has shown outstanding ability as a wireless operator and a strong sense of duty. His cheerful confidence has contributed largely to the high standard and morale

obtained by his crew.

DHH file 181.009 D.2617 (RG.24 Volume 20627) has recommendation by W/C W.D.S. Ferris, drafted 19 July 1943 when he had flown 24 sorties (151 hours 15 minutes) and was identified as a member of the crew of S/L Harries.

Sergeant Shellington has completed 24 operational sorties over enemy territory. These operations were as follows: Dusseldorf (2), Lorient (2), Gardening Frisians, Cologne, St. Nazaire (2), Hamburg, Nuremburg, Munich, Stuttgart, Essen, Frankfurt, Pilsen, Stettin, Duisburg (2), Silverthorne (Gardening), Dortmund, Bochum, Le Creusot, Kreffeld, Cologne. At all times throughout his tour Sergeant Shellington has proven a very efficient Wireless Operator/Air Gunner, and has shown outstanding ability and a strong sense of duty. His cheerful confidence has inspired a high standard of morale in his crew. I strongly recommend that this NCO be awarded the DFM.

The sortie list was as follows:

31 July 1942 - Dusseldorf (5.22)  
14 January 1943 - Lorient (6.40)  
29 January 1943 - Lorient (6.25, duty not carried out; two engines cut 6,000 feet. Landed at Syerston.  
25 February 1943 - Gardening Frisians (3.48)  
26 February 1943 - Cologne (5.10)  
28 February 1943 - St. Nazaire (6.15)  
3 March 1943 - Hamburg (5.45)  
8 March 1943 - Nuremberg (8.25)  
9 March 1943 - Munich (8.40)  
11 March 1943 - Stuttgart (7.40)  
22 March 1943 - St. Nazaire (5.50)  
3 April 1943 - Essen (5.50)  
10 April 1943 - Frankfurt (7.05)  
16 April 1943 - Pilsen (9.35)  
20 April 1943 - Stettin (8.30)  
26 April 1943 - Duisburg (4.50, 25 flak holes)  
28 April 1943 - Gardening, Silverthorne (7.10)  
4 May 1943 - Dortmund (4.55)  
12 May 1943 - Duisburg (5.05, Me.110 shot down by rear gunner)  
13 May 1943 - Bochum (5.20)  
11 June 1943 - Dusseldorf (5.15)

19 June 1943 - Le Creusot (7.10)  
27 June 1943 - Krefeld (5.50)  
3 July 1943 - Cologne (6.30)

SHELLINGTON, F/O William Ralph, DFM (J18030) - **Distinguished Flying Cross** - No.429 Squadron  
- Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO  
293/45 dated 16 February 1945.

Flying Officer Shellington has completed his second tour of operations. Throughout his tours he has proved himself a valuable member of his crew and has attained a high degree of efficiency. He has successfully effected repairs in the air on several occasions. At other times his vigilance has played a large part in evading attacks by enemy night fighters. His skill and cheerfulness combined with a fine fighting spirit have been most praiseworthy.

DHH file 181.009 D.2609 (Library and Archives Canada RG.24 Volume 20627) has original recommendation drafted 11 August 1944 by W/C A.F. Avent, noting he had flown 18 sorties (101 hours ten minutes) on second tour. Sortie list and submission as follows:

30 January 1944 - Berlin (6.50)  
24 February 1944 - Schweinfurt (8.45)  
25 February 1944 - Augsburg (7.45)  
7 March 1944 - Le Mans (5.30)  
15 March 1944 - Stuttgart (8.20)  
18 March 1944 - Frankfurt (5.15)  
26 March 1944 - Essen (5.15)  
10 April 1944 - Laon (5.20)  
24 April 1944 - Karlsruhe (6.25)  
26 April 1944 - Essen (5.10)  
19 May 1944 - Le Clipon (4.00)  
24 May 1944 - Aachen (4.30)  
7 June 1944 - Acheres (4.50)  
10 June 1944 - Versailles (5.10)  
15 June 1944 - Boulogne (4.05)  
21 June 1944 - Oisemont (4.10)  
25 June 1944 - Gorenflos (3.50)  
4 July 1944 - Villeneuve St. George (6.00)

Flying Officer Shellington has just completed his second tour of operations, attacking such heavily defended targets as Essen, Berlin, Frankfurt and Hamburg.

Throughout his has proved a most valuable crew member, having effected several repairs in the air which have contributed to the success of his mission. On several occasions his watchfulness has prevented attacks by enemy night fighters. At all times he is cheerful and shows great devotion to duty.

It is considered that his fine offensive spirit, skill and fine example fully merit the award of the Distinguished Flying Cross.

\* \* \* \* \*

SHEMILT, F/O Gordon Leonard (J8405) - **Distinguished Flying Cross** - No.23 Squadron - Award effective 16 April 1943 as per **London Gazette** dated 27 April 1943 and AFRO 985/43 dated 28 May 1943. Born in Souris, Manitoba, 21 May 1922; home in Keewatin, Ontario. Enlisted in Winnipeg, 11 March 1941 and posted to No.2 Manning Depot. To No.10 SFTS (guard duty), 10 April 1941; to No.2 ITS, 4 May 1941; graduated and promoted LAC, 8 June 1941 when posted to No.16 EFTS; graduated 7 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. Further trained in UK at No.15 SFTS (15 December 1941) and No.51 OTU (27 January 1942). To No.23 Squadron, 29 April 1942. Promoted Flying Officer, 10 October 1942. Repatriated via No.31 Depot, Moncton, 8 June 1943; to No.36 OTU, 17 June 1943. To AFHQ, 24 June 1943. To Eastern Air Command, 16 July 1943. Promoted Flight Lieutenant, 24 October 1943. To No.8 OTU, Greenwood, 30 June 1944. To Eastern Air Command, 30 May 1945. Retired 16 November 1948. Accounts Officer with No.401 (Auxiliary) Squadron in rank of Flight Lieutenant, 12 January 1951 to 17 September 1958 (service number 105261). Died in an air crash in Colorado, May 1986 as reported in **Airforce Magazine** of January-February-March 1987. Photo PL-24171 shows him with F/L Ernie Pullen, DFC (RAF, No.23 Squadron). PL-24173 shows him Mosquito cockpit.

This officer has completed forty-two sorties including a number of attacks on airfields and lines of communications in Northern France and the Low Countries. In the Middle East he has achieved much success in attacks on road and rail transport. In a sortie in February 1943, Flying Officer Shemilt shot down a Junkers 88. The same night he reported the presence of a big convoy near Maritimo. The convoy was later attacked with great success by a torpedo carrying aircraft. This officer has at all times displayed great skill, determination and devotion to duty.

**Note:** F/L Ernie Pullen was radio navigator to Shemilt when they destroyed a Ju.88, 15/16 February 1943 at Trapani; see Chris Shores, **Fighters Over Tunisia**. Known No.23 Squadron sorties flown by him as follows:



4 May 1942 - Caen, intruder  
6/7 May 1942 - LeTouquet, intruder  
2/3rd June 1942 - Patrol, Caen.  
4/5th June 1942 - Intruder Caen.  
8/9th June 1942 - Intruder, Beauvais.  
9/10th June 1942 - Intruder, Evreux.  
16/17th June 1942 - Intruder, Evreux- Standre.  
23/24th June 1942 - Patrol, Chatres.  
25/26th June 1942 - Patrol, Juvincourt.  
28<sup>th</sup> June 1942 - Attached to 1528 Flight.  
30th June 1942 - Intruder, returned early with oil trouble.

July 1942 - no operations

5/6 August 1942 - Intruder, Orleans-Tours.  
3 September 1942.- crashed on take off, local flight.

October 1942 - no operations

6/7th November 1942 - Intruder, Chateaudun-Tours.  
17/18th November 1942 - Intruder, Returned early with engine trouble.

21 December 1942 - to Portreath.  
23 December 1942 - Portreath to Gibraltar.  
30 December 1942 - Gibraltar to Maison Blanche.

RCAF Press Release dated 25 February 1943 from S/L MacGillivray reads:

MALTA: -- When the wraith-like Mosquitoes --- latest and most sensational of RAF aircraft, and most recent addition to Malta's aerial armada --- set out these moonlit nights on their swift assaults on the enemy on land and afloat, one of them carries as its pilot a 20-year-old Canadian ex-bank clerk, who is rapidly distinguishing himself in this theatre of war.

He is Flying Officer Gordon "Gus" Shemilt, of Keewating and Kenora, Ontario, a tall and friendly youngster who, a few days ago, packed so much action and success into one night's work that he was next day personally congratulated by Air Vice Marshal Sir Keith Park, the A.O.C. of this embattled island.

First, he located an enemy convoy of four cargo ships and three destroyers off the coast of Sicily, with the result that torpedo-carrying aircraft were able to step in shatter the convoy, destroying an undetermined number of ships with their vital supplies for the enemy. From there, he proceeded on by himself to Trapani aerodrome and took on a Ju.88, Goering's deadliest dual-purpose aircraft. He opened up with a head-on squirt, and then got on the Hun's tail and "gave him the works". Half the Junkers' port wing was blown off, and he plummeted to earth and hit with two great explosions. Dodging intense enemy flak, Shemilt then called it a night, and returned home, where, next morning he was singled out for personal commendation by the A.O.C. That, incidentally, was his 30th ops.

Since their announced arrival in Malta, the Mosquitoes, terrifically fast and heavily-armed, have dealt out heavy execution to enemy railway traffic and land and sea-borne supply lines. Functioning as so-called "intruders", a job which now has wider application than it had when first aimed at German bomber-bases in Europe, the "Mozzies" shoot up trains, trucks and barges, harry shipping, and generally disrupt enemy activities far beyond the range of ordinary fighters. And if they run into Jerry or Eye-tie aircraft, they are well able to look after themselves.

Young Shemilt has been in the thick of all these operations during his 32 trips to date, having been one of the first Canadians to go on these new aircraft when they were first released for operations in England. "Those of us who fly them", he says, "are convinced that there is no aircraft to equal the Mosquito. I only hope they let me go on flying them as long as there is anything left to shoot at."



Shemilt has made something of a specialty of strafing enemy petrol-lorries, and recalls one that blazed so furiously that he could see the glare 30 miles away, on the way home. On recent ops, he has damaged a Ju.52 over Castel Vetrano, and dodged flak over flak and other heavily-defended enemy positions in Tunisia.

He had a narrow shave on another visit to Castel Vetreno when, flying at low level, he ran smack into a searchlight beam and was temporarily blinded. He had to cover his eyes for a few crucial seconds, while his English observer acted as lookout and shouted directions. Flak burst dangerously close but again they came home intact.

Shemilt volunteered for the RCAF in September of 1940, but he was not called up from his job with the Royal Bank in Kenora until March of '41, getting his wings the following October at Dauphin, Manitoba. At present, he is serving under Wing Commander P.G. Wyckeham-Barnes, DFC and Bar, a celebrated desert fighter pilot who began his combat career on Gladiators in Egypt.

RCAF Press Release 1739 dated 28 May 1943 reads as follows:

Malta (RCAF News Service) - With 50 operations to his credit, Flying Officer G.L. Shemilt, 20-year-old Canadian pilot, who recently was awarded the Distinguished Flying Cross, has done outstanding work with an intruder squadron based on Malta. He is the son of the Rev. And Mrs. J.H. Shemilt of Keewatin, Ontario, and was on the staff of a bank at Kenora before he joined up in March 1941. In the same year he crossed over to Britain after having gained his wings at Dauphin, Manitoba.

Before coming to Malta, Flying Officer Shemilt had ample opportunity to display those qualities of skill, courage, resource and determination which play so large a part in the make-up of the successful intruder pilot. Operating over France, Holland and Belgium for the greater part of last year, he bombed airfields, shot up trains and successfully attacked railway lines and installations.

Since his arrival in Malta, Flying Officer Shemilt has attacked targets on land, at sea and in the air, with equal success. In January, during the Axis retreat from Tripoli, he inflicted heavy damage on motor transport, his bag including two gasoline lorries, which were completely destroyed. The same month he damaged a Junkers 88 over

Sicily.

One night in February [1943] he sighted an enemy convoy, upon which a successful torpedo strike was later carried out. But his night's work was not finished then, for he went on to shoot down a Ju.88 over Tripoli. On another occasion he gunned a coastal vessel off Italy.

The bulk of Flying Officer Shemilt's work in March and April consisted of train-busting, with more than a little gunning of railway stations and installations, freight yards, and electric power stations thrown in for good measure. On one of his anti-railway excursions, he completely destroyed a large gasoline-laden train.

As the citation which accompanied his recent decoration sets out, "This officer has at all times displayed great skill, determination and devotion to duty." He has now returned to the United Kingdom.

\* \* \* \* \*

SHENKER, F/O Hyman Alexander (J25782) - **Distinguished Flying Cross** - No.550 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 1 June 1920 in Hamilton, Ontario; home in Toronto (machine operator). Enlisted in Hamilton, 7 March 1942. To No.1 Manning Depot, 22 March 1942. To No.1 ITS, 18 April 1942; graduated and promoted LAC, 11 September 1942 but not posted to No.9 EFTS until 10 October 1942; to No.6 SFTS, 9 January 1943; graduated and commissioned 30 April 1943. To No.1 GRS, 9 May 1943; to "Y" Depot, 31 May 1943. Supposedly to RAF, 3 September 1943 but not taken on strength of No.3 PRC until 8 October 1943. Promoted Flying Officer, 31 October 1943. Promoted Flight Lieutenant, 30 April 1945. Repatriated 5 August 1945. Released, August 1945. Rejoined 25 March 1949 in Technical Branch with rank of Flying Officer and posted to No.6 Repair Depot, 25 April 1949. Retired 10 January 1951. He then graduated from University of Toronto and MIT, served in the RCN (until 1969) and government work (retired 1986). Died in Windsor, Ontario, 11 January 1995; obituary described him then as "late of Amherstburg, formerly Stittsville, Ontario". . No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9069 (Part 2) has recommendation dated 15 February 1945 when he had flown 31 sorties (171 hours 34 minutes), 10 September 1944 to 22 January 1945.

10 September 1944 - Le Havre (4.00)

12 September 1944 - Frankfurt (7.27)

16 September 1944 - Steenwijk (3.33)

17 September 1944 - Biggekerke (2.55)  
23 September 1944 - Neuse (5.05)  
26 September 1944 - Calais (3.24)  
27 September 1944 - Calais (3.21)  
6 October 1944 - Saarbrucken (6.28)  
7 October 1944 - Emmerich (4.23)  
19 October 1944 - Stuttgart (7.07)  
23 October 1944 - Essen (5.43)  
24 October 1944 - Essen (4.04)  
28 October 1944 - Cologne (5.00)  
30 October 1944 - Cologne (5.59)  
2 November 1944 - Dusseldorf (5.26)  
4 November 1944 - Bochum (4.57)  
6 November 1944 - Gelsenkirchen (4.00)  
16 November 1944 - Duren (4.48)  
18 November 1944 - Wanne Eickel (5.48)  
21 November 1944 - Aschaffenburg (6.47)  
27 November 1944 - Freiburg (6.43)  
29 November 1944 - Dortmund (6.09)  
3 December 1944 - Uft Dam (4.26)  
4 December 1944 - Karlsruhe (6.22)  
12 December 1944 - Essen (5.49)  
15 December 1944 - Ludwigshaven (6.34)  
17 December 1944 - Ulm (7.23)  
29 December 1944 - Scholven-Buer (6.17)  
2 January 1945 - Nuremburg (7.50)  
14 January 1945 - Merseburg (8.40)  
22 January 1945 - Hamborn (5.06)

This young Canadian officer has completed his first operational tour consisting of 31 sorties involving 171.34 hours of operational flying as captain and pilot of a Lancaster bomber. He has taken part in attacks on a wide variety of targets ranging from heavily defended areas in the Reich, such as Essen, Cologne, Frankfurt and Dusseldorf, to precision targets in France.

He lets nothing deter him from pressing home his attack with a fine determination to bomb the targets, and his coolness in the face of fierce enemy opposition, and on occasions adverse weather conditions, has been a source of inspiration to his crew.

He has proved himself an excellent leader and his courage and cheerfulness at all times have commanded the respect of all who knew him. Such courage, skill and devotion to duty well merit the award of the Distinguished Flying Cross.

\* \* \* \* \*

SHEPHERD, FS (now P/O) Alan (R172111/J90214) - **Distinguished Flying Medal** - No.90 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 15 September 1923 in Kamloops; home in Barhartvale, British Columbia. Enlisted in Vancouver, 11 June 1942 and posted to No.3 Manning Depot. To No.12 SFTS (guard), 1 August 1942. To No.2 ITS, 12 September 1942. To No.2 EFTS, 5 December 1942. To No.12 SFTS, 20 February 1943. Graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, Halifax, 26 June 1943. To RAF overseas, 29 June 1943. Commissioned 8 October 1944. Promoted Flying Officer, 8 April 1945, Repatriated to Canada, 18 June 1945. To No.8 OTU, 19 June 1945, serving there to No.31 July 1945. Retired 23 September 1945. Died 14 July 2002 in Chase, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2002. No published 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." Ian Tavender records, in **The Distinguished Flying Medal Register for the Second World War** (London, Savannah Publications, 2000) the following recommendation as found in Public Record Office Air 2/9039; it noted that Shepherd had flown 31 sorties (144 hours 27 minutes).

This Non-Commissioned Officer has carried out a very successful tour of operations including attacks on many heavily defended targets. He has displayed throughout fine qualities of courage and tenacity in pressing home his attacks on every occasion. Although his tour has not been punctuated by incidents of an outstanding nature, his consistently reliable performance as a pilot and Captain of aircraft have inspired the utmost confidence and he has set a fine example to his crew and others on the squadron. His refusal to permit anything to interfere with the efficiency of his operational performance has resulted in many fine and accurate attacks. I strongly recommend the award of the Distinguished Flying Medal.

\* daylight operation

# mine laying sortie

5 July 1944 - Watten (2.08)  
7 July 1944 - Vaires (5.04)  
10 July 1944 - Nucourt (4.02)  
12 July 1944 - Vaires (4.35)  
18 July 1944 - Caen (3.46)\*  
20 July 1944 - Homberg (3.43)  
23 July 1944 - Kiel (5.17)  
24 July 1944 - Stuttgart (7.42)  
5 August 1944 - Bassens (8.24)\*  
8 August 1944 - Lucheux (3.27)  
9 August 1944 - Fort d'Englos (2.29)  
11 August 1944 - Lens (3.36)\*  
12 August 1944 - Brunswick (5.16)  
16 August 1944 - Kiel Bay (6.56)#  
18 August 1944 - Bremen (5.17)  
25 August 1944 - Russelsheim (8.07)  
26 August 1944 - Kiel (5.48)  
29 August 1944 - Stettin (10.36)  
31 August 1944 - Pont Remy (3.41)\*  
5 September 1944 - Le Havre (3.42)\*  
12 September 1944 - Moerdijk (2.34)  
16 September 1944 - Wartet (2.48)  
20 September 1944 - Calais (3.27)\*  
23 September 1944 - Meuse (4.10)  
25 September 1944 - Calais (2.50)\*  
27 September 1944 - Calais (2.54)\*  
3 October 1944 - West Kapelle (2.10)\*  
5 October 1944 - Saarbrucken (5.31)  
6 October 1944 - Dortmund (5.12)  
7 October 1944 - Cleve (4.09)\*  
14 October 1944 - Duisberg (5.06)

\* \* \* \* \*

SHEPHERD, Sergeant Boyd Carson (R149025) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. Born 16 May 1920; enlisted 22 December 1941 as Radar Mechanic; to No.3 Manning Depot, 4 January 1942; to McGill University, 23 January 1942; promoted LAC, 15 May 1942 when posted again to No.3 Manning Depot. To No.31 Radio School, 10 June 1942; to No.31 Personnel Depot, Moncton, 1 September 1942; to RAF overseas, 25 September 1942, Repatriated 2 June 1945; to No.428 Squadron, 10 June 1945; to Yarmouth, 7 July 1945; to Release Centre, 18 September 1945; released 26 September 1945. Died 4 February 1998 in Burlington, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1998.

\* \* \* \* \*

SHEPHERD, P/O Dean Alexander (J90167) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 30 July 1922 in Youngstown, Alberta; home in Vancouver (ledger keeper). Enlisted in Vancouver, 1 September 1922 and posted to No.3 Manning Depot. To No.4 SFTS (guard duty), 23 November 1942. To No.7 ITS, 20 February 1943. Graduated and promoted LAC, 30 April 1943 and posted next day to No.2 AOS. Graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943; taken on strength of No.3 PRC, Bournemouth, 8 November 1943. Commissioned 22 September 1944. Promoted Flying Officer, 22 March 1945. Repatriated 23 March 1945; to Western Air Command, 17 April 1945; to No.8 Release Centre, 3 June 1945; retired 5 June 1945. RCAF photo PL-33615 (ex UK-16041 dated 21 October 1944) is captioned as follows: "Telling the story of their latest raid to the intelligence officer are left, F/O Bombadier Stan K. Hall, Calgary and centre, Flight Sergeant Dean A. Shepherd, North Vancouver, a navigator. Both fly in a Halifax of the Iroquois Squadron of Royal Canadian Air Force Bomber Group. The intelligence officer is F/O Colin M. Rennie, of Vancouver." 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 11 December 1944 when he had flown 27 sorties (132 hours), 1 August to 27 November 1944.

This officer has successfully navigated his aircraft on many long operational flights, and has shown complete devotion to duty and technical skill in the face of enemy opposition. His quiet courage has earned him the confidence of his crew who fully placed their trust in his ability. Pilot Officer Shepherd has shown

coolness and efficiency of a high order, and in view of this officer's fine record, I strongly recommend that he be awarded the Distinguished Flying Cross.

The sortie list was as follows:

1 August 1944 - Acquet (4.10)  
3 August 1944 - Lesay (4.15)  
4 August 1944 - Bois de Casson (4.35)  
5 August 1944 - St. Leu d'Esserent (4.15)  
9 August 1944 - La Breteque (4.45)  
10 August 1944 - La Pallice (7.05)  
12 August 1944 - La Neuville (4.10)  
14 August 1944 - Falaise (4.35)  
18 August 1944 - Bremen (5.15)  
25 August 1944 - Brest (4.15)  
27 August 1944 - Mimeyecques (3.15)  
28 August 1944 - Anderbelk (3.35)  
12 September 1944 - Wanne Eickel (5.15)  
13 September 1944 - Osnabruck (4.50)  
15 September 1944 - Kiel (6.35)  
18 September 1944 - Domberg (3.40)  
26 September 1944 - Calais (4.40)  
27 September 1944 - Sterkrade (6.10)  
6 October 1944 - Dortmund (6.35)  
9 October 1944 - Bochum (5.00)  
14 October 1944 - Duisburg (5.45)  
14 October 1944 - Duisburg (5.20)  
25 October 1944 - Homburg (5.10)  
16 November 1944 - Julich (5.00)  
18 November 1944 - Munster (6.10)  
21 November 1944 - Castrop (6.10)  
27 November 1944 - Neuss (5.30)

\* \* \* \* \*

SHEPHERD, F/O Thomas George (C8121) - **Mention in Despatches** - No.334 Wing - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 10 March 1923. Enlisted in Winnipeg, 12 April 1941 as Radio Mechanic. To No.2A Manning Depot, 12 May 1941. To University of Manitoba, 5 June 1941. Commissioned 13 September 1941. To No.31 Radio School, 12 December 1941. To RAF overseas, 12 March 1942.

Promoted Flying Officer, 13 March 1942. Promoted Flight Lieutenant, 13 September 1943. Repatriated 14 May 1945; to No.2 MRC, 27 May 1945; to No.2 Technical Support Unit, 4 July 1945; to No.10 Repair Depot, 1 September 1945; to No.5 Release Centre, 27 September 1945. Retired 4 October 1945.

\* \* \* \* \*

SHEPPARD, F/O Frederick George (J90331) - **Croix de Guerre (France)** - No.83 Squadron (AFRO gives unit only as "Overseas" - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 25 November 1922. Enlisted in Regina, 13 October 1941. Granted Leave Without Pay until 7 November 1941 when posted to No.3 Manning Depot. To No.2 BGS, 16 January 1942; to No.2 ITS, 14 March 1942; to Trenton, 22 May 1942; promoted LAC, 29 May 1942; to No.3 BGS, 20 June 1942; graduated and promoted Sergeant, 31 July 1942; to Western Air Command, 3 August 1942; to Boundary Bay, 20 August 1942. Promoted Flight Sergeant, 31 January 1943. To "Y" Depot, 7 July 1943; promoted WO2, 31 July 1943; to United Kingdom, 2 August 1943. Commissioned 30 July 1944. Repatriated 7 February 1945; to No.2 Air Command, 18 February 1945; to No.6 Release Centre, 24 March 1945; promoted Flying Officer, 30 March 1945; to No.3 Air Navigation School, 29 June 1945; to No.6 Release Centre again, 5 September 1945; retired 20 November 1945. RCAF photo PL-40149 (ex UK-16722 dated 21 November 1944) is captioned as follows: "From Western Canada, this trio have been comrades for more than 44 operational trips with an ace RAF Lancaster squadron. From left to right they are, F/O Ken E. Weaver, Kowichan Bay, Vancouver Island, a former Mountie in the Great Bear Lake area, air gunner, F/L Ken Matheson, DFC, pilot, who formerly played lacross with New Westminster's champion Salmon Bellies, and P/O F.G. Sheppard, air gunner, Stoney Beach, Saskatchewan, who flew on RCAF coastal patrols over the Pacific more than a year before coming to Britain." Public Records Office Air 2/9645 has citation.

Pilot Officer Sheppard has flown 45 sorties against the enemy as Air Gunner in Lancaster aircraft of which 22 were against targets in French territory. On many occasions they encountered enemy night fighters, but by unfailing watchfulness on the part of this officer the enemy was never allowed to approach unobserved. This officer's courage and judgement in dealing with the situations of this kind enabled the bombing run to be completed, after which he coolly attended to the enemy fighter and instructed his pilot to take evasive action.

\* \* \* \* \*

SHEPPARD, S/L Jackson Eddie (J6289) - **Distinguished Flying Cross** - No.412 Squadron - Award effective 11 August 1944 as per **London Gazette** dated 22 August 1944 and AFRO 2231/44 dated 13 October 1944. Born 18 April 1920 (birth date on MI.9 report). Home in Vancouver



where he described himself as a "student pilot". Enlisted 18 August 1939 as "MBC" (whatever that is); to No.120 Squadron, 15 December 1939. Promoted AC1, 18 February 1940; promoted LAC, 18 May 1940. Promoted Corporal, 1 November 1940. Remustered to aircrew, reduced to AC2 and posted to No.1 ITS, 15 January 1941. Promoted LAC, 21 February 1941 but not posted to No.10 EFTS until 22 February 1941; to No.9 SFTS, 2 May 1941. Graduated and commissioned, 16 July 1941. To Embarkation Depot, 16 July 1941; to RAF overseas, 10 August 1941. Operational Training Unit at Llandow. Served in No.43 Squadron and with a Merchant Ship Fighter Unit. In the latter role he was launched from a ship on 10 February 1942 but had to circle the vessel with controls jammed; port wing struck sea and was torn off; he was picked up unhurt. Promoted Flying Officer, 16 July 1942. Posted to No.401 Squadron, February 1943; promoted Flight Lieutenant, 16 July 1943; to No.412 Squadron as Commanding Officer, 12 April 1944. Shot down on 2 August 1944 but evaded capture. Repatriated to Canada, 16 October 1944; to Western Air Command, 12 December 1944; to No.133 (Fighter) Squadron, 29 January 1945; to No.135 Squadron, 30 May 1945; to Patricia Bay, 11 September 1945; released 1 February 1946. Credited with the following victories: **26 November 1943**, one FW.190 destroyed (Spitfire MJ146); **7 March 1944**, one FW.190 (MJ246); **15 March 1944**, one FW.190 destroyed (MJ246); **10 May 1944**, one FW.190 destroyed (MH826); **2 July 1944**, one FW.190 destroyed (MJ304). See photos PL-22012 and PL-22013(18 October 1943 with Spitfire); Photo PL-28535 (ex UK-9501 dated 6 April 1944) shows S/L L.M. Cameron; on his left is F/L Jack Sheppard (Dollerton, British Columbia); on his right is F/L Richard Martin Stayner (Saskatoon). PL-28545 (ex UK-9511 dated 6 April 1944) shows him at his Spitfire with mascot "Dinghy."

Squadron Leader Sheppard has taken part in many varied operational sorties including escorts to bombers, fighter sorties and defensive patrols. An excellent leader, he has set a splendid example by his fine fighting spirit. This officer has himself destroyed four enemy aircraft.

NOTE: Public Record Office WO 208/3321 has MI.9 report of an evasion, noting he had left Rennes on 13 August 1944; arrived back in United Kingdom on 20 August 1944; interviewed 21 August 1944.

I took off from airstrip B.4 in a Spitfire aircraft leading eleven other aircraft at 1400 hours on 2 August 1944 on an armed reconnaissance flight behind enemy lines. When flying at a low level about 20 miles west of Alencon (France, 1:250,000, Sheet 3a and 8, Z 3504) we sighted approximately 30 enemy fighters slightly above us. My formations attacked these aircraft. During the attack an ME.109 attacked me from underneath. The engine of my aircraft seized a few moments later.

I crash-landed in a field at approximately 1500 hours a few kilometres northwest

of Les Chapelles (Z 0206). The aircraft was badly damaged on landing, and I injured my knees in the crash. I hid in a nearby wood until 1730 hours, when I approached a young French girl who was passing my hiding place. I asked her for help. She went away and returned shortly afterwards accompanied by her father. She brought food and bandages and bandaged my knees. A few minutes later six Frenchmen arrived on the scene and stated that it was their intention to hide me. A few moments later a very well-dressed Frenchman arrived. He spoke excellent English and German. He dissuaded the others from helping me, and said that two gendarmes were arriving and that I must not be moved. Two gendarmes then arrived and stood beside me. A few moments later a German officer with two soldiers arrived and about an hour later I was taken by truck to a nearby village (name unknown). I was then transferred to an ambulance and taken to a hospital in Alencon where I arrived at 2100 hours. I met Marine Wardill (S/P.G. (G) 2133) there on 3 August.

I was not interrogated at the hospital and only my name, rank and number were taken for the hospital records. I did not receive any medical treatment.

I discussed escape plans with Marine Wardill and we escaped together on the morning of 6 August. The remainder of my experiences are as related in his report, except that on 13 August 1944 I was transported by air from Rennes to airstrip B.18 where I was in hospital until 17 August.

\* \* \* \* \*

SHEPPARD, F/L Thomas Saxton (J14871) - **Distinguished Flying Cross** - No.261 Squadron - Award effective 25 September 1945 as per **London Gazette** dated 2 October 1945 and AFRO 1822/45 dated 7 December 1945. Born in Toronto 17 September 1921. Home in Toronto; enlisted there 6 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 20 July 1940 when posted to No.1 EFTS; to No.4 SFTS, 13 September 1940. Graduated and promoted Sergeant, 18 November 1940; to Trenton, 6 January 1941; to No.11 SFTS, 10 April 1941 to instruct; promoted WO2, 1 December 1941; commissioned 22 August 1942. To "Y" Depot, 31 October 1942; to overseas, 19 November 1942. Promoted Flying Officer, 22 February 1943. Promoted Flight Lieutenant, 22 August 1944. Served in England, India and Burma. He eventually became a squadron commander. Following that, he became a liaison officer with the 14th Army in Burma. Repatriated 5 September 1945. Retired 18 October 1945. Attended the University of Toronto. After graduating, he became a dairy farmer in southern Ontario, and then a partner in an oil exploration firm in Alberta. Later he became an elementary school teacher and principal in Sudbury, beginning in 1954. After retiring in 1974, he was an independent construction contractor and a commercial pilot. Died in Toronto 25 November 2014.

This officer has completed a full operational tour since May 1943, during which time he has served in the European and southeast Asia theatres of war. He has led his flight with distinction on numerous occasions against all types of enemy transport and lines of communication. His skill and enthusiasm have materially contributed to the many successes attained by his squadron.

NOTE: Public Records Office Air 2/9132 has recommendation dated 14 April 1945 when he had flown 287 hours five minutes on operations. It is slightly more detailed and is cited here for comparison:

Since May 1943, Flight Lieutenant T.S. Sheppard has completed a full operational tour on fighter aircraft, during which time he has flown 144 sorties against the enemy both in the European and the South-East Asia theatres of war. These sorties have included fighter sweeps over France, night rharbarbs and strafing of enemy troops in the Arakan, and an intensive series of strikes on enemy airfields, troop concentrations and lines of communication during the present campaign in Burma. He has been leading his flight with distinction for over four months and on occasions the squadron, most notably in the successful attack on Fort Dufferin during the battle of Mandalay. Flight Lieutenant Sheppard has at all times flown with considerable skill and enthusiasm and his determination and efficiency, coupled with his fine offensive spirit, have achieved a consistently high standard of success.

RCAF Press Release dated 18 December 1944 from F/O W.B. Spears read as follows:

BURMA FRONT: - F/L T.S. Sheppard (J 14871) of 137 Arlington Avenue, Toronto, Ontario, scored a direct hit on an engine shed with a 500-pound bomb when RAF Thunderbolts bombed Zigon, 75 miles north of Mandalay, December 17.

Direct hits were observed on locomotive shelters and other buildings. Following the bombing, the Thunderbolts made an offensive sweep along a railway line and the Irrawaddy River. Fifteen railway trucks and two motor trucks converted for use on railway lines were strafed, as well as railway stations and river craft.

Sheppard poured .5 machine gun bullets into two railway trucks in the course of the sweep, and later strafed three large sampans at the junction of the Irrawaddy and Chindwin Rivers.

\* \* \* \* \*

SHEPPARD, F/L Walter James (C6106) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Montreal, 1905; home in Dunnville, Ontario (fire inspector). Enlisted as a Link Trainer Instructor, 11 July 1941; to No.6 SFTS, 29 August 1941; commissioned 30 August 1941 as Flying Officer. To No.2 Air Navigation School, 7 March 1942; To Composite Training School, Trenton, 8 April 1942; to Eastern Air Command, 27 April 1942. To Composite Training School again, 31 July 1942; to No.8 SFTS, 16 November 1942; to Composite Training School again, 20 March 1943, apparently for ground gunnery training. Remustered to aircrew, 1 May 1943 and posted to No.3 BGS; reduced to Pilot Officer, 11 June 1943; probably the date he graduated as an Air Gunner. To "Y" Depot, 20 June 1943; to RAF overseas, 22 June 1943. Promoted Flying Officer, 11 December 1943. Repatriated 28 October 1944. To No.3 Training Command, 16 November 1944; to No.2 Release Centre, 8 December 1944; to Lachine, 11 December 1944; to No.2 Release Centre, 11 March 1945; retired 16 March 1945. RCAF photo PL-22372 (ex UK-6069 dated 11 November 1943) shows a crew who have assembled ducks for egg supply - Back row are F/O G.G. Sutherland, DFC (Winnipeg), F/O J.P. Greco (Toronto), F/L J.R. Beggs (Winnipeg), F/O D.E. Rosenroll (Moose Jaw); Front row are N.R. McGregor (Unity, Saskatchewan) and P/O W.J. Sheppard (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." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 5 August 1944 when he had flown 27 sorties (178 hours 15 minutes), 3 November 1943 to 6 June 1944.

This officer has completed one tour of operations. He has attacked Berlin several times, Leipzig, Dusseldorf, Hanover and other targets in Germany and France, and has also carried out numerous minelaying operations. His vigilance has several times prevented attacks by enemy aircraft and on several operations he has carried out his duties despite great physical discomfort. His determination to carry on has been admired by all and the spirit he has shown has greatly added to the morale of the squadron.

For completing his tour of operations and for good service to the squadron at all times I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

3 November 1943 - Dusseldorf (6.25)  
19 November 1943 - Leverkusen (3.50, duty not carried out)  
22 November 1943 - Berlin (8.10)  
3 December 1943 - Leipzig (8.50)

29 December 1943 - Berlin (9.00)  
6 January 1944 - Gardening (8.10)  
20 January 1944 - Berlin (8.30)  
28 January 1944 - Berlin (9.05)  
2 February 1944 - Gardening (6.25)  
5 February 1944 - Gardening (7.00)  
15 February 1944 - Berlin (8.50)  
19 February 1944 - Leipzig (7.05)  
29 March 1944 - Paris (6.05)  
30 March 1944 - Gardening (5.15)  
9 April 1944 - Lille (4.45)  
12 April 1944 - Gardening (5.00)  
18 April 1944 - Gardening (6.45)  
20 April 1944 - Gardening (5.05)  
22 April 1944 - Laon (5.35)  
23 April 1944 - Gardening (6.30)  
26 April 1944 - Villeneuve (6.20)  
27 April 1944 - Gardening (4.05)  
30 April 1944 - Gardening (6.10)  
9 May 1944 - Gardening (5.50)  
27 May 1944 - Gardening (4.40)  
3 June 1944 - Gardening (3.25)  
5 June 1944 - Merville (5.25)  
6 June 1944 - Coutances (5.50)

\* \* \* \* \*

SHEPPARD, F/O William Jonathan (J19633) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 12 September 1920 in Winnipeg; home there. Formerly in Winnipeg Light Infantry. Enlisted in Winnipeg, 1 May 1941. To No.2 Manning Dept, 16 June 1941. To No.5 Personnel Holding Unit, 10 October 1941. To No.12 SFTS, 23 November 1941 (non-flying duties). To No.2 ITS, 4 January 1942. Promoted LAC, 25 February 1942. To No.5 EFTS, 28 March 1942; to No.10 SFTS, 6 June 1942. Promoted Sergeant, 25 September 1942. To "Y" Depot, Halifax, 9 October 1942. To RAF overseas, 27 October 1942. Commissioned 20 November 1943. Promoted Flying Officer, 20 May 1944. Repatriated to Canada, 22 January 1945. Retired 22 March 1945. Served with RCAF Auxiliary, Hamilton, 21 August 1951 to 1 June 1957. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9038 has recommendation dated 12 October 1944 when he

had flown 35 2/3 sorties (229 hours 55 minutes), 8 September 1943 to 7 August 1944.  
Document gives his name as "William John".

\* counted as 1/3 sortie

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8 September 1943 - Boulogne (3.25)  
20 December 1943 - Frankfurt (5.40)  
29 December 1943 - Berlin (7.30)  
14 January 1944 - Brunswick (2.00, DNCO)  
20 January 1944 - Berlin (7.10)  
21 January 1944 - Magdeburg (7.00)  
15 February 1944 - Berlin (7.10)  
20 February 1944 - Stuttgart (7.45)  
24 February 1944 - Schweinfurt (8.00)  
1 March 1944 - Stuttgart (8.30)  
15 March 1944 - Stuttgart (8.00)  
18 March 1944 - Frankfurt (6.05)  
22 March 1944 - Frankfurt (5.45)  
24 March 1944 - Berlin (7.00)  
26 March 1944 - Essen (5.15)  
30 March 1944 - Nuremburg (2.45, DNCO)  
5 April 1944 - Toulouse (8.00)  
10 April 1944 - Tours (5.55)\*  
11 April 1944 - Aachen (4.45)  
18 April 1944 - Juvisy (4.45)\*  
20 April 1944 - La Chapelle (4.40)  
24 April 1944 - Munich (9.50)  
26 April 1944 - Schweinfurt (8.45)  
6 May 1944 - Sable sur Sarthe (4.45)  
29 June 1944 - Beauvoir (3.00)  
12 July 1944 - Culmont-Chalandrey (8.00)  
14 July 1944 - Villeneuve St.George (7.00)  
17 July 1944 - Caen (3.30)  
20 July 1944 - Courtrai (3.00)  
24 July 1944 - Stuttgart (8.00)  
25 July 1944 - St.Cyr (4.15)  
26 July 1944 - Givors (8.40)  
28 July 1944 - Stuttgart (7.05)  
31 July 1944 - Joigny la Roche (5.25)  
2 August 1944 - Bois de Casson (4.30)  
3 August 1944 - Trossy (4.25)  
4 August 1944 - Etaples (3.30)  
5 August 1944 - Etaples (3.30)  
7 August 1944 - Lorient (4.40)





This officer has just completed a highly successful tour of 37 sorties as Captain of aircraft, in the course of which he has attacked some of the most heavily defended targets in Germany, including four sorties to Berlin. Many other heavily defended targets in Germany attacked by Flying Officer Sheppard have involved flying over great distances of enemy territory, in many cases through fighter defences. In addition he has attacked with considerable success many precision targets in occupied Europe, by night and by day. At all times Flying Officer Sheppard showed the greatest courage and determination to press home his attacks, whilst his cheerful enthusiasm was an inspiration, not only to his crew but to the whole squadron.

\* \* \* \* \*

SHERIDAN, F/L James Thomas (J25828) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 22 October 1919 in Belleville, Ontario; home there. Served in Picton Rifles. Enlisted in Halifax, 5 November 1941; to No.1 Manning Depot, 7 December 1941; to No.3 ITS, 14 March 1942; graduated and promoted LAC, 9 May 1942 but not posted until 23 May 1942 when he went to No.5 Manning Depot; to No.22 EFTS, 6 June 1942; to No.21 EFTS, 20 June 1942; to No.17 EFTS, 14 August 1942; to No.1 Composite Training School, 17 September 1942; to No.20 EFTS, 7 November 1942; to No.11 SFTS, 10 January 1943. Graduated and commissioned, 30 April 1943. To "Y" Depot, 14 May 1943; to RAF overseas, 22 June 1943. Promoted Flying Officer, 30 October 1943. Posted from No.61 Base to No.426 Squadron, 3 June 1944; posted to "R" Depot, 27 November 1944. Repatriated 8 December 1944; to No.3 Training Command, 20 December 1944; to Mountain View, 15 January 1945; to No.3 Release Centre, 4 March 1945; retired 19 March 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.4431 (RG.24 Vol.20649) has recommendation dated 16 October 1944 when he had flown 32 sorties (146 hours), 6 June to 6 October 1944.

Flight Lieutenant Sheridan has carried out 32 sorties, many of which have been to heavily defended areas such as Metz, Wesselling, Stuttgart and Osnabruck. He has at all times shown keen determination to do his utmost under difficult circumstances and set an example to those who work with him. His interest in all matters concerning the squadron as a whole has always been very evident and he has done his utmost to assist in any way he can. He is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

6 June 1944 - Houlgate (4.10)

6 June 1944 - 9/25 (5.35) - transcriber does not understand this entry.

15 June 1944 - Boulogne (3.55)  
16 June 1944 - Sterkrade (4.45)  
17 June 1944 - Neuville (4.10)  
23 June 1944 - Bientques (4.20)  
24 June 1944 - Bemieres (3.40)  
27 June 1944 - Foret d'Eawy (4.15)  
28 June 1944 - Metz (6.30)  
12 July 1944 - Crueil (4.20)  
15 July 1944 - Nucourt (4.25)  
17 July 1944 - Caen (4.00)  
18 July 1944 - Wesseling (5.30)  
23 July 1944 - Donges (5.30)  
25 July 1944 - Stuttgart (8.35)  
28 July 1944 - Hamburg (5.00)  
31 July 1944 - Foret de Croc (4.40)  
3 August 1944 - Foret de Nieppe (3.15)  
5 August 1944 - St. Leu d'Esserent (5.15)  
7 August 1944 - Totalize 5 (4.05)  
9 August 1944 - Foret de Nieppe (3.15)  
10 August 1944 - La Pallice (6.10)  
25 August 1944 - Brest (4.45)  
28 August 1944 - Ile de Cezembre (4.10)  
3 September 1944 - Volkel (4.00)  
9 September 1944 - Le Havre (4.20)  
10 September 1944 - Le Havre (4.25)  
12 September 1944 - Wanne Eickel (4.35)  
13 September 1944 - Osnabruck (4.40)  
15 September 1944 - Kiel (5.15)  
30 September 1944 - Sterkrade (4.35)  
6 October 1944 - Dortmund (6.10)

\* \* \* \* \*

SHERK, F/O Raymond John Frederick (J15237) - **Mention in Despatches** - No.401 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 20 March 1922 (birth date on MI.9 report); home in Stephenville, Ontario (student of engineering). Initially in Canadian Army (1939); transferred to RCAF in Hamilton, 16 September 1940. To No.2 Training Command, 10 October 1940; to No.2 ITS, 5 November 1940; graduated and promoted LAC, 11 December 1940 when posted to No.15 EFTS; graduated 28 January 1941 when posted to No.32 SFTS; graduated and promoted Sergeant, 10 April 1941.

Struck off strength of Canada on posting to RAF overseas, 4 May 1941. Further trained at No.53 OTU, Heston. Credited with the destruction of a Bf.109 west of Boulogne while a Sergeant pilot with No.129 Squadron (13 October 1941) and destruction of a FW.190 on 25 March 1942 (still with No.129 Squadron). Commissioned 2 April 1942. Posted to Middle East at the end of March 1942 and joined No.601 Squadron (may also have flown with Nos.73 and 74 Squadrons). Credited with the following victories as listed by Chris Shores, **Those Other Eagles** (Grub Street, 2004): **4 September 1942**: one Bf.109 damaged while flying Spitfire BR132; **7 September 1942**: one MC.202 damaged in El Alamein area (Spitfire BP959); **13 September 1942**: one Bf.109 probably destroyed (Spitfire BR253); **29 September 1942**: one Ju.52/3m destroyed west of Charing Cross (Spitfire BR392, shared with two other pilots); sustained air lock followed by engine failure; forced down and captured next day. Obituary says his mission was to intercept an ammunition train. Promoted Flying Officer, 7 October 1942. Escaped captivity in Italy, 12 September 1943. To No.401 Squadron. Force landed in France, 15 March 1944 following glycol leak and again escaped. Repatriated to Canada (date uncertain); taken on strength of No.1 OTU, Bagotville, 17 July 1944; promoted Flight Lieutenant, 2 August 1944; to No.164 Squadron, 3 November 1944; to No.3 Release Centre, 3 February 1946; released 5 February 1946. Founding member of the Royal Canadian Escaping Society. Studied chemical engineering at the University of Toronto (Class of 52) and completed post-graduate studies in Commerce (Class of 57). Taught math and science at Vincent Massey Collegiate until recruited by Ryerson Polytechnical Institute in 1965 to teach finance. Awarded title of Professor Emeritus in 2001 in recognition of his outstanding academic contributions. After his retirement, he continued working in real estate, primarily in the Greater Toronto Area. He had an entrepreneurial spirit, starting a glass-blowing business after his second year of engineering in 1949. He also purchased and then later sold a successful business selling chemicals to the pulp and paper industry. While on sabbatical from Ryerson, he co-founded the Canadian Federation of Independent Business (CFIB) in 1971. Obituary says, "Ray had a true passion for flying, and continued doing so after the war in the 400 Reserve Squadron. He also worked as a pilot and flight instructor at the Toronto Island Airport in the 1960s during his summer breaks from teaching, and flew 14 CNE Air Shows, some with demonstrations using live ammunition. Ray flew his yellow seaplane C-FIXD until 91 years of age, and float-trained many pilots, including his daughter, Alison. Ray was an avid fisherman and hunter, and combined these passions with flying on numerous trips to Northern Ontario and Nunavik. Ray was a proud member of the St. Catharines Flying Club. Ray enjoyed remarkable good health, and at 79 years of age with daughter, Alison, was the only WWII veteran to complete 'The Freedom Trail' in 2001, a 3-day 60 km hike over the Majella Mountain in Italy, retracing the historic path taken by escaping Allied prisoners. Ray wore his WWII army issued boots for the hike, which fascinated his Italian hosts." Died in North York (Toronto), 2 December 2016. Shown in RCAF photo PL-28254 (ex UK-8583 dated 21 March 1944), "happy to be back at the controls of a Spitfire once again, flying on fighter sweeps into France." Public Records Office Air 2/8784 has recommendation for a Military Cross (undated but circa 28 May 1944). The downgrading of this to a mere Mention in

Despatches may have been due to Army jealousy in protecting MC awards for its own members.

During the last two years this officer has shown continuous determination and devotion to duty. After participating in the destruction of an enemy aircraft in the Quattara Depression on 29 September 1942, he crash landed 30 miles inside enemy territory. He was captured after walking to within a mile of the British lines. He remained a prisoner in enemy hands for almost a year during which time he made several unsuccessful attempts to escape. On one occasion after being at large for four days he was recaptured by the Germans but by a subtle ruse escaped again the same day and finally reached the 1st Canadian Division on 26 October 1943.

He came to No.401 Squadron in February 1944 and has taken part in over 70 operational trips. On 15 March 1944 while escorting Marauders over the Pas de Calais area his engine failed and he bailed out. Again showing fine determination he evaded capture and rejoined his squadron about a month later.

His record of fine determination and courage is a grand example to others.

This was used with other documents to compose a slightly more detailed citation for Air Ministry Honours and Awards Committee (also in Air 2/8784):

During the last two years this officer has shown continuous determination and devotion to duty. After participating in the destruction of an enemy aircraft in the Quattara Depression on 29 September 1942, he made a crash landing 30 miles inside enemy territory. He was captured after walking to within a mile of the British lines. He was subsequently interrogated by the German authorities but managed to counter all their attempts to secure information from him which would be of value to them. He was in enemy hands for nearly a year and had made many unsuccessful attempts to escape. In September 1943 he was one of a party which secured permission from the German guard to rest in the shade of a nearby rock. Here, by leaving a cap on the rock as a decoy, he managed to escape with some other prisoners, several of whom were afterwards recaptured. Pilot Officer Sherk succeeded in eluding the searchers, and after hiding in a cave and in woods, ultimately was one of a party which reached the 1st Canadian Division on 26th October 1943. He joined No.401 Squadron in February 1944 and has taken part in 70 operational sorties. On 15th March 1944 whilst escorting bombers over the Pas de Calais, his engine failed and he was forced to abandon his aircraft. Again showing fine determination he succeeded in evading

capture and rejoined his squadron about a month later.

Air 2/8784 also has a document describing his capture, detention and escape of 1942-43, noting that he had been captured in the Quattara Depression on 30 September 1942 and evaded at Sulmona on 12 September 1943. This document is also in WO 208/3316 (MI.9 interrogation report of 13 November 1943).

### **1. CAPTURE:**

I left landing ground No.91 at Amyra at about 1300 hours 29 September 1942 in company with two other Spitfires. It was a long-range strafe on an ammunition train in the vicinity of Charing Cross. near Mersa Matruh. We did not see the train. On our way back at about 1430 hours we shot down a Junkers 52 (I have since learned that each pilot was credited with a 1/3). This action took place near Charing Cross.

At 1515 hours when behind our lines about 30-40 miles and in the Quattara Depression, on switching over from my long-range petrol tanks to my main tank, the engine cut out, due to an air lock. I was flying at about 200 feet and, before I could do anything, I had made a successful crash landing. I blew up my IFF and called up the Flight leader on W/T and got his acknowledgement.

Leaving the aircraft intact in accordance with orders I took my emergency rations and started walking due East. About 1715 hours two Spitfires came over, but apparently I was not seen. At 1700 hours on 30 September, when I had got to within one mile of our own lines, I was surrounded by an Italian patrol and captured. I was immediately thoroughly searched and my watch and other trinkets taken from me.

I was taken to the officer in charge, who spoke good English. He retrieved my watch, etc and had them parcelled up to go with me. He interrogated me in a rather haphazard manner.

At about 1200 hours on 1 October I was taken by Field Ambulance (as I was pretty exhausted) to Army Headquarters.

There I was interrogated by an Intelligence Officer who spoke good English. He asked numerous questions, but did not press me when I replied, "I can't say." My watch and rings were returned to me. The guards were not very pleasant. I had only a German flying suit and no blankets. I had to sleep with my guards in

the sand. During the night I attempted to slip away quietly but was discovered when I had got only about 100 yards away. I therefore proceeded to fulfil the functions of nature and rejoined my guards without arousing suspicion.

At 1000 hours I was taken by truck to El Daba, arriving there about 1730 hours. I was left with one guard. Attempts were made to hitch-hike further on without success. Eventually I was taken to a small cage in El Daba. The Germans were in charge here.

I was interrogated by a German who said he was a Corporal Barnes and a Red Cross official. He was extremely affable and said he was only too anxious to help, and that he had 32 forms to fill up on my behalf. He then produced a bogus Red Cross form with about 30 questions. When I only filled in my name, rank and number, he became quite furious. He showed me forms which purported to have been signed by other officers. I did not recognize any as people I knew. My flying suit was taken from me and I was thoroughly searched. He found my belt with maps and compass, but missed the compass which I had in a packet of cigarettes. I was taken to a tent and relieved of my shorts.

On 3 October this Corporal discovered that my flying suit was a German one. He threatened to have me shot as a spy when I still refused to answer his questions. He then said I belonged to 74 Squadron and had been shot down in a Spitfire on 26 September. I was then put into a tent with a man who claimed to be a South African Lieutenant. I suspected this man was a stool pigeon. He told me he was an Air Observer. He attempted to pump me. Finally he held out the promise of obtaining a B.D. suit for men.

On 4 October the South African and I left for Mersa Matruh. He said he was going by Ju.52 to Italy and that I was a fool to suffer discomfort when I could easily tell them at least something. I was then handed back to the Italians.

I was interrogated by quite a charming fellow, the Intelligence Officer, who said he liked Canadians and did not press his interrogation. I was taken out and placed in a tent with a man who told me he was a Pilot Officer from Southend-on-Sea. He did not appear to be very well spoken and I did not suspect him at the time of being a stool pigeon. His knee was bandaged. He told me he flew Wellingtons and had been shot down. He said he had walked for nine days before capture. He also was able to mention my Wing Commander by name. In this way he got from me the information that I was a pilot, that I had walked one day prior to capture and that my squadron was 601. He also got a glimpse of my

compass in my packet of cigarettes.

Later the same day I was given a German guard, and we hitch-hiked to Fuka en route for El Daba. On the way the German insisted on my producing my cigarettes, and thereupon was very pleased when he got my compass. From then on he kept his revolver cocked. We stayed the night in Fuka.

On 5 October we arrived back in El Daba. I saw the German corporal who was apparently surprised to see me.

On 6 October I was taken to Mersa Matruh and put into a compound with two British Other Ranks. On 10 October two RAF officers were brought in, but they were not allowed into the same compound. On 11 October when there were about twenty Prisoners of War we were sent to Derna via Bardia. On the way I met the two RAF officers (F/O McLarty and P/O Trevor-Harvie). On comparing notes we discovered that the Pilot Officer from Southend-on-Sea has been bogus.

On 14 October we left Derna by Savoie 82, arriving Lecce at 1700 hours. The night of 14 October was spent at Lecce.

## **2. CAPTIVITY:**

On the morning of 15 October we took train for Bari. I was quarantined for three weeks before being let into the compound. Conditions in this camp were extremely bad. There were no Red Cross parcels. Complaints were put up and the Commandant said he wrote to Rome but received no reply. Many Other Ranks died through sheer starvation. Medical supplies were poor. Cats were eaten by many. Complaints did not receive any attention by the Commandant and his assistant. They were entirely responsible for a considerable amount of the privations of this camp.

In February 1943 I at last was able to change my shirt and shorts for a B.D. suit. Red Cross parcels started to come in.

On 3 March 1943 I was taken by train to Sulmona, arriving on 4 March. Conditions in this camp were much better.

I was a member of the Escaping Committee. I copied maps and made clothes out of blankets. I took an active part in one tunnel syndicate. Two officers

actually got out of camp, but were captured and returned. On 15 July, 160 officers were taken to Rimini. On 10 September the Senior British Officer took over the camp.

### **3. RELEASE, CAPTURE BY GERMANS, AND ESCAPE:**

On 12 September the camp was evacuated and we made for the foothills. On 14 September the party was surrounded by Germans and many rounded up.

McLarty and I had food and water. We hid in the woods until 16 September when we decided to move. We were immediately captured by the Germans. Later the same day we halted by the side of a mountain. There were five Other Ranks besides ourselves in the party. McLarty and I asked the German guard if we could get into the shade of a nearby rock about 25 yards away. We were granted permission, and at a favourable opportunity, after leaving a cap on the rock as a decoy, we rolled down the mountain and hid in some scrub. The search passed completely over us.

On 19 September, whilst still hiding, we met a Palestinian and four Arabs, all escaped Prisoners of War. They told us they had met some Italians who advised them to make for the village of Roccaasla. We all moved there, and lived in a cave, being well cared for by the villagers.

About 6 October the village was surrounded by Germans. Sergeant-Major Glass and three Other Ranks evaded capture, I think. The remainder (about 30) were captured. A shepherd guided us up a mountain track. In the mountains we met War Correspondent Kriegge, a South African of Dutch origin, and Lieutenant Rochberg, an Austrian Jew.

On 15 October after being guided for about five miles, we marched in the direction of Campobasso. That night we arrived at Campogivde. We stayed there until the night of 18 October, waiting for the return of a guide who had taken Major Cochrane (the Senior British Officer of Sulmona) through the lines. The camp Italian Medical Officer was there also, busily engaged in organizing escapes. The Germans machine gunned the village and surrounds on 17 October. We got into the woods just in time. On 18 October there were rumours of the Germans combing out the woods, so the four of us left on 18 October, walking southeast. On 20 October Rochberg went off on his own, as it was thought our party was too large.



We arrived at Cuepllo on 23 October. There we waited until 25 October, when a guide came and took us three, five Other Ranks and 20 Italians through the lines, crossing the Lucera.

On 26 October we fell in with 1 Canadian Division. We were then taken to Campobasso, thence by truck to Foggia, where I saw my old squadron on 27 October. We then went by aircraft to Bari, where I left McLarty sick on 29 October. I then took train for Taranto, arriving there 30 October. I was flown to Algiers on 1 November. I fell sick on 2 November, and was taken to No.2 Royal Air Force Hospital, where I was until 9 November. On 12 November I left Algiers and was flown to Rabat Sale, then to Gibraltar. I left Gibraltar on 12 November and arrived in London on 13 November.

SHERK, F/O Raymond John Frederick (J15237) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945.

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 Sherk although it adds little to the escape story already narrated.

Public Record Office WO 208/3319 has MI.9 report of the 1944 evasion, noting that he had left Gibraltar on 1 May 1944, reached Hornchurch on 2 May 1944, and was interrogated that day. It referred to his earlier story as having been covered by S/P.G. (Italy) 1581.

I took off from Biggin Hill about 0900 hours on 15 March 1944 to escort Marauders over the Pas de Calais.

On the way out my engine failed. I do not know what thus was due to. I had to fly through a good deal of flak and there were also fighters about so it may have been that my engine was hit.

I baled out about 1000 hours and came down near a wood about three kilometres northwest of Beaumont (Northwest Europe 1:250,000, Sheet 5, N3878). I rolled up my parachute and ran for the woods. Some Frenchmen had seen me coming down and by the time I reached the wood one of them had caught up with me. He thought at first that I was a German but when I told him that I was in the RAF he helped me over a fence surrounding the wood and buried all my flying kit under a tree. He then whistled to his companions and about six other Frenchmen

came up to me. We started running and as we went along I took off my RAF battle dress jacket and the first farmer gave me his jacket to put on. When we had gone about a mile we stopped. I took off my flying boots and RAF trousers and my companions gave me

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civilian ones in exchange. One of the men also gave me a beret. The farmers then left me and I carried on through a small village and then turned north. Some young boys had caught up with me and we all walked along together. I stopped at a house and was given food and something to drink. One of the boys and I then went into the fields and remained there until 1500 hours when two men arrived. They took me to the house of a woman who spoke a little English in Hebuterne (N 3683). I do not know her name but both her husband and son were prisoners of war in Germany.

After I had been at Hebuterne for a few days I met Roy Carpenter, USAAF, who was sheltering in a neighbouring village. On 27 March we were both guided to Bordeaux. On 4 April Carpenter and I were taken to Dax (France 1:250,000, Sheet 34, T 2664) by a young French boy. We decided that it was too dangerous to continue by rail and the boy left us. We set out alone and walked on to Bidarray (Sheet 34, T 0115).

Here we approached a farmer telling him that we were parachutists. I do not speak good French and at first the farmer did not seem willing to help us. However, when I showed him a piece of parachute cord which Carpenter had tied round his great coat, he said at once that he would do what he could for us. He took us to his house and his son then took us to see a friend of his. We stayed with him for the night and the following day he introduced us to a man who said he would guide us across the mountains.

We crossed the frontier on 5 April and spent that night in the mountains. The next day (6 April) the guide left us and an old lady guided us into Errazu (Sheet 34A, S 9304). Here she handed us over to the carabinieri [sic]. We were not interrogated beyond giving details of our numbers, ranks and names. We managed to change 1,000 francs for 60 posetas and were able to spend that night in a hotel in Errazu. The next day we were escorted to Pamplona (Iberian Peninsula 1:250,000, Sheet S 7280, H 64) where we again filled in a form giving our personal details. From this point my journey is as related in Appendix C to F/O Lavoie and F/O Fisher's report (S/P.G. 1892-93).

\* \* \* \* \*

SHERK, P/O Walter Scott (J16137) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 17 March 1943 as per **London Gazette** dated 30 March 1943 and AFRO 757/43 dated 30 April 1943. Born 17 October 1912. Home in Fort Erie, Ontario; enlisted in Hamilton, 5 May 1941 and posted to No.1 Manning Depot. To uncertain posting, 25 May 1941. To No.1 ITS, 1 July 1941; graduated and promoted LAC, 8 August 1941 when posted to No.12 EFTS; graduated

25 September 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 20 December 1941. To "Y" Depot, 22 December 1941; to RAF overseas, 1 January 1942. Commissioned 20 March 1942. Posted from No.419 Squadron to No.35 Squadron, 4 March 1943. Promoted Flying Officer, 20 March 1943. DFC and Bar presented 15 April 1944. Repatriated 2 July 1943. To Flying Instructor School, October 1943; to No.5 SFTS, 3 December 1943; to North Bay, 17 February 1944; to No.5 OTU, 31 March 1944. Promoted Flight Lieutenant, 20 July 1944. To Release Centre, 10 September

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1945. Retired 18 September 1945. As of June 1998 Gateway Coin and Militaria (Winnipeg) were selling his medals for \$ 3,300.

Pilot Officer Sherk, as captain of aircraft, was detailed to attack Cologne in February 1943. When about 70 miles short of the target the port engine failed. This officer, with great determination, pressed on, however, and successfully completed his mission. On all his operational sorties this officer has displayed the same fine fighting spirit and his determination and courage have been a source of inspiration to the whole squadron.

NOTE: Public Record Office Air 2/4951 has recommendation for an immediate DFC drafted 7 March 1943 by W/C M.M. Fleming when he had flown 27 sorties (139 hours 55 minutes).

On the night of 26th/27th February 1943, Pilot Officer Sherk was detailed to attack Cologne as captain of a Halifax aircraft. While still 70 miles short of the target, the port outer engine failed. Without hesitation Pilot Officer Sherk decided to carry on to the target although his aircraft was heavily laden (60,000 pounds take-off weight) and was difficult to manage. He reached the target at 9,000 feet and attacked. A further 3,000 feet had been lost by the time he set course for home.

His fine offensive spirit in this instance, and the determination he has shown on all his previous operations, has been a constant source of inspiration to his crew and the squadron as a whole. I consider that this officer's courage, skill and the determined effort he made to attack his target under difficult conditions fully warrants the immediate award of the Distinguished Flying Cross.

SHERK, P/O Walter Scott (J16137) - **Bar to Distinguished Flying Cross** - No.35 Squadron - Awarded 31 May 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1338/43 dated 16 July 1943. Cited with F/O G.G. McGladrey (DFC), F/O R.G. Morrison (DFC), and Sergeant D.G. Bebensee (DFM). See McGladrey, above, for citation.

NOTE: Public Record Office Air 2/4974 has recommendation for him, drafted 23 May 1943 when he had flown 36 sorties (214 operational hours) of which nine sorties (45 hours) had been since his previous award. Sortie list and submission as follows:

1 June 1942 - Essen  
6 July 1942 - Lorient  
8 July 1942 - Wilhelmshaven  
13 July 1942 - Duisburg

5 August 1942 - Dunkirk  
6 August 1942 - Le Havre  
3 September 1942 - Emden  
6 September 1942 - Duisburg  
8 September 1942 - Frankfurt  
13 September 1942 - Bremen  
19 September 1942 - Saarbrücken  
5 October 1942 - Aachen  
13 October 1942 - Kiel  
15 October 1942 - Cologne  
23 October 1942 - Krefeld  
31 October 1942 - Emden  
16 January 1943 - Lorient  
21 January 1943 - Gardening, Frisian Islands  
23 January 1943 - Lorient  
14 February 1943 - Cologne  
16 February 1943 - Lorient  
18 February 1943 - Wilhelmshaven  
19 February 1943 - Wilhelmshaven  
24 February 1943 - Wilhelmshaven  
26 February 1943 - Cologne  
28 February 1943 - St. Nazaire  
1 March 1943 - Berlin  
8 March 1943 - Nuremberg; bombs dropped but one-third of incendiaries hung up, rear turret was unserviceable for 45 minutes, and port inner engine failed 250 miles from base.  
9 March 1943 - Munich; returned early with a faulty starboard engine  
11 March 1943 - Stuttgart; bombed successfully; wings holed by flak  
10 April 1943 - Frankfurt  
13 April 1943 - Spezia  
16 April 1943 - Mannheim  
18 April 1943 - Spezia  
20 April 1943 - Stettin - DFC event  
26 April 1943 - Duisburg

Pilot Officer Sherk as captain of aircraft was detailed to attack Stettin on the night of 20/21 April 1943. On the second run up on the target, just after the bombs had been dropped, the aircraft was struck by falling incendiaries, one falling through the pilot's escape hatch, penetrating the Lorenz equipment behind the pilot's seat and jamming the rudder and aileron controls in a 30

degree turn. Flames and smoke rapidly filled the cockpit, portions of Pilot Officer Sherk's clothing was set on fire, and the aircraft began to lose height in a steep spiral directly over the target.

Whilst he was endeavouring to regain control the Wireless Operator/Air Gunner was throwing out portions of the incendiary and burning clothing and the Flight Engineer was struggling to free the controls. Their efforts had little effect, however, and Pilot Officer Sherk gave the order to abandon the aircraft, but almost immediately he righted the aircraft by skilful manipulation of the engine controls and at the same time cancelled the order to abandon. The rear gunner and the air bomber had already left the aircraft. The navigator and wireless operator were in the act of dropping out together, the latter having hitched his harness to that of the navigator, as his own parachute had fallen through the open escape hatch.

By this time the aircraft had left the target area and a rough course was set for the Danish coast, the only means of steering being by adjusting the throttles. The piece of incendiary had burned out and the smouldering portions of the aircraft had been extinguished.

Continuing in this fashion it was three-quarters of an hour before the engineer was successful in his efforts to free the jammed controls and normal control regained.

The navigator had lost his chart, log and instruments through the open escape hatch and 120 gallons of petrol had been lost, the result of an incendiary piercing the tank. Notwithstanding all these difficulties the aircraft was brought back safely to this country and landed without further incident at base.

For his great skill and airmanship in overcoming all these difficulties and bringing his damaged aircraft safely to base Pilot Officer Sherk is recommended for the immediate award of the Bar to the Distinguished Flying Cross.

SHERK, F/L Walter Scott, DFC (J16137) - **Commended for Valuable Services in the Air** - No.5 OTU Detachment - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945.

This officer has long been employed on instructional duties at this unit. He has at all times shown the greatest enthusiasm and energy both in the air and on the ground. By his ability as a pilot instructor and keen devotion to duty he commands the respect of all with whom he serves.

\* \* \* \* \*

SHERLOCK, F/O Allan Arthur (J15488) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born 24 November 1915 in St. Williams, Ontario; home in Simcoe, Ontario. Shipper for American Can (1930-1933), Dominion Grocery Store Manager (1933-1939), joint owner of a fruit store (1939-1940) and car salesman (1940). Served 1932-1936 with Norfolk Regiment and Sergeant, 25<sup>th</sup> Field Brigade (42<sup>nd</sup> Battalion), 1939-1940. Enlisted in Hamilton, 12 August 1940. To No.4 SFTS (guard duty), 23 October 1940. To No.2 ITS, 11 December 1940; graduated and promoted LAC, 16 January 1941 when posted to No.6 EFTS; to No.2 Manning Depot, 4 March 1941; to No.4 SFTS, 17 March 1941; graduated and promoted Sergeant, 3 July 1941. To Embarkation Depot, 4 July 1941; to RAF overseas, 25 July 1941. To No.1 (Observer) AFU, Wigtown, 24 August 1941 as pilot instructor. Promoted Flight Sergeant, 3 January 1942. Commissioned 1 May 1942. Promoted Flying Officer, 1 November 1942. To No.22 OTU, 20 April 1943. Attached No.311 Ferry Training Unit, 28 June to 16 July 1943. To No.1 Overseas Aircrew Despatch Unit, 16 July 1943. To No.424 Squadron, 19 July 1943. Returned with that unit to Britain, 25 October 1943. To No.82 OTU, 6 December 1943. To No.83 OTU, 15 December 1943. Special leave in Canada, 16 March to 3 May 1944. Promoted Flight Lieutenant, 1 May 1944. Embarked for Britain, 4 May 1944; arrived in UK, 10 May 1944. To No.61 Base, 25 May 1944. Attached to Dalton Battle School, 25 May to 6 July 1944. Attached to No.1659 Conversion Unit, 6 July to 18 August 1944. To No.427 Squadron, 16 August 1944. Repatriated 21 December 1944; to No.1 Air Command, 14 January 1945. To No.1 SFTS, 16 February 1945. To Central Flying School, 5 May 1945. To No.5 OTU, 16 August 1945. To Patricia Bay, 27 October 1945. To Northwest Air Command, 23 June 1946. Retained rank of Flight Lieutenant in postwar RCAF, 1 October 1946 (service number 19806). To Central Flying School, 3 September 1947. To No.121 Search and Rescue Flight, 9 November 1947. To Flying Training School, Centralia, 16 April 1948. Appointed Aide de Camp to the Governor General, 1 September 1949. To AFHQ, 12 November 1950. Promoted Squadron Leader, 19 June 1957. Retired 30 November 1962, apparently settling in Maryland. Died in Washington, D.C., 3 March 1971. RCAF photo PL-40333 (ex UK-17055 dated 30 November 1944) shows F/L E.T. Sherlock (left) and F/L A.A. Sherlock (right) following investiture at Buckingham Palace. RCAF photo PL-40063 (ex UK-16360 dated 11 November 1944) has the following caption: "F/O C.F. Carter, Ipswich, (centre), with the Lion Squadron of RCAF Bomber Group in Britain, has completed two tours without having to 'hit the silk'. He pulls the ripcord of his parachute while other Lions look on, enjoying the fun. The others are (left to right) Sergeant S.G. Mitchel, flight engineer, Coatbridge, Lanarkshire, Scotland, F/L E.T. Sherlock, DFC, Toronto and Simcoe, Honorary S/L Cyril Clarke, Edmonton, and F/L A.A. Sherlock, DFC, Toronto and Simcoe, Ontario." RCAF photo PL-40081 (ex UK-16577 dated 16 November 1944) shows F/L E.T. Sherlock (left) and F/L A.A. Sherlock on completion of their second tours. PL-40082 (ex UK-16578) also shows them beside a Halifax.



PL-40083 (ex UK-16579) also shows them (again with E.T. Sherlock on left). No citation in AFRO other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Elsewhere in file this appears:

This pilot has proven himself an efficient and cooperative member of aircrew and has been a reliable officer in his squadron. He has completed many successful operations against the enemy in which he has displayed high skill, fortitude and devotion to duty.

SHERLOCK, F/L Allan Arthur, DFC (J15488) - **Bar to Distinguished Flying Cross** - No.427 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Recommended in October 1944 when he had flown 48 sorties (281 hours 25 minutes). First tour was 10 July 1943 to 5 October 1943 (29 trips, 182 hours 30 minutes) of which all but one were in the Mediterranean (No.331 Wing ?). Second tour was 18 August to 14 October 1944 (19 trips, 98 hours 55 minutes) when recommended.

This officer has completed an outstanding operational tour. Since the award of the Distinguished Flying Cross he has completed many sorties against major targets in Germany and enemy occupied territory. He has proved himself a fine pilot and an enthusiastic and resourceful captain of aircraft. Flight Lieutenant Sherlock's determination, coolness and fearlessness in the face of danger have set an excellent example to his crew.

NOTE: Document with complete listing in Public Record Office Air 2/9038. Sorties as follows:

# denotes Nickel (leaflet) operation  
\* denotes duty not called out

First Tour

10 July 1943 - Lorient (7.35)#  
1 August 1943 - Randazzo (5.25)  
3 August 1943 - Poala (5.40)  
4 August 1943 - Messina (5.20)  
6 August 1943 - Naples (6.30)  
8 August 1943 - Messina (6.00)  
10 August 1943 - Messina (6.20)  
12 August 1943 - Messina (5.00)  
17 August 1943 - Briatico (6.00)  
21 August 1943 - Battipaglia (6.10)  
24 August 1943 - Torre Annunziata (6.35)  
28 August 1943 - Taranto (7.00)  
31 August 1943 - Salerno (6.00)  
3 September 1943 - Capadachino (6.00)  
4 September 1943 - Grazzinise (6.20)  
6 September 1943 - Battipaglia (5.50)  
7 September 1943 - Viterbo (6.50)  
8 September 1943 - Greta Docks (5.50)  
11 September 1943 - Frosinone (5.50)  
13 September 1943 - Torre Annunziata (6.20)  
14 September 1943 - Battipaglia (7.00)  
15 September 1943 - Tann (6.30)  
16 September 1943 - Cisterna (6.20)  
17 September 1943 - Cerveteri (6.15)  
19 September 1943 - Benevento (6.45)  
22 September 1943 - Formia Roads (6.30)  
23 September 1943 - Pisa San Guista (7.35)  
3 October 1943 - Civitevechia (6.50)  
5 October 1943 - Grossetto (6.50)

### **Second Tour**

12 August 1944 - Diversion sweep (6.35)  
18 August 1944 - Connantres (6.20)\*  
25 August 1944 - St.Mathieu (5.40)  
27 August 1944 - Mimoyecques (4.10)  
28 August 1944 - Ferme du Forestel (4.10)  
31 August 1944 - Cezembres (5.30)  
3 September 1944 - Volker (3.35)  
6 September 1944 - Emden (4.20)

11 September 1944 - Le Havre (4.15)  
12 September 1944 - Dortmund (5.30)  
14 September 1944 - Wilhelmshaven (4.15)\* recall  
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 (5.30)  
14 October 1944 - Duisburg (5.25)  
14 October 1944 - Duisburg (5.45)

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The comments of his Commanding Officer, W/C J.B. Millward (20 October 1944) are particularly striking:

Flight Lieutenant Sherlock's keenness and ability appear to increase with each operation. He is an outstanding captain of aircraft.

**Notes:** Accident, 3 August 1942, No.1 (Observer) School, Wigtown. Anson I, N5336. Navigation exercise. Confusion of airman signals on tarmac, starboard wing tip struck a petrol bowser.

Application for Operational Wing dated 15 December 1943 claimed 30 sorties (200 hours), 19 July to 4 December 1943.

Application for Bar to Operational Wing dated 21 November 1944 claims 24 sorties (127 hours 50 minutes), 18 August to 2 November 1944.

A list of his types flown, as of September 1947, showed the following - Moth (33.50 solo, 28.45 dual), Crane (36.00 solo, 50.45 dual), Anson I (604.20 solo, instructing), Oxford (12.10 dual), Wellington I and III (196.55 solo, 62.00 instructing), Wellington X (31.00 solo, 5.35 dual), Halifax II and V (39.55 solo, 11.15 dual), Halifax III and VII (144.40 solo, 35 minutes dual), Crane (1.40 dual), Cornell (7.10 solo, 7.10 dual), Harvard II (36.20 solo, 31.00 dual), Harvard IIB (35.50 solo, 45.00 dual), Anson V (30.00 solo) and Expediter (5.00 solo, 4.00 dual).

**Selected Assessments:** "Flight Lieutenant Sherlock is always willing and able to turn in an excellent job. His appearance is above average, He can be trusted to do difficult and involved work without supervision and is able to plan improvements in procedure which will be valuable to people following him." (W/C E.B. Hale, Northwest Air Command, 27 April 1948)

**Training:** Interviewed by F/L H. Fleming in Hamilton, 26 July 1940 - "Clean athletic type. Should make good air gunner. Recommended."

Attended No.2 ITS, 11 December 1940 to 11 January 1941. Courses in Mathematics (50/100), Armament, practical and oral (51/100), Drill (78/100) and Law and Discipline (76/100). Placed 105<sup>th</sup> in a class of 148. "Good material. Keen for service."

Attended No.6 EFTS, 16 January to 5 March 1941. Tiger Moth aircraft - 28.45 dual, 33.50 solo. Was five hours in Link. "This pupil is sensible, well-mannered although quiet. Tendency to be rough but average air sense. Is confident although he does not like instrument flying; will improve when he applies the effort." (F/O A.F. Madore). Ground school marks - Airmanship (158/200), Airframes (77/100), Aero Engines (67/100), Signals, practical (92/100), Theory of Flight (69/100), Air Navigation (132/200) and Armament, oral (145/200). Placed 21<sup>st</sup> in a class

of 33. "Considered an average pilot; will possibly require watching; his conduct while at this school was very satisfactory.:

Attended No.4 SFTS, 17 March to 3 July 1941. Crane aircraft - 45.25 day dual, 28.15 day solo, 4.20 night dual, 5.45 night solo. Was 15.40 on instruments. Logged 20.50 in Link. "An average pilot. Instrument flying requires practice." Courses in Airmanship and Maintenance (146/200), Armament, written (75/100), Armament, practical (69/100), Navigation and Meteorology (137/200), Signals, written (96/100) and Signals, practical (5/50). "An above average student, possessing a high degree of ability and industry. Amplitude and attitude towards the service excellent."

Attended No.22 OTU, 20 April to 28 June 1943. Wellington II and X aircraft - 6.20 day dual to first day solo, 11.25 total day dual, 28.05 day solo, 5.25 night dual to first night solo, 11.50 total night dual, 29.15 night solo. Was seven hours in formation, 26 hours on instruments, logged 15 hours in Link. Flying Tests in General Flying (285/400), Applied Flying (150/200), Instrument Flying (150/250), Night Flying (75/100) and Link (40/50). No Ground School. "A very capable pilot and captain with much flying experience. Should do very well on operations."

RCAF Press Release No.4727 dated 2 May 1944 by W/O Gibson, transcribed by Huguette Oates, reads:

Around the walls of the room were their pictures and it was easy to see that Allan and Eric Sherlock had always looked alike. These were Toronto's flying twins who were gazetted April 21, 1944 as having been awarded the Distinguished Flying Cross. Somehow it seemed fitting that they should receive the DFC together because throughout their 28 years they have been inseparable. Though they call Toronto their home now, the Sherlock twins were born in Simcoe, Ontario. Prior to their enlistment in the Air Force in August, 1940, Allan was Manager of Dominion Stores for eight years while Eric was employed by a wholesale grocery.

The R.C.A.F. in announcing the awards, say that Toronto's moustached Sherlocks are the first twins ever "gonged" simultaneously. It seems like they are the only Canadian twins wearing the DFC They are medium tall and slender. They have been home at 17 Ridley Gardens almost a month. Soon they'll be returning to England together. They're glad they are. They want to get the feel of four-motored Halifaxes and Lancasters.

Both are pilots. In the summer of 1943, they left England for West Africa. They flew with the same squadron and completed a tour of operations on sorties over

Italy in twin-engine Wellingtons before being given special privilege leave to return to Canada. They stepped into the room where their pictures hung, and while it was not difficult to see physical differences when they stood together, it was next to impossible to remember where Eric stopped and Allan began when they were apart. "We've always hung around together, always seem to have had the same likes and dislikes," grinned Eric (or maybe it was Allan). We get stared at a lot but it doesn't bother us."

They wear the same sized shirts, shoes and caps. Generally, even if they buy articles independently, they'll wind up with similar shades and designs. Of course, since they joined the air force, everything is identical. "We can wear each other's shirts," explained Eric, or Allan. "Only trouble is that he gets three clean ones to my one." They get along "like most brothers", they felt. They bicker among themselves, but when an outsider chimes in, they unite against him. They feel each other's criticism has made each a better pilot. "Constructive criticism never hurt anybody," philosophized Allan, or Eric.

They related an interesting anecdote about one of their nights out in London. "We went to a club there and I was having a drink, said Allan. "Eric was up dancing. When I'd finished my drink, I went up to dance, too. I saw a girl who appealed to me and asked her to dance. I still hadn't seen Eric. When the music stopped we found Eric. His girl and my girl were sisters. As a matter of fact, they were twins. "We took them out a bit after that, said Eric, "But soon we had to stop. Every place we went, people stared at us. The four of us decided it would be better if we separated."

The Sherlocks, both flying officers, have been together in the air force for four years. They joined together at Hamilton, Ontario, trained together, received their wings the same day at Saskatoon, arrived overseas together as sergeant pilots. Both were commissioned on the same day.

Upon arrival in England after a short stay at the clearing station, they were posted to a Scottish station as flying instructors. Before going on operations, they had put many English, Australian, New Zealand and other Empire personnel through their flying routine. Neither has been shot down nor had a crash landing.

They were quite astonished when advised they had been decorated. They hadn't expected it. Both are permitted to wear the DFC ribbon immediately. The citation is in form of general efficiency: "High skill, fortitude and devotion to

duty”.

\* \* \* \* \*

SHERLOCK, F/O Eric Thomas (J15489) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born 24 November 1915 in St. William, Ontario; home in Simcoe, Ontario. Twin brother of Allan Sherlock; see Press Release 7281 of November 1947. Enlisted in Hamilton, 12 August 1940. To No.4 SFTS (guard duty), 23 October 1940. To No.2 ITS, 11 December 1940; graduated and promoted LAC, 16 January 1941 when posted to No.6 EFTS; to No.2 Manning Depot, 4 March 1941; to No.4 SFTS, 17 March 1941. Graduated and promoted Sergeant, 3 July 1941. To Embarkation Depot, 4 July 1941; to RAF overseas, 25 July 1941. Promoted Flight Sergeant, 3 January 1942. Commissioned 1 May 1942. Promoted Flying Officer, 1 November 1942. Promoted Flight Lieutenant, 1 May 1944. Repatriated, date uncertain; to No.1 Air Command, 14 January 1945. To No.1 SFTS, 16 February 1945. To Central Flying School, 5 May 1945. To No.5 OTU, 16 August 1945. To Patricia Bay, 30 October 1945. To Western Air Command, 24 June 1946. Retained rank of Flight Lieutenant in postwar RCAF, 1 October 1946 (service number 19807). To Sea Island, 1 March 1947. To Northwest Air Command, 1 September 1947. To Central Flying School, 3 September 1947. To Northwest Air Command again, 8 November 1947. To No.442 (Auxiliary) Squadron, 14 January 1948. Promoted Squadron Leader, 19 June 1951. To Moose Jaw, 31 July 1956. Retired to Kelowna, 5 June 1963. RCAF photo PL-40333 (ex UK-17055 dated 30 November 1944) shows F/L E.T. Sherlock (left) and F/L A.A. Sherlock (right) following investiture at Buckingham Palace. RCAF photo PL-40063 (ex UK-16360 dated 11 November 1944) has the following caption: "F/O C.F. Carter, Ipswich, (centre), with the Lion Squadron of RCAF Bomber Group in Britain, has completed two tours without having to 'hit the silk'. He pulls the ripcord of his parachute while other Lions look on, enjoying the fun. The others are (left to right) Sergeant S.G. Mitchel, flight engineer, Coatbridge, Lanarkshire, Scotland, F/L E.T. Sherlock, DFC, Toronto and Simcoe, Honorary S/L Cyril Clarke, Edmonton, and F/L A.A. Sherlock, DFC, Toronto and Simcoe, Ontario." RCAF photo PL-40081 (ex UK-16577 dated 16 November 1944) shows F/L E.T. Sherlock (left) and F/L A.A. Sherlock on completion of their second tours. PL-40082 (ex UK-16578) also shows them beside a Halifax. PL-40083 (ex UK-16579) also shows them (again with E.T. Sherlock on left). Died in Kelowna, 23 December 1988 as per **Airforce Magazine** of April-May-June 1989, Royal Canadian Legion "Last Post" website and **Legion Magazine** of April 1989. No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

SHERLOCK, F/L Eric Thomas, DFC (J15489) - **Bar to Distinguished Flying Cross** - No.427 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Recommended 19 October 1944 when he had flown 46

sorties (279 hours). First tour was ops from 5 June to 4 October 1943 (28 trips, 186 hours 15 minutes), all but one sortie in the Mediterranean. Second tour was, when recommended, 18 trips (92 hours 45 minutes), 18 August to 16 October 1944.

Since the award of the Distinguished Flying Cross Flight Lieutenant Sherlock has completed many more successful sorties against targets in Germany and enemy occupied territory. His work has been of an excellent standard and his ability to make instant decisions in emergencies together with his skilful pilotage and cool judgement have been an inspiration to his crew. He has displayed fine qualities of skill and leadership. His courage and devotion to duty are worthy of high praise.

NOTE: Document with complete listing in Public Record Office Air 2/9038. Sorties as follows:

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\* denotes duty not called out

First Tour

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5 June 1943 - Vichy (4.50)#  
27 July 1943 - Naples (5.50)  
1 August 1943 - Randazzo (5.25)  
3 August 1943 - Poala (6.20)  
4 August 1943 - Messina (5.00)  
6 August 1943 - Naples (5.35)  
8 August 1943 - Messina (5.30)  
12 August 1943 - Messina (5.20)  
19 August 1943 - Foggia (7.35)  
23 August 1943 - Bagnoli (5.35)  
24 August 1943 - Torre Annunziata (5.50)  
27 August 1943 - Salerno (5.45)  
29 August 1943 - Torre Annunziata (5.35)  
3 September 1943 - Naples (5.20)  
4 September 1943 - Grazzinise (6.20)  
6 September 1943 - Badipaglia (5.25)  
7 September 1943 - Viterbo (6.20)  
8 September 1943 - Badipaglia (6.40)  
11 September 1943 - Frozzinise (5.30)  
14 September 1943 - Badipaglia (7.00)  
15 September 1943 - Torre Annunziata (6.00)  
16 September 1943 - Cisterna (6.10)  
18 September 1943 - Viterbo (6.40)  
19 September 1943 - Benevento Bridge (6.30)  
21 September 1943 - Bastia Docks, Corsica (7.00)  
23 September 1943 - Pisa (7.35)  
1 October 1943 - Formia (6.05)  
4 October 1943 - Formia (2.30)\*

### **Second Tour**

12 August 1944 - Diversion sweep (6.30)  
18 August 1944 - Connantres (6.20)  
25 August 1944 - St.Mathieu (5.35)  
27 August 1944 - Mimoyecques (3.35)  
28 August 1944 - Ferme du Forestel (4.05)  
31 August 1944 - Cezembres (4.30)  
3 September 1944 - Volker (3.20)  
6 September 1944 - Emden (4.45)  
11 September 1944 - Le Havre (4.00)

12 September 1944 - Dortmund (3.00)\*  
14 September 1944 - Wilhelmshaven (3.15)\* recall  
20 September 1944 - Calais (3.00)  
24 September 1944 - Calais (4.45)  
25 September 1944 - Calais (4.40)  
27 September 1944 - Sterkrade (6.05)  
28 September 1944 - Cap Gris Nez (3.50)  
9 October 1944 - Bochum (6.05)  
14 October 1944 - Duisburg (5.35)  
14 October 1944 - Duisburg (5.15)  
16 October 1944 - Wilhelmshaven (4.45)

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The Sherlocks, both flying officers, have been together in the air force for four years. They joined together at Hamilton, Ontario, trained together, received their wings the same day at Saskatoon, arrived overseas together as sergeant pilots. Both were commissioned on the same day.

Upon arrival in England after a short stay at the clearing station, they were posted to a Scottish station as flying instructors. Before going on operations, they had put many English, Australian, New Zealand and other Empire personnel through their flying routine. Neither has been shot down nor had a crash landing.

They were quite astonished when advised they had been decorated. They hadn't expected it. Both are permitted to wear the DFC ribbon immediately. The citation is in form of general efficiency: "High skill, fortitude and devotion to duty".

\* \* \* \* \*

SHERLOCK, F/L Frederick John (J5343) - **Distinguished Flying Cross** - No.421 Squadron - Award effective 8 August 1944 as per **London Gazette** dated 11 August 1944 and AFRO 2101/44 dated 29 September 1944. Born 27 March 1917 in Walton-on-Thames; home in Calgary; served as a Corporal in Calgary Highlanders. Enlisted in Calgary, 23 August 1940. To No.1 ITS, 27 November 1940; graduated and promoted LAC, 3 January 1941 when posted to No.11 EFTS; to No.4 Manning Depot, 21 February 1941; to No.1 SFTS, 5 March 1941. Graduated and promoted Sergeant, 16 May 1941; commissioned 17 May 1941. To "Y" Depot, 29 May 1941. To RAF overseas, 20 June 1941. Reached Malta on 9 May 1942 as part of Operation BOWERY, detailed in Chris Shores' **Malta: The Spitfire Year**, which has a long personal description of his arrival of his arrival (p.246-247) as well as numerous other quotations from his recollections. Credited with one Bf.109 damaged on 1 July 1942, one Bf.109 damaged on 6 July 1942. With No.421 Squadron he was credited with the following: **20 June 1943**, one FW.190 probably destroyed; **3**

**November 1943**, one FW.190 destroyed plus one Bf.109 damaged. Promoted Flying Officer, 19 May 1942; promoted Flight Lieutenant, 17 May 1943. Repatriated 25 March 1944; to No.1 OTU, 10 May 1944; to No.8 OTU, 28 October 1944; to No.124 Squadron, 18 January 1945. To No.7 Release Centre, 27 April 1945.

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Retired 30 April 1945. Insurance adjuster in Calgary; died there 4 October 2014.

Throughout two tours of operational duty this officer has always shown himself a keen and capable pilot. Part of these tours were completed in Malta during a period of intense operations but he always displayed great keenness to engage the enemy.

NOTE: Public Record Office Air 2/9633 has recommendation drafted about 29 March 1944 when he had flown 89 sorties (275 operational hours).

This officer has completed two operational tours of duty in Malta and Fighter Command (Great Britain), and has proven himself to be an aggressive, capable fighter pilot, at all times eager to seek out and engaged the enemy. He has discharged his duties on the ground and in the air with commendable efficiency, and his devotion to duty has been a source of inspiration to his fellow pilots.

He has destroyed 1 ½ enemy aircraft and probably destroyed two. All sorties in Fighter Command were offensive, Ramrods, Rodeos, etc.

The Acting Commanding Officer of No.421 Squadron (F/L E.L. Gimbel) wrote on 30 March 1944:

Flight Lieutenant Sherlock has at all times demonstrated devotion to duty and the highest capability as a fighter pilot. This award is strongly recommended.

On 31 March 1944, Group Captain W.R. McBrien, commanding No.17 Fighter Wing, added his remarks:

This pilot has completed two tours of offensive and defensive operations. His tour in Malta was done during some of the island's worst times. He has always shown himself extraordinary keen and aggressive; I recommend that he be awarded the Distinguished Flying Cross (Non-Immediate Award).

This was duly supported by an Air Vice Marshal (signature illegible) on 11 April 1944, by Air Marshal Alan Coningham, Commanding 2nd Tactical Air Force (24 April 1944) and by Air Chief Marshal Trafford Leigh Mallory, Air Commander -in-Chief, Allied Expeditionary Air Forces (31 May 1944).

\* \* \* \* \*

SHERLOCK, F/L George Thomas (J87336) - **Distinguished Flying Cross** - No.432 Squadron -

Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 14 June 1921 in Saskatchewan; home in Regina (farmer). Served in Royal Canadian Artillery. Enlisted in Regina, 29 June 1942; to No.2 Manning Depot, 16 September 1942; to No.2 ITS, 5 December 1942; graduated and promoted LAC, 20 February 1943 when posted to No.15 EFTS; to No.10 SFTS, 17 April 1943. Graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 17 September 1943; taken on strength of No.3 PRC, 8 October 1943. . Commissioned 10 June 1944. Promoted Flying Officer, 10 December 1944. Promoted Flight Lieutenant, 23 March 1945. Repatriated 23 April 1945; retired 7 June 1945. Died in Davidson, Saskatchewan , 22 October 1987 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of February 1988. 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 15 May 1945 when he had flown 34 sorties (216 hours 50 minutes) between 5 August 1944 and 8 March 1945.

This officer has completed thirty-four successful operational sorties over enemy territory. On several occasions his aircraft was hit by flak, but Flight Lieutenant Sherlock always displayed great courage and his cheerful confidence inspired a high standard of morale in his crew. His splendid example and outstanding ability as Captain of aircraft proved a great asset to the squadron...

The sortie list was as follows (\* denotes daylight mission):

5 August 1944 - St. Leu d'Esserent (5.00\*)  
7 August 1944 - La Hogue (4.50\*)  
9 August 1944 - Foret de Nieppe (4.50)  
10 August 1944 - La Pallice (7.20)  
12 August 1944 - Mont Richard (5.20\*)  
25 August 1944 - Brest (5.30)  
27 August 1944 - Mimoyceques (3.40)  
31 August 1944 - Ile de Cezembre (5.00\*)  
16 November 1944 - Julich (1.40\*, duty not carried out)  
18 November 1944 - Munster (5.55\*)  
21 November 1944 - Castrop Rauxel (5.50)  
2 December 1944 - Hagen (7.10)  
4 December 1944 - Karlsruhe (7.00)  
6 December 1944 - Osnabruck (5.35\*)  
18 December 1944 - Duisburg (6.00)  
2 January 1945 - Ludwigshaven (7.05\*)  
5 January 1945 - Hanover (5.45)

6 January 1945 - Hanau (6.45)  
13 January 1945 - Saarbrucken (7.20)  
14 January 1945 - Grevenbroich (6.05)  
16 January 1945 - Magdeburg (7.10)  
28 January 1945 - Stuttgart (7.20)  
4 February 1945 - Bonn (6.45)  
7 February 1945 - Goch (5.45)  
8 February 1945 - Wanne Eickel (6.15)  
20 February 1945 - Monheim (7.25)  
21 February 1945 - Worms (7.35)  
23 February 1945 - Essen (6.05\*)

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)



24 February 1945 - Kamen (6.45\*)  
27 February 1945 - Mainz (6.55\*)  
1 March 1945 - Monheim (7.15\*)  
2 March 1945 - Cologne (5.55\*)  
5 March 1945 - Chemnitz (9.45)  
7 March 1945 - Hemmingstedt (6.05)  
8 March 1945 - Hamburg (6.10)

\* \* \* \* \*

SHERMAN, F/O Lawrence (J10591) - **Distinguished Flying Cross** - No.162 (Bomber Reconnaissance) Squadron - Award effective 11 July 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born 25 March 1920 at Fort William, Ontario. Resided in Vancouver from the age of six weeks until he enlisted. Deck hand on steamer, 1938-39; logger boom-man, 1939-40; aeroplane doper with Boeing, 1941. Enlisted in Vancouver, 29 May 1941. On strength of No.2 Manning Depot, Brandon, 29 May to 14 July 1941; to No.8 Repair Depot, Winnipeg, 15 July 1941. Trained at No.4 ITS, Edmonton, 27 July to 12 September 1941. While there the assessment was striking; although considered academically weak when he arrived, he was described as "made splendid showing at this school" At No.18 EFTS, Boundary Bay, 13 September to 22 November 1941. There he logged 32,05 (dual), 31.30 (solo) of which ten hours were on instruments and graduated 10<sup>th</sup> in a class of 68; described as "keen, aggressive and ambitious. Attained good grades and showed up well. Has decided leadership qualities. Conduct and attitude definitely high average." At No.7 SFTS, Macleod, 23 November 1941 to 4 April 1942 (qualified as pilot and commissioned, 13 March 1942; he had a "Distinguished Pass" and was 9<sup>th</sup> in a class of 49). To No.13 Operational Training Squadron, Patricia Bay, 5 April 1942; to Eastern Air Command, Halifax, 29 June 1942. To No.162 (BR) Squadron, 19 July 1942. Proceeded with that squadron through its subsequent moves including that to Iceland, 2 January 1944. Promoted Flying Officer, 1 October 1942. Sank **U-980**, 11 June 1944. Killed in action 13 June 1944 attacking another U-boat; name on Runnymede Memorial.

Recently this officer captained an aircraft which attacked a U-boat. In spite of heavy fire from the submarine's guns, Flying Officer Sherman pressed home his attack with great determination. His depth charges were released with such accuracy that within a few minutes of the explosions, the U-boat sank. In this well executed operation, Flying Officer Sherman displayed courage and coolness of a high order.

NOTE: Public Record Office Air 2/9157 has recommendation drafted 12 June 1944. He was described as having flown approximately 90 sorties (900 hours). The attack described involved Canso B/162 at 63 degrees 7 minutes North, 00 degrees 26 minutes East.

Flying Officer Sherman carried out an excellent attack against an enemy U-boat and successfully destroyed it on 11 June 1944.

The U-boat opened heavy anti-aircraft fire on the aircraft, but Flying Officer Sherman pressed home his attack dropping his depth charges close alongside the U-boat, which sank ten minutes later leaving approximately 35 survivors in the water. This was the crew's first sighting of a U-Boat after many hundreds of hours spent on anti-submarine patrols and in the case of Flying Officer Sherman, the captain, 900 hours.

Flying Officer Sherman is deserving of the highest praise for an attack which was skilfully and courageously carried out. It is strongly recommended that he be given the immediate award of the Distinguished Flying Cross.

This was endorsed by the Air Officer Commanding, No.18 Group (18 June 1944) and approved by the Air Officer Commanding-in-Chief, Coastal Command, on 19 June 1944.

FURTHER NOTE: The book '**Search, Find and Kill - Coastal Command U-boat Successes**' by Norman L.R. Franks describes the action, 11 June 1944. **U-980**, a type VIIC submarine commanded by Kapitanleutnant Hermann Dahms, sunk.

Canso 'B' 9842, 162 RCAF Squadron. Crew: F/O Lawrence Sherman (Pilot); F/O G.W. Besley (2<sup>nd</sup> pilot), F/O J.L. Harrison (Navigator); F/Sgt Fred R. Dreger (Engineer); Sgt John E. Roberts (2<sup>nd</sup> Engineer); S/Sgt Mike A. Gislason (WOP/AG); F/O R.R. Ward (WOP/AG); and F/O F.W. Lawrence (WOP/AG).

At 1515 hrs a U-boat was sighted on the surface and was immediately attacked, the aircraft losing height from 1000 feet. The front and starboard blister gunners began firing at 800 yards, while the boat too began firing, keeping its stern to the incoming Catalina. Four D/Cs went down from 50 feet, one falling midway between the bow and conning tower. As the plumes subsided, a trail of oil was being left by the boat. A gun duel then ensued between boat and aircraft, but the boat was now much lower in the water and it sank at 1532 hrs, leaving wreckage and about 35 men in the water. U-980 had been on her first patrol, having left Bergen on 3 June 1944. She went down in position 6307/0026, north of the Shetlands. The very next day this crew took off from Wick in this same aircraft, at 2200 hrs. It flew to an area in the vicinity of 6330/0000. At 0120 hrs on the morning of the 13<sup>th</sup>, a flash report was received, stating that they had sighted a German sub in position 6410/0011. After this nothing else was heard

and it must be assumed they were shot down during the subsequent attack. Laurance Sherman's immediate DFC was Gazetted in July 1944.

So that should be the end of it - Canso 9842 crashed in the ocean and all crew killed. But not so. Recently a 'wartime log of John E. Roberts' came into the possession of Dr. John Blatherwick. Here is the condensed version of that log.

The RCAF crew stationed in Iceland had just bagged one of Hitler's subs the day before. The first thing I remember on 12 June 1944 is our kit a mass of flames and our Captain giving orders to ditch. The 1<sup>st</sup> WAG came through the cabin after we hit, jumped in to the water and swam away, never to be seen again. I got the dinghy in the water and the 2<sup>nd</sup> WAG (Lawrence) climbed in with me. I was trying to blow the dinghy up to it's full size and while I saw the Captain get out, he was pushed away by huge waves. The navigator, 2<sup>nd</sup> pilot and engineer are in the drink too. I helped Lawrence get Mike (presumably Gislason) into the dinghy. They manage to get Besley and Harrison into dinghy as well. . The other engineer, Fred Dreger has his Mae West on and just floats away. There was a stiff breeze and they were being blown towards Norway. Roberts gave up his flying pants and jacket lining to warm up the navigator (Harrison) who was the worst off at the beginning. One of them washed his mouth out with salt water on the fourth day and that was the start of them drinking salt water. Roberts resisted and drank the rain water that fell on the 5<sup>th</sup> day.

On the 20<sup>th</sup> June, Jack Harrison died and they put him into the ocean. On the 21<sup>st</sup>, Mike Gislason jumped into the water and drifted away. Besley went over the side that afternoon 'to rescue Mike' and he too drifted away leaving only Fred Lawrence and Roberts and then Fred climbed over the side, shook Jack (John Roberts) hand and was gone. Only one left.

At 8:15 p.m. on the 21<sup>st</sup>, a Norwegian boat "Brodrene", found the dinghy and picked Robert up. They gave him some water and some food and the best news he got was from the Doctor when they reached Norway who said they would not have to cut his legs off. He was put into a German army hospital and then to a jail at the Oslo airport. From there he was taken to Bankau Prisoner of War camp on 26 July 1944.

The remainder of the log is just a few notes about the rest of the time in POW camps until the Americans arrived on 22 April 1945. On the 26<sup>th</sup> May he finally made it to a Canadian centre in Belgium. And flew back on a Lancaster to England on the 27<sup>th</sup>. His leave started on 1 June 1945 to 14 June 1945.

Jack (John) Roberts lived in California after the war.

On 5 May 1944 Sherman had applied for operational wings, listing all his sorties to that date. The first had been on 6 August 1941, the last as of then was 17 March 1944, and the total sorties were 80 (743 hours 20 minutes on operations). The list was as follows:

6 August 1942 - Yarmouth (17.40)  
20 August 1942 - Yarmouth (17.45)  
24 August 1942 - Yarmouth (3.50)  
24 August 1942 - Yarmouth (11.40)  
26 August 1942 - Yarmouth (10.15)  
29 August 1942 - Yarmouth (17.40)  
30 August 1942 - Yarmouth (4.10)  
1 September 1942 - Yarmouth (8.10)  
3 September 1942 - Yarmouth (5.40)  
6 September 1942 - Yarmouth (17.40)  
9 September 1942 - Yarmouth (15.35)  
12 September 1942 - Yarmouth (6.35)  
16 September 1942 - Yarmouth (15.40)  
29 September 1942 - Yarmouth (15.00)  
3 October 1942 - Yarmouth (15.35)  
12 October 1942 - Mont Joli (3.40)  
12 October 1942 - Mont Joli (8.20)  
15 October 1942 - Mont Joli (7.15)  
17 October 1942 - Mont Joli (11.45)  
20 October 1942 - Mont Joli (5.35)  
28 October 1942 - Yarmouth (14.10)  
30 October 1942 - Yarmouth (13.,00)  
3 November 1942 - Yarmouth (2.50, duty not carried out)  
14 November 1942 - Yarmouth (4.10, duty not carried out)  
24 December 1942 - Yarmouth (4.25, duty not carried out)  
15 January 1943 - Gander (8.30)  
19 January 1943 - Gander (1.25)  
19 January 1943 - Gander (5.50)  
23 January 1943 - Gander (12.10)  
27 January 1943 - Gander (10.20)  
30 January 1943 - Gander (3.45)  
4 February 1943 - Gander (13.00)  
9 February 1943 - Gander (1.05, duty not carried out)

16 February 1943 - Gander (9.20)  
19 February 1943 - Gander (5.00)  
23 February 1943 - Gander (13.00)  
9 May 1943 - Yarmouth (3.40)  
10 May 1943 - Yarmouth (3.00)  
30 May 1943 - Yarmouth (5.35)  
4 June 1943 - Yarmouth (4.25)  
5 June 1943 - Yarmouth (6.25)  
6 June 1943 - Yarmouth (12.15)  
9 June 1943 - Yarmouth (5.15)  
10 June 1943 - Yarmouth (8.50)  
14 June 1943 - Yarmouth (4.35)  
14 June 1943 - Yarmouth (4.15)  
17 June 1943 - Yarmouth (9.40)  
21 June 1943 - Yarmouth (9.15)  
23 June 1943 - Yarmouth (8.15)  
23 June 1943 - Yarmouth (7.45)  
25 June 1943 - Yarmouth (8.20)  
26 June 1943 - Yarmouth (12.45)  
1 July 1943 - Yarmouth (12.15)  
3 July 1943 - Yarmouth (13.50)  
6 July 1943 - Yarmouth (4.15)  
9 July 1943 - Yarmouth (10.30)  
18 July 1943 - Yarmouth (14.50)  
23 July 1943 - Yarmouth (6.45)  
29 July 1943 - Yarmouth (5.45)  
31 July 1943 - Yarmouth (11.30)  
2 August 1943 - Yarmouth (20 minutes)  
2 August 1943 - Yarmouth (4.05)  
6 August 1943 - Yarmouth (2.50)  
6 August 1943 - Yarmouth (2.50)  
8 August 1943 - Yarmouth (13.15)  
10 August 1943 - Yarmouth (5.40)  
12 August 1943 - Yarmouth (11.55, close escort)  
16 August 1943 - Yarmouth (15.20)  
21 August 1943 - Yarmouth (14.25)  
26 August 1943 - Yarmouth (9.35)  
29 August 1943 - Yarmouth (11.35)  
29 August 1943 - Torbay (12.50)  
4 September 1943 - Yarmouth (10.15)

24 January 1944 - Iceland (12.00)  
31 January 1944 - Iceland (14.00)  
26 February 1944 - Iceland (15.05)  
5 March 1944 - Iceland (13.45)  
9 March 1944 - Iceland (10.20)  
11 March 1944 - Iceland (14.25)  
17 March 1944 - Iceland (14.00, met and patrol)

Even before his actions in June 1944 he was deemed a superior pilot. On 25 November 1942 S/L S. Turner wrote of him:

Reliable pilot, hard working and conscientious. Good captain material. Strongly recommend that he be retained in the service.

On 18 April 1944, W/C W.F. Poag wrote:

This officer is a keen, capable captain. He is eager to fly at all times and does his job thoroughly and conscientiously. Recommend that he be appointed to Acting Rank of Flight Lieutenant.

RCAF Press Release 5504 dated 23 June 1944 from F/O C.C. Southward (rewrite by F/O A.F. Tinsley), transcribed by Huguette Oates, reads:

WITH AN RCAF CANSO SQUADRON: -- U-Boats preying on Allied vessels in the northern shipping lanes, have had abundant reason to respect Canadian aerial might in the past few months. The submarines have run afoul of an RCAF Canso Flying Boat squadron operating from Icelandic and Scottish bases which recently dealt them three death blows and probably destroyed another U-boat in the space of 10 days.

F/O L. Sherman, of Yarmouth, N.S., and Vancouver, B.C., and his crew were patrolling the Atlantic on June 11th when they sighted a submarine and at once sped in to attack. The U-boat poured deadly anti-aircraft fire at the Canso, and a gun duel continued for 10 minutes while four depth charges straddled the submarine. Then she sank, leaving 35 struggling Germans in the water. Before the U-boat disappeared, however, F/O G.W. Besley of 4 Hewitt Avenue, Toronto, Ontario secured with a hand camera an extraordinary series of photographs of the sub that would never menace Allied ships again. The "kill" followed one scored by the crew of F/L Robert McBride, Toronto, just a week earlier.

Jubilant at their good luck, F/O Sherman's boys took off with him again next evening in quest of another victim. But their hands of fortune had run out. At three a.m. of June 12th, their base received the flash "Sub sighted", and its position. Then silence. Nothing more was ever heard of Sherman's Canso despite an intensive search lasting for days. A week later the squadron learned that an immediate D.F.C. had been awarded to F/L Sherman, now listed with his crew as missing on operations.

Other members of the crew were: F/O J.L. Harrison, 1851 Mars Avenue, Vancouver, B.C.; F/O F.W. Lawrence, Falmouth Hants, N.S.; F/O R.R. Ward, Victoria Vale, Annapolis Co. N.S.; F/S F.R. Dreger, 109-21st Street, North Lethbridge, Alberta; F/S M.A. Grislason, Apt.6, 489 Furby Street, Winnipeg; and Sergeant J.E. Roberts, 57 Galt Avenue, Toronto, Ontario.

The submarine sent to the bottom on the 11th was the first one sighted by the crew in more than 100 hours of patrolling, and in the case of Sherman, in 800 hours of ocean combing. Prior to the recent anti-U-boat successes the squadron, within three and a half months, had one submarine confirmed sunk and another damaged credited to two other crews. (Date of attack 3/6/44, 162 squadron).

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SHERMAN, F/O Stephen George Cockrane (J17360) - **Mention in Despatches** - No.97 Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 23 November 1911 in Calcutta, India. Educated in British Columbia where he worked on family fruit farm at Boswell, British Columbia. Served with 2<sup>nd</sup> Battalion, Canadian Scottish Regiment, 9 June 1940 to August 1941. Enlisted in Vancouver, 19 September 1941 and immediately posted to No.2 Manning Depot, Brandon. To Station Trenton, 5 January 1941. To No.5 ITS, Belleville, 1 March 1942. Posted to Composite Training School, Trenton, 9 April 1942. Promoted LAC, 16 April 1942. To No.6 BGS, Mountain View, 26 April 1942. Promoted Sergeant, 25 May 1942 and graded as Air Gunner. To "Y" Depot, Halifax, 27 May 1942. To RAF Trainees Pool, 19 July 1942. Disembarked in Britain, 30 July 1942 and posted to No.3 PRC, Bournemouth. To No.19 OTU, 21 September 1942. To No.1660 Conversion Unit, 19 January 1943. To No.1654 Conversion Unit, 9 February 1943. To No.49 Squadron, 13 March 1943. Commissioned 8 April 1943. Promoted Flying Officer, 8 October 1943. To No.16 OTU, 26 October 1943. Detached to No.9 (O) AFU, 4-19 December 1943. To No.97 Squadron, 6 March 1944. He did not receive very high marks for his instructional work at No.16 OTU. Killed in action 10 May 1944. No citation in AFRO.

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SHERNOFSKY, F/O Sam (J17215) - **Mention in Despatches** - No.353 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 28 October 1916. Enlisted in Montreal, 4 March 1941 and posted to No.1 Manning Depot. To No.1 WS, 22 April 1941; promoted LAC, 15 July 1941 and posted to No.4 EFTS; to Trenton, 31 July 1941; to No.5 AOS, 26 September 1941; to No.7 BGS, 5 January 1942; graduated and promoted Sergeant, 14 February 1942; posted that date to No.1 ANS. To No.31 Personnel Depot, 31 March 1942; to RAF overseas, 20 April 1942. Commissioned 5 April 1943; promoted Flying Officer, 5 October 1943. Promoted Flight Lieutenant, 5 April 1945. Repatriated 8 July 1945. Retired 5 November 1945. Died at Cote St.Luc, Quebec, 17 January 2015. RCAF photo PL-31236 (ex UK-13303 dated 4 August 1944) is captioned as follows: "Standing in front of one of the Hudsons which saw them through one operational tour as a general reconnaissance squadron along the Burma coast and still serves them as a transport squadron in the Far East are seven members of the RCAF. There are 22 Canadians with the squadron and most of them have been in India for almost three years. On general reconnaissance the squadron photographed the entire Burma coast and engaged in convoy patrol, anti-submarine sweeps, low level reconnaissance, and strikes against Japanese shipping. Now with Transport Command the squadron conveys personnel, mail and freight to all parts of India, Ceylon and Burma. From left to right the Canucks are: front row, F/O Sam Shernofsky, J17215 (Outremont, navigator, Mentioned in Despatches), and Johnny Wark J18659 (Lindsay, Ontario, pilot); back row: P/O Stan Mason, J85512 (Vancouver, wireless air gunner), F/O Eugene Gauthier, J16497 (Edmonton, pilot), F/O George France, J16263 (Edmonton, navigator, Mentioned in Despatches), F/L Bob Adams, J7340 (Regina, pilot, awarded AFC) and P/O Elmer Ludlow, J18600 (Saskatoon, trade not stated in caption). Photo PL-31238 (ex UK-13304 dated 4 August 1944) is captioned as follows" "Strolling leisurely down a slope in an Indian village near their drome, six Canadian members of Hudson transport squadron are shown here. Before going on transport work to convey personnel, mail and freight to all parts of India, Ceylon and Burma, the boys completed an operational tour on general reconnaissance with the same squadron which photographed the entire Burma coast and engaged in convoy patrols, anti-submarine sweeps and strikes against Japanese shipping. From left to right the Canucks are F/O Eugene Gauthier (J16497, Edmonton, pilot), P/O Stan Mason (J85512, Vancouver, wireless air gunner), Sergeant Ray Anderson (R116054, Selkirk, Manitoba, wireless air gunner), F/O George France (J16263, Edmonton, navigator), P/O Elmer Ludlow (J18600, Saskatoon, navigator), F/O Stan Shernofsky (J17215, Outremont, navigator). RCAF photo PL-31239 (ex-UK-13305, dated 4 August 1944) has the following caption: "This Canadian navigator is a pretty husky chap but he seems to be having trouble manipulating a pail at an Indian village near his drome - he's F/O Sam Shernofsky, 866 Davaar Avenue, Outremont, Quebec, with 21 other members of the RCAF. Sam now flies on a transport squadron which conveys personnel, mail and freight to all parts of India, Ceylon and Burma, having completed an operational tour on general reconnaissance with the same squadron which photographed the entire Burma coast and engaged in convoy patrols, anti-



submarine sweeps and attacked Japanese shipping.”

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SHERRET, F/O Robert John (J17048) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Trained at No.4 BGS. Born 5 February 1923 in Toronto; home in Goderich (student). Enlisted in Winnipeg, 3 May 1941 and posted to No.2 Manning Depot. To No.5 BGS, 17 June 1941. To No.4 ITS, 15 July 1941. Promoted LAC, 27 June 1941 but remained on strength until 27 August 1941 when posted to No.2 Manning Depot. To No.2 WS, 15 September 1941; to Trenton, 20 March 1942; to No.4 BGS, 9 May 1942. Graduated and promoted Sergeant, 8 June 1942. Posted to “Y” Depot, 9 June 1942; to RAF overseas, 19 July 1942. Served a tour with No.57 Squadron in Manchester and Lancaster aircraft. Commissioned 9 March 1943. Promoted Flying Officer, 9 September 1943. Repatriated 23 November 1943. To No.1 Manning Depot, 9 January 1944. To No.1 ITS, 29 January 1944; to No.20 EFTS, 19 May 1944. To “Y” Depot, 20 August 1944. To RAF overseas, 12 September 1944. Promoted Flight Lieutenant, 9 March 1945. Repatriated with No.431 Squadron, 23 June 1945. To Composite Training School, 5 September 1945; to Greenwood, 16 October 1945. To Release Centre, 19 December 1946. Retired 3 January 1946. Settled in Kenora; to Winnipeg in 1954 (real estate). Died in Winnipeg, 1 July 2012. No citation in AFRO.

SHERRETT, F/L Robert John (J17048) - **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. 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 46 sorties (240 hours). First tour was 30 trips (184 hours 30 minutes), 10 November 1942 to 2 August 1943. Second tour was 16 sorties (155 hours 30 minutes), 7 February to 22 April 1945. As of 1996, Gatewest Militaria (Winnipeg) was selling his medals with logbook for \$ 2,350.00. Their catalogue entry states he had flown two tours; that his Mention in Despatches for a Channel ditching; also that he survived a 1944 crash that killed three. "After returning to Canada for pilot training he volunteered for a second tour as an air gunner. He flew 16 missions in 1945 and was still flying at the end of the war, His logbook shows air combat with the famous Me.262 jet fighters."

This Air Gunner has completed forty-six sorties against the enemy. Despite a most harassing first tour when on one occasion his Navigator was killed by shrapnel, on another a crash landing on a return from operations and many encounters with enemy aircraft, this courageous air officer has successfully carried on through sixteen trips on his second tour. A vigilant gunner, whose accuracy has wrought havoc to the enemy.

Flight Lieutenant Sherrett has set an example for all to follow. In recognition of this officer's bravery and devotion to duty, I strongly recommend that he be awarded a non-immediate Distinguished Flying Cross.

The sortie list was as follows:

10 November 1942 - GARDENING (7.05)  
20 November 1942 - Turin (9.30)  
22 November 1942 - Stuttgart (7.05)  
28 November 1942 - Turin (8.05)  
6 December 1942 - Mannheim (6.50)  
20 December 1942 - Duisburg (4.20)  
16 January 1943 - Berlin (6.55)  
17 January 1943 - Berlin (8.25)  
21 January 1943 - Essen (3.30)  
23 January 1943 - Dusseldorf (4.00)  
27 January 1943 - Dusseldorf (5.15)  
22 March 1943 - St.Nazaire (5.35)  
26 March 1943 - Duisburg (5.05)  
27 March 1943 - Berlin (7.46)  
29 March 1943 - Berlin (7.20)  
3 April 1943 - Essen (4.55)  
4 April 1943 - Kiel (5.40)  
14 April 1943 - Stuttgart (6.55)  
16 April 1943 - Pilsen, Czechoslovakia (9.20)  
12 May 1943 - Duisburg (4.50)  
13 May 1943 - Pilsen (7.20)  
23 May 1943 - Dortmund (5.15)  
25 May 1943 - Dusseldorf (4.55)  
27 May 1943 - Essen (5.20)  
28 June 1943 - Cologne (5.10)  
8 July 1943 - Cologne (5.50)  
24 July 1943 - Hamburg (5.00)  
25 July 1943 - Essen (2.35, duty not carried out)  
27 July 1943 - Hamburg (5.15)  
29 July 1943 - Hamburg (4.45)  
2 August 1943- Hamburg (4.30)  
\* \* \* \* \*  
7 February 1945 - Goch (6.30)

14 February 1945 - Chemnitz (9.40)  
21 February 1945 - Duisburg (6.45)  
23 February 1945 - Pforzheim (8.40)  
27 February 1945 - Mainz (7.55)  
1 March 1945 - Mannheim (8.00)  
5 March 1945 - Chemnitz (10.20)  
7 March 1945 - Dessau (9.40)  
12 March 1945 - Dortmund (6.55)  
25 March 1945 - Hanover (7.00)  
31 March 1945 - Hamburg (6.00)  
5 April 1945 - Merseburg (9.10)  
8 April 1945 - Hamburg (6.25)  
10 April 1945 - Leipzig (8.30)  
16 April 1945 - Schwandorf (8.45)  
22 April 1945 - Bremen (5.35)

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SHERVILL, Sergeant Lloyd Frederick (R64137) - **Mention in Despatches** - Attached to Middle East Command - Award effective 9 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1000-1001/42 dated 3 July 1943. Born 29 September 1920. Home in Hamilton, Ontario; enlisted there 13 May 1940. To No.1 ITS, 27 May 1940. Promoted LAC and posted to No.1 WS, 21 June 1940; to No.1 Manning Depot, 4 December 1940; to No.1 BGS, 17 February 1941. Graduated and promoted Sergeant, 15 March 1941. To Embarkation Depot, 22 March 1941; to RAF overseas, 5 April 1941. Promoted Flight Sergeant, 1 December 1941; promoted WO2, 1 June 1943. Commissioned, 1 July 1943 (J18098); repatriated 28 February 1945; to No.1 Air Command, 13 March 1945; to No.16 SFTS, 22 April 1945; released 17 May 1945.

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SHERWIN, FS Gordon Keith (R160354) - **Mention in Despatches** - No.226 Squadron (AFRO gives "Overseas" only as a unit) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 4 March 1924 (evasion report); enlisted in Toronto 13 April 1942. To No.1 Manning Depot, 27 April 1942. To No.4 Manning Depot, 25 June 1942. To No.5 Manning Depot, 7 August 1942. To No.5 ITS, 29 August 1942; promoted LAC, 24 October 1942 and posted to No.1 BGS; to No.10 AOS, 6 February 1943. Graduated and promoted Sergeant, 25 June 1943; to No.34 OTU, Pennfield Ridge on 25 June 1943. To "Y" Depot, 23 October 1943. Taken on strength of No.3 PRC, 31 October 1943. Attended No.13 Conversion Unit, Fiamere, Buckinghamshire. Promoted WO2, 25 September 1944. Repatriated 28 October 1944. To No.1 Training Command, 4 December 1944. To Mountain View, 29

December 1944. Promoted WO1, 25 March 1945. Released 13 September 1945. Operated a successful trucking company for 52 years. Died in Northumberland, Ontario, 3 September 2016. The subject of a book, **A Life Well Travelled: The Story of Gordon Keith Sherwin** by Gart May (Leamington, Your Story Publications, 2010).

Public Record Office WO 208/3321 has MI.9 report based on interview of 27 August 1944.

I took off in a Mitchell aircraft near Hartford Bridge at about 2330 hours on 17 August 1944 to drop flares in the Breteuil area (Northwest Europe 1:250,000, Sheet 7, Q 95). After completing our mission the aircraft caught on fire (cause unknown).

I baled out and landed in a wheatfield one mile southwest of La Neuve Lyre (Q.85). I hid my parachute under one of the stooks and remained in the field during the night.

Next morning (18 August) I went to a farmhouse and the farmer took me in and gave me food. The farmer's wife bandaged my head which I had burnt in the aircraft. I remained at this address until 23 August.

On 23 August there was fighting around the farm, but in the evening it died down. The farmer told me that one of my comrades was outside and I found that it was an RAMC Corporal. He took me in an ambulance and handed me over to American troops.

I was briefly interrogated in France.

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SHERWOOD, F/O Charles Huril (J28960) - **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 14 August 1909 in Winnipeg; educated there, 1916-1923 and Oak Bay High School, Victoria, 1923-1926. Home in Seattle, Washington (elevator operator and superintendent, 1930-1942, part-time soloist in church, opera and radio). Served with Canadian Scottish (1927-1928). Enlisted in RCAF in Vancouver, 5 August 1942. To No.3 Manning Depot, 17 August 1942. To No.4 ITS, 5 October 1942; promoted LAC, 5 March 1943; to No.2 AOS, 20 March 1943. Graduated and commissioned, 6 August 1943. To "Y" Depot, 20 August 1943. Embarked from Halifax, 26 August 1943; disembarked in Britain, 1 September 1943. To No.9 (Observers) AFU, 19 October 1943. To No.22 OTU, 28 December 1943. Promoted Flying Officer, 6 February 1944. To No.61 Base, 8 April 1944. Attached to Dalton Battle School, 27

April to 24 May 1944. To No.424 Squadron, 24 May 1944. To No.1664 Conversion Unit, 16 October 1944. To No.6 Group Headquarters, 29 October 1944. Promoted Flight Lieutenant, 1 February 1945. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To No.8 Release Centre, Vancouver, 1 August 1945. To Greenwood, 13 August 1945; retired 1 October 1945. Died in Yakima County, Washington, 3 January 1997. RCAF photo PL-42305 (ex UK-19240 dated 6 March 1945) is captioned thus "Following a very successful benefit concert presented in the Theatre Royal on 4<sup>th</sup> February 1945, by the Anglo-Polish Society, Major J. Sobiecki, officer commanding a Polish Training Camp in northern England, thanks two of the Canadian artists who took part in the show. They are F/O Charles Sherwood, DFC, and Flight Officer Ishbel Mutch, both former opera and concert singers in Canada and the United States and now serving with the RCAF in Britain." Photo PL-42306 (ex UK-19241) taken on the same occasion; Sherwood and Mutch meet the Lord and Lady Mayoress of York (Mr. and Mrs. Harold C. DeBurgh) backstage; Sherwood described as a tenor, Mutch as a soprano. 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 October 1944 when he had flown 34 sorties (159 hours 20 minutes) from 5 June to 28 September 1944.

Flying Officer Sherwood has proved himself to be an exceptional navigator throughout thirty-four operations over enemy territory. His aptitude for navigation and his experience as an instructor has been of great value to the Squadron Navigation Section in advising and improving new crews joining the squadron. Flying Officer Sherwood has been an inspiration to the members of his crew and an example to all other navigators on the squadron. At all times he has shown great determination in his work in the air and on the ground. His track keeping and timing have been invaluable in making his crew one of the most reliable on the squadron. Among the heavily defended targets to which he has guided his crew accurately are those of Stuttgart, Emden, Kiel and many others. Other trips have been on tactical targets in enemy occupied territory, as well as mining sorties, all of which have required most accurate navigation.

The sortie list was as follows:

5 June 1944 - Houlgate (5.00)  
6 June 1944 - Conde sur Noireau (6.10)  
8 June 1944 - Mayenne (5.25)  
10 June 1944 - Versailles (5.45)  
12 June 1944 - Arras (4.00)  
15 June 1944 - Boulogne (3.45)  
16 June 1944 - Sautrecourt (4.25)

18 June 1944 - Oisemont (4.45)  
25 June 1944 - Gorenflos (4.00)  
4 July 1944 - Villeneuve St. George (5.40)  
6 July 1944 - Siracourt (4.15)  
9 July 1944 - Ardouval (5.05)  
18 July 1944 - Caen (4.20)  
18 July 1944 - Wesseling (5.15)  
20 July 1944 - Anderbelck (3.20)  
24 July 1944 - L'Hey (3.00)  
25 July 1944 - Stuttgart (9.50)  
30 July 1944 - Villers Bocage (4.10)  
1 August 1944 - L'Hey (4.35)  
3 August 1944 - Foret de Nieppe (3.55)  
12 August 1944 - Braunschweig (5.50)  
14 August 1944 - Potigney (4.25)  
15 August 1944 - Tassilly (3.55)  
16 August 1944 - Kiel (5.15)  
18 August 1944 - Westrove (3.50)  
25 August 1944 - Point Robert, Brest (5.55)  
27 August 1944 - 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)

**Training:** Interviewed in Vancouver, 5 August 1942. "Mature, alert man. Sports tennis and swimming. Spent past ten years studying voice. Sincere, keen to fly. Stocky, rugged". Also described as "Top of the age for Aircrew but physically fit and should be the best possible type." Attended No.4 ITS, 29 December 1942 to 5 March 1943. Courses in Mathematics (87/100), Law and Discipline(86/100), Navigation (121/150), Airmanship (75/100), Anti-Gas (45/50), Armament, written (36/50), Armament, oral (36/50)), Aircraft Recognition (92/100), Drill and PT (80/100), Signals, buzzer (95/100), Signals, lamp (50/50) and Meteorology (36/50). Rated 41/100 in Link. Placed 29<sup>th</sup> in a class of 95. "Serious and quiet. Dependable. Works hard to make up for lack of schooling. Good type. Father is an architect. Has a brother in the RCAF. "

Attended No.2 AOS, 22 March to 6 August 1943. Anson aircraft - 34.45 as first navigator by day, 31.45 as second navigator by day, 17.15 as first navigator by night, 16.40 as second navigator by night, 3.55 other flying. Air work graded in Air Navigation, day and night, Photography and Map

Observations (721 points of a possible 1,000). Ground marks were in Elements of Navigation (287/400), Air Navigation Theory (165/200), Meteorology (59/100), Signals, practical (95/100), Aircraft Recognition (35/50), Reconnaissance (43/50), Photography (35/50) and Armament (35/50). "Deliberate, careful, conscientious. Inclined to be slow and methodical. Enthusiastic and steady worker. Cooperative and popular with co-workers. Good material."

Attended No.9 (Observer) AFU, 21 October to 27 December 1943. Anson aircraft - 29.30 as first navigator by day, 8.55 as second navigator by day, 10.10 as first navigator by night, 35 minutes as second navigator by night. Air Work graded as follows - Air Navigation, Day (291/350). Air Navigation, Night (178/250), Air Navigation, Map Reading (170/200). Ground courses in Air Navigation Exercises (173/250), Air Navigation Test (205/250), and Signals (105/150). "Has produced consistently good results. Steady and sound. Should do well."

At No.22 OTU, 28 December 1943 to 23 March 1944. Flew 29.05 as first navigator (day), 55.20 as first navigator (night), and 2.35 as second navigator (day). "Slightly above average navigator who has made satisfactory progress. Uses GEE intelligently and has shown initiative in his other aids."

At No.1666 Conversion Unit, May 1944, flew in three night cross-country exercises (15.30 hours). "An average navigator who makes good use of available aids."

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SHERWOOD, F/L Garnet Alexander (J35858) - **Distinguished Flying Cross** - No.115 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 30 July 1914 in Fairville, New Brunswick; home in Hampton, New Brunswick (skipper). Enlisted in Moncton, 14 July 1942. To Mo.5 Manning Depot, 24 July 1942. To No.9 Repair Depot, 25 September 1942. To No.3 ITS, 9 January 1943; promoted LAC 19 March 1943 but not posted to No.11 EFTS until 3 April 1943.; posted on uncertain date to No.8 SFTS. Graduated and commissioned 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flying Officer, 17 March 1944. Repatriated 23 April 1945. To Moncton, 8 May 1945. Retired 20 July 1945. Re-engaged with RCAF, 15 May 1950 with rank of Flight Lieutenant; to No.426 Squadron, 23 May 1950. To Chatham, 28 February 1951. Released 22 September 1951. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". Public Records Office Air 2/9082 has recommendation dated 7 March 1945 when he had flown 31 sorties (170 hours five minutes), 23 November 1944 to 23 February 1945.

23 November 1944 - Gelsenkirchen (4.50)

27 November 1944 - Cologne (4.20)

29 November 1944 - Neuss (4.50)  
1 December 1944 - Osterfeld (4.10)  
2 December 1944 - Dortmund (4.15)  
4 December 1944 - Oberhausen (4.35)  
8 December 1944 - Duisburg (4.20)  
11 December 1944 - Osterfeld (4.40)  
12 December 1944 - Witten (5.00)  
16 December 1944 - Siegen (5.55)  
29 December 1944 - Koblenz (5.10)  
31 December 1944 - Vohwinkel (5.05)  
1 January 1945 - Vohwinkel (5.35)  
3 January 1945 - Dortmund (5.10)  
5 January 1945 - Ludwigshaven (6.15)  
6 January 1945 - Munich (8.20)  
11 January 1945 - Krefeld (5.25)  
13 January 1945 - Saarbrücken (7.35)  
15 January 1945 - Langendreer (5.15)  
16 January 1945 - Wanne Eickel (5.40)  
21 January 1945 - Duisburg (5.00)  
28 January 1945 - Cologne (5.10)  
29 January 1945 - Krefeld (5.30)  
9 February 1945 - Hohenbudburg (4.45)  
13 February 1945 - Dresden (8.40)  
14 February 1945 - Chemnitz (8.15)  
16 February 1945 - Wesel (5.15)  
18 February 1945 - Wesel (4.55)  
20 February 1945 - Dortmund (5.55)  
22 February 1945 - Osterfeld (5.00)  
23 February 1945 - Gelsenkirchen (5.15)

Flight Lieutenant Sherwood is the captain and pilot of heavy bomber aircraft. He has taken part in well over twenty raids on the well defended Ruhr area, both by day and night. He is a zealous operational pilot and courageous in action. He was well up with the Leaders in the daylight attack on Osterfeld on 22nd February 1945, the sky was clear of cloud and the flak was accurate. Seventy percent of our aircraft were badly damaged, but Flight Lieutenant Sherwood obtained a photograph of the aiming point. He also took part in a daylight attack on Ludwigshaven when conditions of no cloud made the aircraft an easy target for the enemy anti-aircraft gunners. On this occasion he also brought back a good photograph of the aiming point. His determination to reach the objective



marks him as a gallant officer and captain of aircraft.

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SHERWOOD, F/O Melvyn Curtis (J23409) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 13 June 1944 as per **London Gazette** of that date and AFRO 1660/44 dated 4 August 1944. Born 4 August 1918 in Glenwood, Alberta; home in Calgary. Attending university before the war. Enlisted in Calgary, 22 September 1941. To No.3 Manning Dept, 30 December 1941; to No.4 ITS, 28 March 1942; promoted LAC, 22 May 1942 but not posted to No.5 EFTS until 1 July 1942; to No.3 SFTS. , 10 October 1942. 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 13 August 1945. Remained in RCAF, retaining rank of Flight Lieutenant as of 1 October 1946 (15660). Promoted Squadron Leader, 1 July 1953. Retired in 1964. Worked as a corporate Lear Jet pilot for ten years. He then owned and operated Sherwood Irrigation Company. Died in Calgary, 5 April 2003. Cited with F/O G.L. Spackman (which see). RCAF photo PL-32535 (ex UK-13701 dated 26 August 1944) shows him.

These officers were pilot and air bomber of an aircraft detailed to attack the railway junction at Aulnoye one night in April 1944. Just as the bombs were released over the target the aircraft was struck by shrapnel. The wings and the bomb doors were pierced by fragments of flying metal, the mid-upper turret was put out of action and its occupant was wounded. Displaying great promptitude, Flying Officer Spackman went to the assistance of his comrade and rendered efficient first aid. A fire had started just behind the bulkhead of the petrol tanks near to the flames. Flying Officer Sherwood ordered all the engines to be fed from this tank, thus to reduce the contents as soon as possible and minimize the danger. Eventually Flying Officer Sherwood reached this country and made a safe landing. This officer displayed great courage and determination in hazardous circumstances. Flying Officer Spackman also proved himself to be a gallant and cool member of aircraft crew throughout the homeward flight. He never spared himself in his endeavours to be of assistance to his captain.

RCAF Press Release No. 5355 dated 29 May 1944 from F/L H.W. Eggleston, transcribed by Huguette Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- Two lads who formed a friendship at a bomber conversion unit in England and were crewed up together to fly Halifax bombers have just been awarded immediate DFC's. They are F/O M.C. "Mel" Sherwood (711 Third Avenue West, Calgary, Alberta and F/O G.L. "Grant" Spackman (Raymond, Alberta), pilot and bomb-aimer respectively, of

the "Tiger" squadron. Curiously enough, both hail from southern Alberta and are members of the Mormon sect in that district. F/O Sherwood is 25 years of age, F/O Spackman, 22.

The Albertans received their distinguished awards for an outstanding show of fortitude and determination one night during an attack on the railway marshalling yards at Aulnoye, France. Flying in the "Hally" bomber "J for Johnny", they had just dropped their bombs on the target when the "kite" was caught in flak from the enemy's ack-ack guns. The terrific blast started a fire in the port wing, rendered the mid-upper turret useless, and a piece of flak wounded the mid-upper gunner in the leg.

With the fire still burning in the wing as the pilot steered the aircraft for home, F/O Spackman returned to the centre of the aircraft and rendered first aid to the wounded gunner. At the same time, the flight engineer drained the two petrol tanks leading to the port outer engine by shutting off the balance of the tanks to avoid a further conflagration. The fire continued to burn in the wing for 53 minutes, time which elapsed for the aircraft to travel from the target area to an emergency 'drome on the coast of England.

The great teamwork of the pilot and bomb-aimer continued when the aircraft was still taxiing down the runway. Before F/O Sherwood could bring it to a halt, F/O Spackman had climbed out on the wing with a fire extinguisher in an attempt to douse the fire. He was still using it when the fire fighters came on the scene. The feat of these two airmen was all the more creditable when it is considered that they could have bailed out or "ditched" into the sea. But bearing in mind that they had a wounded gunner aboard, they preferred to stick it out in order that the gunner would have every chance.

Slightly built, F/O Sherwood, who only weighs in the neighbourhood of 150 pounds, is the son of Mr. and Mrs. N. Sherwood of Calgary. He is single. Before he joined the RCAF in Calgary in September 1941, he was a student engineer at the University of Montana. He took his training in Edmonton and High River, winning his wings and commission in his home city February 5, 1943. Posted overseas immediately, he underwent the usual training in England before joining his present squadron. To date he has 18 sorties to his credit on enemy targets, including such cities as Dusseldorf, Frankfurt, Stuttgart, Essen and Hanover, etc.

Before he donned the air force blue, the youthful skipper was prominent in basketball and lacrosse circles in Lethbridge, Alberta. A younger brother,

Forrest, who joined up with him, but was later grounded for medical reasons, is serving as an armourer at Lethbridge, Alberta.

Son of Mr. and Mrs. E.L. Spackman of Raymond, Alberta, F/O Spackman is a husky lad compared to his skipper. He was farming for his father when he heard the call to the colours in February, 1942, when he joined up at Calgary, Alberta. He took his training at Regina and Lethbridge, Alberta, and won his wings and commission at Edmonton. He came overseas immediately after graduation, went through the usual training, and then joined his present squadron. He has made 17 sorties on enemy targets along with his skipper. F/O Spackman is a graduate of the Olds Agricultural College. He has an elder brother, Robert, serving with the Canadian Army in England.

Neither of the newly-decorated airmen drink or smoke but admit that they are awfully fond of dancing.

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SHERWOOD, Sergeant Walter Stewart (R53869) - **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 5 September 1920 at Ottawa (RCAF press release 2659 announcing award); home there; enlisted there 23 May 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 21 June 1940; promoted AC1, 23 September 1940; to No.110 (BR) Squadron, 23 October 1940; to No.9 SFTS, 27 December 1940; to No.10 (BR) Squadron again, 2 January 1942. To No.162 (BR) Squadron, 21 May 1942. Promoted Sergeant, 4 October 1943. Proceeded with No.162 Squadron to Iceland, 21 December 1942. Promoted Flight Sergeant, 1 January 1945 at which time he was reclassified as Flight Engineer. Commissioned 20 January 1945 (C50865). Repatriated 12 February 1945 via Moncton. To Test and Development Centre, 2 April 1945. To No.3 Release Centre, 18 September 1945. Retired 28 September 1945. Died in Ottawa, 16 May 2011.

Sergeant Sherwood has proven to be a Flight Engineer of exceptional merit whose efficiency and devotion to duty have been an excellent example to all.

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SHIACH, F/L James Spence (J14126) - **Distinguished Flying Cross** - No.58 Squadron - Award effective 23 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 12 January 1918 in Winnipeg; home there. Former Sea Cadet and member of Royal Canadian Corps of Signals. Enlisted in Winnipeg, 21 June 1921. Granted Leave Without Pay until 1 October when posted to No.3 Manning Depot; to No.15 SFTS (guard duty), 25 October 1941. To No.2 ITS, 6 December 1941; promoted LAC, 31 January 1942 but not posted to No.2 EFTS

until 28 February 1942; to No.11 SFTS, 23 May 1942. Graduated and commissioned , 11 September 1942; posted that date to No.1 GRS; to "Y" Depot, 2 January 1943; to No.31 Personnel Depot, 17 January 1943; to No.111 OTU, Nassau, 19 January 1943; promoted Flying Officer, 11 March 1943; to Ferry Command, 7 May 1943; to United Kingdom, 23 June 1943. Promoted Flight Lieutenant, 11 September 1943. Repatriated 2 August 1945; retired 21 September 1945. Worked for Swift Canadian, retiring as Controller in June 1980. Died in Winnipeg, 16 August 2015. Photo PL-35208 shows him. 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."

This officer has completed very many sorties and throughout has set a fine example of keenness and skill. In October 1944, as pilot of aircraft, he executed a most determined attack on two merchantmen. In spite of accurate and concentrated anti-aircraft fire from two escorting vessels, Flight Lieutenant Shiach pressed home his attack and obtained hits on one of the merchantmen and one of the escorting vessels, which caught fire. This officer displayed courage and resolution worthy of high praise.

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

Halifax K/58 - F/O Shiach - 0305, 23<sup>rd</sup> July 1944 - 46.52 N 02.37 W, Ile de Re - Aircraft on A/U patrol obtained a radar contact and attacked the estimated position of shipping through cloud, dropping six 500-lb M.C. bombs, spaced 60 feet from 4,000 feet. No results seen.

Halifax C/58 - F/O Shiach - 2042, 12<sup>th</sup> October 1944 - 57.55 N 10.02 E, Skagerrak. Aircraft on anti-shipping patrol sighted one medium size merchant vessel, brilliantly lit, and attacked from 2,000 feet with one 500-lb M.C. bomb which slightly overshot ship's length away on the starboard quarter. After the attack, the lights went out, but no further result observed.

Halifax P/58 - F/L Shiach - 0040, 23<sup>rd</sup> October 1944 - 58.34 N 01.09 E, Skagerrak.

Aircraft on anti-shipping patrol sighted two M/Vs of 8,000 tons each and two escort vessels and attacked from 5,500 feet with six 500-lb M.C. bombs, 75 feet spacing. Two direct hits on one M/V and one on an escort vessel were observed, both vessels catching fire. When aircraft left both vessels were still burning. Two red distress signals were fired from the vessels after the attack. Fires were still visible when aircraft was 20 miles away.

Halifax C/58 - F/O Shiach - 2120, 12<sup>th</sup> October 1944 - 58.12 N 10.55 E, Skagerrak. Aircraft on anti-shipping patrol following the attack above, obtained a radar contact on five vessels, homed and sighted a large merchant vessel believed 6,000 tons. Aircraft attacked from 6,000 feet with four 500-lb M.C. bombs, spaced 50 feet and sighted through a break in the cloud. Explosions seen through cloud, but no results visible.

Halifax F/58 - Captain F/L Shiach - 0507, 6<sup>th</sup> December 1944 - 58.12 N 11.02 E, northeast of Skaw. Aircraft on anti-shipping patrol sighted two merchant vessels and four unidentified vessels (course unknown) and attacked dropping six 500-lb M.C. bombs, air burst pistol from 7,000 feet. Results were not observed.

Halifax H/58 - Captain F/L Shiach - 1845, 25<sup>th</sup> January 1945 - Rorvik Harbour. Aircraft on anti-shipping patrol attacked two M/Vs in harbour dropping six 500-lb M.C. bombs tail fuses, from 6,000 feet. Only two bomb flashes seen, both on shore, one to the east of the harbour and the second on the east jetty where one of the targets was berthed. Debris came up and Halifax F/58 reported smoke from this position. Meagre shore flak before the attack.

Halifax C/58 - Captain F/L Shiach - 0533, 4<sup>th</sup> February 1945 - 58.39 N 10.40 E., north of the Skaw. Aircraft on anti-shipping patrol obtained radar contacts and attacked dropping six 500-lb M.C. bombs, .025 seconds, tail delay, spaced 80 feet from 6,000 feet. Results were not observed. Target was later identified as six merchant vessels (500/2,000 tons) course 335 degrees.

Halifax F/58 - Captain F/L Shiach - 2217, 13<sup>th</sup> February 1945 - 58.30 N 9.10 E, northeast of Arendal. Aircraft on anti-shipping patrol obtained radar contact 17 miles distant, homed and sighted four destroyers in line ahead, course 270 degrees, speed 20 knots. Aircraft attacked from 6,000 feet with six 500-lb M.C. bombs, nose plugged, .0125 seconds tail delay, but it is estimated that bombs fell astern of the second destroyer in line and no results were observed.

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SHIELDS, P/O Raymond Edward (J92079) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 27 January 1923 in Toronto; home in Point Bolster, Ontario (press operator, former member of the Royal Canadian Artillery). Enlisted in Toronto, 5 July 1943 and posted to No.5 Manning Depot; to No.4 WS, 26 April 1943; to No.1 Manning Depot, 23 September 1943; to No.9 BGS, 15 October 1943. Promoted LAC, 11 December 1943; promoted Sergeant, 27 January 1944; to No.3 AAGTS, 11 February 1944. To "Y" Depot, Lachine, 16 March 1944. Taken on strength of No.3 PRC, 25 March 1944. Commissioned 26 October 1944. Repatriated 28 February 1945; to No.1 Air Command, 13 March 1945; to No.16 SFTS, 22 April 1945. Promoted Flying Officer, 26 April 1945. To No.4 Release Centre, 13 May 1945. Retired 16 May 1945.

Pilot Officer Shields has participated in sorties against many heavily defended targets including Kiel, Essen, Cologne and Dusseldorf. On one occasion in November 1944 he was mid-upper gunner in an aircraft detailed to attack Oberhausen. Shortly after leaving the target area two hostile aircraft were sighted. Evasive action was taken and Pilot Officer Shields together with the rear gunner succeeded in damaging the enemy fighters which were finally shaken off. He has always shown exceptional keenness and efficiency in the air and on the ground.

The original recommendation for a DFM (DHH file 181.009 D.1730, Library and Archives Canada RG.24 Volume 20607) was submitted 7 December 1944 when he was still a Flight Sergeant (commission backdated when it came through) by W/C Hugh Ledoux when he had flown 23 sorties (129 hours 30 minutes), as follows:

28 August 1944 - Ile de Cezembre (4.25)  
31 August 1944 - Ile de Cezembre (4.45)  
3 September 1944 - Volkel (3.40)  
9 September 1944 - Le Havre (4.15)  
13 September 1944 - Osnabruck (5.05)  
15 September 1944 - Kiel (6.20)  
17 September 1944 - Boulogne (3.45)  
4 October 1944 - Bergen (7.10)  
6 October 1944 - Dortmund (6.30)  
9 October 1944 - Bochum (6.25)  
14 October 1944 - Duisburg (5.20)  
15 October 1944 - Wilhelmshaven (5.10)  
23 October 1944 - Essen (6.10)  
25 October 1944 - Hamburg (5.15)  
28 October 1944 - Cologne (5.45)  
1 November 1944 - Oberhausen (5.55)  
2 November 1944 - Dusseldorf (5.55)  
4 November 1944 - Bochum (5.35)  
6 November 1944 - Gelsenkirchen (4.45)  
16 November 1944 - Julich (5.30)  
2 December 1944 - Hagen (7.35)  
4 December 1944 - Karlsruhe (7.35)  
6 December 1944 - Osnabruck (8.50)

Flight Sergeant Shield has participated in twenty-three successful operational sorties, many of which were over heavily defended targets such as Kiel, Essen, Cologne and Dusseldorf. He has always carried out his duties with constant skill and exceptional courage.

On the night of November 1<sup>st</sup>, 1944 when detailed for operations over Oberhausen, Germany, Flight Sergeant Shields was mid-upper gunner of a Halifax bomber. Shortly after leaving the target, the mid-upper gunner reported an enemy aircraft on the port beam at 200 yards dropping a flare. Another enemy fighter was sighted on starboard side both by the rear gunner and the mid-upper gunner. Evasive action was taken and Flight Sergeant Shields with cool determination and outstanding fighting spirit, fired 50 rounds of ammunition, claiming to have hit the fighter between the port engine and the fuselage. The evasive action brought the enemy twin fighter dead astern of the Halifax at about 100 yards. The rear gunner also fired 400 rounds, observing his tracers piercing through the wings and the cockpit of the attacker. The enemy was last seen banking steeply to port as the Halifax bomber flew into a cloud.

Flight Sergeant Shields has shown exceptional keenness in operations as well as on the ground. His courage and efficiency as well as his gallant service rendered are well deserving my recommendation for the non-immediate award of the Distinguished Flying Medal.

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SHIELDS, F/O William Clement (J21634) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 16 May 1915 at Cobalt, Ontario; home in Timmins, Ontario (chemist). Enlisted in Hamilton, Ontario, 7 February 1942 and posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 27 March 1942; to No.6 ITS, 5 June 1942; to No.9 AOS, 15 August 1942; graduated and commissioned 4 December 1942. To "Y" Depot, 27 December 1942; to RAF overseas, 4 January 1943. Further trained at No.24 OTU (Honeybourne) and No.1664 Heavy Conversion Unit. Missing, 11 June 1944; reported safe, 18 August 1944. Repatriated 16 October 1944. To No.31 Personnel Depot, 28 November 1944. Promoted Flight Lieutenant, 4 December 1944. Retired 2 March 1945. Re-engaged as Air Cadet Officer, 15 September 1946 in rank of Flight Lieutenant (300023); promoted Squadron Leader, date uncertain. Service with No.10 Squadron, Royal Canadian Air Cadets. Released 31 August 1963; living in Timmins at the time. 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 18 September 1944 when he had flown 29 sorties (168 hours five minutes), from 20 December 1943 to 6 June 1944.

This officer has completed a tour of operations attacking many of the more heavily defended targets in Germany. On all occasions he has displayed fine fighting spirit and his coolness under fire has been most praiseworthy. By his accurate navigation he has contributed largely to the success of his missions. His cheerfulness and eagerness to come to grips with the enemy has been most inspiring. He is a most skilful navigator and crew member. It is considered that his great devotion to duty, courage and valour fully merits the award of the D.F.C.

The sortie list was as follows:

20 December 1943 - Frankfurt (7.00)  
24 December 1943 - Gardening (3.50)  
29 December 1943 - Berlin (3.50, abortive)  
20 January 1944 - Berlin (7.50)  
28 January 1944 - Berlin (8.30)  
15 February 1944 - Berlin (6.55)  
25 February 1944 - Gardening (6.15)  
15 March 1944 - Stuttgart (8.20)  
18 March 1944 - Frankfurt (5.40)  
22 March 1944 - Frankfurt (6.30)  
24 March 1944 - Berlin (7.45)  
26 March 1944 - Essen (5.40)  
30 March 1944 - Nuremberg (7.45)  
9 April 1944 - Villeneuve St. George (6.25)  
10 April 1944 - Ghent (3.55)  
20 April 1944 - Lens (5.00)  
22 April 1944 - Dusseldorf (5.15)  
24 April 1944 - Karlsruhe (6.20)  
26 April 1944 - Essen (4.15)  
30 April 1944 - Somain (5.05)  
1 May 1944 - St. Ghislain (5.00)  
7 May 1944 - St. Valery en Caux (3.45)  
10 May 1944 - Ghent (4.10)  
12 May 1944 - Louvain (4.50)  
19 May 1944 - Le Clipon (3.45)  
22 May 1944 - Le Mans (5.15)

31 May 1944 - Au Fevre (5.00)  
4 June 1944 - Calais (3.40)  
5 June 1944 - Merville (5.00)  
6 June 1944 - Conde sur Noireau (5.35)

NOTE: See also award to F/O James R. Calderbank.

Public Record Office WO 208/3321 has MI.9 evasion report based on interview of 19 August 1944. He had left Normandy on 18 August 1944, arriving the same day at Northolt. Crew listed as F/L A. Macdonald (pilot), F/O W.C. Shields (navigator), P/O J.J. Millison (bomb aimer), Flight Sergeant N. Guild (wireless operator), Sergeant C. McCarthy (flight engineer), F/O James R. Calderbank (mid-upper gunner), and Sergeant R.B. Chapman (rear gunner). At the time there was no information on Macdonald; McCarthy was reported as "Safe", having been seen last on 13 August. All others had evaded.

The details of my flight to the time of baling out on 10 July 1944 are as described by my mid-upper gunner, F/O Calderbank (S.P.G. 2107).

I came down about 15 miles southeast of La Loupe (Northwest Europe 1:250,000, Sheet 7, R 0407). I walked for about two hours due south, when I met a French lad. I made my identity known to him and he hid me in some scrub and made contact with a Resistance Group who took me to some people in Chassand (France 1:250,000, Sheet 15, W 0588), who gave me civilian clothes, food and shelter.

On 17 June I was taken to the camp at Villebout (W 1254) where I met F/O Calderbank. The remainder of my experiences are as related by him.

\* \* \* \* \*

SHIELDS, F/O William John (J23850) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 11 January 1921 in Victoria, British Columbia; home in Coboconk, Ontario (clerk); obituary said he was born in Coboconk. Educated at St. Andrews College. Enlisted in Toronto, 29 December 1941. Granted Leave Without Pay until 11 January 1942 when posted to No.1 Manning Depot. To No.8 SFTS (guard duty), 12 February 1942. To No.3 ITS, 9 May 1942; promoted LAC, 13 August 1942 and posted that date to No.11 EFTS; to No.13 SFTS., 24 October 1942; graduated and commissioned 19 February 1943. To No.1 GRS, 26 February 1943. To "Y" Depot, 22 May 1943. To RAF overseas, 15 June 1943. Promoted Flying Officer, 19 August 1943. Repatriated Canada, 22 December 1944. To No.2 Air Command, 2 February 1945; promoted

Flight Lieutenant, 19 February 1945; to No.16 SFTS, 6 March 1945; to No.1 Central Flying School, 30 March 1945. To Western Air Command, 19 May 1945. To Release Centre, 11 June 1945; retired 23 June 1945. Continued his love of flying as a recreational pilot well into his seventies. Returning home from the war, Bill went to work with his father, Roy, at Shields' Store, a hardware, grocery and dry goods business in Coboconk which he eventually took over. He later expanded, acquiring hardware stores in Fenelon Falls and Bobcaygeon and became a partner in a lumber business. Involved in service clubs including The Lions Club, Masons and The Legion. Also a Justice Of The Peace, board member of Victoria Grey/National Trust, Sir Sandford Fleming College, Ross Memorial Hospital Foundation and elected member of the Victoria County School Board. Died in Lindsay, Ontario, 20 January 2017. 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.1515 (RG.24 Vol.20600) has recommendation dated 6 December 1944 when he had flown 32 sorties (153 hours 25 minutes), 4 July to 1 November 1944.

Flying Officer Shields has successfully completed a tour of operations against the enemy. Many of his sorties carried him over such heavily defended targets as Kiel, Sterkrade, Duisburg and Essen. Throughout his tour he has displayed a fine offensive spirit and has pressed home his attacks with exceptional determination and coolness. Flying Officer Shields, by his devotion to duty, has imparted to his crew members an esprit de corps that has been exceptional.

\* \* \* \* \*

SHILLINGTON, Sergeant Clarence Howard (R87493) - **Mention in Despatches** - Station Patricia Bay - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 21 March 1911. Enlisted in Saskatoon, 7 March 1941 as Clerk Accountant and posted to No.2 Manning Depot. To No.1 Manning Depot, 23 March 1941. To No.4 BGS, date uncertain. To Technical Training School, 26 April 1941. To No.3 WS, 6 June 1941. Promoted AC1, 7 June 1941. Promoted LAC, 1 October 1941. To Patricia Bay, 23 January 1942. Promoted Corporal, 1 June 1942. Promoted Sergeant, 1 February 1943. To No.135 Squadron, 23 August 1943. To Terrance, British Columbia, 25 November 1943; to No.2 Equipment Depot, 31 March 1944. To Boundary Bay, 16 April 1944. To Release Centre, 2 December 1944; retired 4 December 1944. Author of **The Road to Medicare in Canada** (DEL Graphics, 1972), **Historic Land Trails of Saskatchewan** (Evard Publications, 1985) and **Return to Avondale** (Evard Publications, 1989). Died in Saskatoon, 2002.

This non-commissioned officer has at all times carried out his difficult tasks in a highly efficient and exemplary manner. There were periods when very difficult situations arose and he has always surmounted these difficulties in a very

commendable manner. Arduous tasks and long hours have never dampened this non-commissioned officer's enthusiasm and he has been a great credit to his station.

\* \* \* \* \*

SHIPLEY, F/O George Richards (J16334) - **Mention in Despatches** - No.169 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 30 April 1920. Enlisted in Edmonton, 7 January 1941 and posted to No.2 Manning Depot. To No.36 SFTS (guard duty), 9 February 1941; to No.2 ITS, 29 March 1941; graduated and promoted LAC, 2 May 1941 when posted to No.5 EFTS; to No.3 SFTS, 3 July 1941; graduated and promoted Sergeant, 20 September 1941. To Embarkation Depot, 21 September 1941; to RAF overseas, 6 October 1941. Promoted Flight Sergeant, 20 March 1942; commissioned 24 October 1942. Promoted Flying Officer, 24 April 1943; promoted Flight Lieutenant, 24 October 1944. Repatriated 16 November 1944. To No.2 Air Command, 9 January 1945. To No.15 SFTS, 17 January 1945. To No.7 Release Centre, 23 March 1945; retired 29 March 1945. Died in Edmonton, 1 August 2005.

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SHIRKIE, LAC James Traquair (R163818) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 29 March 1916; home in Toronto; enlisted in Regina, 16 May 1942 as Radar Mechanic; to No.1 Manning Depot, 29 May 1942; to University of Toronto, 20 July 1942. Promoted LAC, 14 November 1942; to No.1 Manning Depot, 18 November 1942; to No.31 RDF School, 13 January 1943; to No.5 Manning Depot, 15 March 1943. To RAF Depot, 17 March 1943; to RAF overseas 11 May 1943; repatriated 23 November 1945; released 1 December 1945. Died in Windthorst, Saskatchewan, August 1982. RCAF photo PL-40418 (ex UK-17100 dated 17 December 1944) shows a group of RCAF radar technicians in Coastal Command with a radar van (all from Toronto) - leaning out of door is LAC B.L. Gans; others, left to right are LAC D.S. Read, LAC J.E. Shirkie, and sitting are LAC E.L. Zoeger, LAC J.A. Sharpe and LAC J.F. Halliwell.

\* \* \* \* \*

SHIRLEY, FS (now WO) Clifford Alvin (R79864) - **Distinguished Flying Medal** - No.158 Squadron - Award effective 31 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO 232/43 dated 12 February 1943. Born in Carlyle, Saskatchewan, 7 October 1912 (obituary notice); home there; educated in Carlyle and Swift Current. Attended Normal School in Regina, 1920 and obtained a Bachelor of Arts degree from Brandon College, 1938. Taught school in Ladner, British Columbia. Enlisted in Regina, 28 November 1940 and posted to No.2 Manning Depot. To uncertain posting, 2 January 1941; to No.2 ITS, 20 February 1941; graduated and

promoted LAC, 31 March 1941 when posted to No.3 AOS ; graduated 23 June 1941 when posted to No.2 BGS; graduated 4 August 1941 when promoted Sergeant and posted to No.1 ANS; graduated 1 September 1941. To Embarkation Depot, 2 September 1941; to No.31 OTU, 26 September 1941; to RAF overseas, 11 October 1941. Commissioned 13 December 1942. Invested with award by King George VI, 16 March 1943. Promoted Flying Officer, 13 June 1943. Repatriated 31 October 1943. To No.1 Central Navigation School, 13 December 1943. To No.34 OTU, 19 January 1944. To Boundary Bay, 17 March 1944. To N.5 OTU, 31 March 1944. Promoted Flight Lieutenant, and Squadron Leader, 13 December 1944. To Release Centre, 15 July 1945; retired 17 July 1945. Obituary notice stated he had flown 52 sorties. Postwar he took over the principalship at Redvers and completed his Bachelor of Education from the University of Saskatchewan in 1953. Taught in a number of schools in southern Saskatchewan including Ogema, Maryfield, Simpson, Davidson, Alameda and Arcola; also farmed in the Arcola-Carlyle area. Died in Weyburn, Saskatchewan, 12 May 2005. Photo PL-29326, taken after investiture, shows P/O Arthur Nutt (RAF), F/L Charles Derby, DFC, F/O Arthur Bishop, DFM and P/O Clifford Shirley, DFM.

Flight Sergeant Shirley, as navigator, has participated in many attacks on important targets in the Ruhr and the Rhineland. He also took part in two of the attacks on Rostock, all three 1,000 bomber raids on Cologne, the Ruhr, and Bremen, the highly successful attacks on Genoa and the daylight raid on Milan. His standard of navigation has invariably been of the highest order. Throughout, this airman's conduct and determination has set a fine example both in the air and on the ground.

SHIRLEY, F/L Clifford Alvin, DFM (J16399) - **Distinguished Flying Cross** - No.50 Squadron - Award effective 16 November 1943 as per **London Gazette** of that date and AFRO 802/45 dated 11 May 1945. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations." Award sent by registered mail.

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SHNIDER, F/L Maurice (J13755) - **Distinguished Flying Cross** - No.212 Squadron - Award effective 15 June 1945 as per **London Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 21 April 1923 in Shilo, Saskatchewan; home in Inglis, Manitoba. Educated at University of Manitoba. Bank clerk; enlisted in Winnipeg, 15 July 1941. Granted Leave Without Pay until 1 October 1941 when posted to No.3 Manning Depot. To No.15 SFTS (guard duty), 25 October 1941; to No.2 ITS, 6 December 1941; graduated and promoted LAC, 31 January 1942 when posted to No.3 AOS; graduated 9 May 1942 when posted to No.2 BGS; may have graduated 20 June 1942 but not posted to No.1 ANS until 1 July 1942; graduated and commissioned 21 August 1942. To No.31 GRS, 28 August 1942. To No.36 OTU, 2 October 1942.

To "Y" Depot, 12 December 1942. To RAF overseas, 29 December 1942. Promoted Flying Officer, 21 February 1943. Promoted Flight Lieutenant, 21 August 1943. Repatriated 16 September 1945. Retired 26 September 1945. Died in Winnipeg, 3 November 2013. Cited with F/L Cecil R. Bradford (RCAF, pilot, awarded DFC), which see for citation),

The following was published in the September 2013 issue of the **Jewish Post and News** (Winnipeg).

War hero Dr. Maurice Shnider receives long-deserved recognition

By MARTIN ZEILIG

It is a letter – sent on official stationery on July 30, 2013 – that speaks volumes about the person being recognized– Winnipegger Dr. Maurice Shnider:

Dear Dr. Shnider,

I write today in honor of your courageous and dedicated service in the Canadian Forces and in recognition of your heroic effort in World War II to rescue U.S. Army and Air Corps personnel on February 26, 1945 in the Bay of Bengal. As a member of the United States House of Representatives representing the 47th Congressional district, I want to personally thank you for your bravery and selfless service to Canada and the United States in a time of war.

Your cousin, Mr. Jack Kates, my constituent and a resident of Cypress, CA., has recently notified me of your distinguished service. It is my honor to send this brief note of gratitude.

Sincerely,  
Alan Lowenthal  
Member of Congress

Congressman Lowenthal crossed out the formal typed greeting and, in blue ink, wrote "Maurice" as well as "Thank you for your service."

"I've never lived in the past," said Dr. Shnider, 90, during an interview in the spacious, neatly maintained home in River Heights that he shares with his partner, Sally Whan – a native of Belfast, Northern Ireland.

"But, lately, it's one of the things coming to mind now, because I've got terminal

cancer of the pancreas. My cousin, Jack Kates, always felt that I should have received some official recognition from the U.S. government (for his role during the war).”

Meanwhile, in a letter (dated August 20) of thanks to Congressman Lowenthal, Dr. Shnider writes that we were fortunate to have the U.S.A. as an ally.

“During World War II, I was a Navigator on a PBY Catalina, an American designed flying boat.”

He added that it wasn’t a very glamorous aircraft but notable missions included locating the German battleship Bismarck in its Atlantic run from the British Navy.

“Furthermore, it was the crew of a U.S. Navy PBY which spotted the Japanese attack force at Midway leading to the major turning point in the Pacific War,” says Dr. Shnider, adding that the U.S. had established a bomber air base at Chakulia, near Calcutta, for the purpose of bombing Japanese occupied Singapore.

“I felt privileged to have the opportunity to provide support for some of their brave airmen in their time of need. I’m sure I can speak for my late skipper, Ron Bradford, who was only 21 at the time, and our gallant crew.”

He also mentions that “Jack Kates’ communication with you was unsolicited but nevertheless deeply appreciated.”

Alan Green, Senior Rabbi at the Shaarey Zedek Synagogue, says it’s a great experience to spend time with Dr. Shnider – a long time member of the synagogue. “Even though the war was only a brief period in his life, it was a significant one,” adds Green, noting that Dr. Shnider, whose wife of 59 years, Renee Taylor, died in 2004, has “a whole lot of World War Two” in him.

In his letter to Congressman Lowenthal and other elected officials in the U.S., Jack Kates details Dr. Shnider’s wartime record:

“After flying convoy escort and anti-submarine patrols over the Atlantic, Flying Officer Shnider had been transferred to India and Ceylon, where he participated in air-sea rescue of American crews whose B-29s had been shot down by the Japanese.

“On one of these missions, he had navigated his Catalina (flying boat) low over the waves of the enemy infested Andaman Sea, for (over) one thousand miles without any points of reference whatsoever, landing at the exact spot for a perfect rescue; then flying back safely and returning after twenty-four hours, with only one hundred gallons of fuel left.”

He had set a record.

“It was the longest air-sea rescue of the war,” writes Mr. Kates, 85, a retired academic/international consultant and advertising executive, who was born in Winnipeg and has lived in southern California since 1955.

“For this remarkable feat and others, now Flight Lieutenant Shnider was awarded the Distinguished Flying Cross by the Royal Air Force. But, although the United States Army Air Corps made a general reference to such rescues, it did not mention this one, let alone his name.”

One of the crewmen, Right Gunner Anthony P. Peleckis, aboard the B-29 that Shnider and his crew rescued on Feb. 26, 1945 in the Bay of Bengal recalled the rescue decades later.

“It was a very long night, but then at daybreak, I saw one of the most beautiful sights ever, a Catalina coming in over the horizon,” he wrote in a news letter entitled MEMORIES, published by the 40th Bomb Group Association (Issue #21 May 1988).

“He flew over and for a minute I was afraid we weren’t sighted. But he turned and came down. When taken aboard, I felt I had gone to heaven.”

Dr. Shnider also has a photocopy of an illustrated (with photographs) article, encased in a clear plastic cover, “CRASHED SUPERFORT MEN SAVED BY SUBMARINE AND FLYING-BOATS” (The Sunday Statesman March 4, 1945), which describes in dramatic detail a rescue that took place a week earlier.

“Nine survivors of a blazing Superfortress which crashed in the Indian Ocean are now recovering in hospital in Calcutta after spectacular rescues by two RAF Catalina flying boats,” begins the story, which is datelined HQ, Eastern Air Command.

“The Catalinas flew 800 miles out to sea, and on two successive days brought back the men to an Eastern Air Command Base.



“To achieve this they touched down in the Indian Ocean, taxied each time for an hour on the waves to save the injured men and gave them first aid, attention and food during the long flight back.

The B29 exploded 30 seconds after the last man jumped.

“It was a 100 to 1 chance that five of them were located by the captain of the first flying-boat, F/O E.A. Licorish (23) of Hove, Sussex,” continues the account.

“He spotted a yellow object in the sea just after daybreak, circled 50 feet above the waves and discovered that it was an injured flyer in his Mae West.

“Within an hour he had found four other survivors, some of them so weak after 20 hours in the water that two of the Catalina crew plunged into the shark-infested seas and swam to their rescue.”

Dr. Shnider revealed that he took one of the photographs from the flying boat. It shows the American airmen in their dinghy just before being taken aboard the Catalina.

Dr. Shnider, who studied in the Faculty of Medicine at the University of Manitoba after the war, was on the second Catalina, captained by Flight Lieutenant Bradford of Winnipeg.

“Navigation consisted of dead reckoning and a clear night ensured the availability of astro shots,” wrote Dr. Shnider, who was born in tiny Sheho, Saskatchewan (located near the Manitoba border), in *Memories on Parade* (Wartime Pilots’ and Observers’ Association).

“There was a period when we had flown three long missions in four and a half days.”

His crew’s last rescue mission involved Lt. Dean Ellestad and his Superfortress crew.

“Their aircraft was hit by flak over Singapore but was no longer able to maintain altitude and after crossing the coast of Thailand they bailed out into the Bay of Bengal,” says Dr. Shnider.

“Dawn broke and suddenly I heard one of the crew members on lookout exclaim that a flare had just been shot from one of the dinghies. I felt a mixture of elation and relief since we were almost 1200 miles from base with a limited amount of fuel available for search time.”

Sadly, one member of the B-29 crew was still missing.

“Perhaps he had drowned during the night, (or) succumbed to a shark attack, but in any case we had cut things fine and it was time to head for base,” continued Dr. Shnider, who has three adult children – Janet, David, and Lee – and two grandchildren.

“We arrived at our River base in India some 23 hours and 35 minutes after taking off. It was dark and the survivors were taken off in launches by the light of large, guttering torches. We were expected to do that. It was our job.”

Mission accomplished.

\* \* \* \* \*

SHOEMAKER, P/O Wilbert Andrew (J7035) - **Distinguished Flying Cross** - No.15 Squadron - Award effective 22 July 1942 as per **London Gazette** dated 7 August 1942 and AFRO 1371/42 dated 28 August 1942. Born in Waterloo, Ontario, 8 August 1919; home in Kitchener (officer clerk, Cluett Peabody of Canada). Former Sergeant and instructor in Scots Fusiliers of Canada, 16 October 1939 to 2 September 1940. Enlisted in Hamilton, 16 September 1940 and posted to No.1 Manning Depot. To RCAF Sub-Base Detachment, Sydney, Nova Scotia, 9 October 1940. To No.1 ITS, Toronto, 15 November 1940. Graduated and promoted LAC, 22 December 1940; to No.3 EFTS, 23 December 1940; training interrupted by appendicitis and surgery. To No.1 SFTS, 10 June 1940. Graduated and commissioned, 20 August 1941. To “Y” Depot, date uncertain, but struck off Halifax on embarkation overseas, 14 September 1941. Posted overseas 15 September 1941. Further trained at No.10 OTU. Posted to No.19 OTU on 9 January 1942 and to No.15 Squadron on 22 April 1942. On 6 July 1942 Stirling W7504 had one engine fail during a practice bombing run, forcing him to feather the engine (loss of oil). At the time he had 131 hours ten minutes on all types overseas and 32 hours 20 minutes on Stirlings. No further damage and no injuries. Two other captains of No.15 Squadron decorated for raid cited (16/17 July 1942) - F/L L.R. Barr (Bar to DFC) and F/O N.A. Bennett (DFC). Killed in action on 25 July 1942 (Stirling W7576); buried in Holland. Award presented by Governor General to next-of-kin, 22 April 1944.

This officer captained an aircraft detailed to attack the submarine slipways at

Lubeck. Despite bad weather and the strong opposition from ground defences, he attacked his objective from a height of only 500 feet. He also directed the fire of his gunners on searchlight positions and machine gun posts, several of which were put out of action. Pilot Officer Shoemaker has invariably set a high standard of skill, determination and courage.

**Training Record:** At No.1 ITS (course No.11, from 18 November to 21 December 1940) he placed 14<sup>th</sup> in a class of 154. Subjects and marks as follows: Mathematics (87/100), Armament, P and O (96/100), Visual Link (91/100), Drill (89/100), Law and Discipline (90/100). Described as follows: "A conscientious airman who should make good as Pilot. Possesses all the requisites of a good pilot. In choice this airman is steady, cool and neat and as a second Aircrew Recommendation would say "Air Observer".

At 3 EFTS (course 25, 10 April to 28 May 1941) he logged the following on Fleet Finch aircraft: **dual:** 28 hours 15 minutes; **Solo:** 29 hours 20 minutes. Also flew seven hours and 35 minutes on instruments and seven hours in Link. Chief Flying Instructor (F/O U.B. Powers, latter Commended for Valuable Services in the Air) wrote, "Above average in all respects and very smooth. Instrument flying very good. Aerobatics smooth. Discipline excellent." In Ground School the subjects and marks were as follows: Airmanship (156/200), Airframes (64/100), Aero Engines (70/100), Signals, Practical (92/100), Theory of Flight (76/100), Air Navigation (178/200), Armament, Oral (172/200), Qualities as an Officer (157/200). Chief Ground Instructor (D. MacClement) wrote, "Good type and above average student. Conduct and deportment average". Placed 5<sup>th</sup> in a class of 31.

At No.1 SFTS (Course 30, 10 June to 20 August 1941 he flew Yales and Harvards. Flying time was as follows: **Day Dual:** 36.20; **Day Solo,** 45.55; **Night Dual,** 5.45; **Night Solo,** 4.15. Flew 20 hours on instruments and 20 in Link. Chief Flying Instructor (S/L G.V. Priestly) wrote, "Picks up instruction quickly, has concluded the course a steady smooth pilot." Courses and marks in ground school were as follows: Airmanship and Maintenance (127/200), Armament W (71/100), Armament (86/100), Navigation and Meteorology (165/200), Signals W (86/100), Signals P (48/50). Described by Chief Instructor (W/C D.A.R. Bradshaw) as "Bright and intelligent, neat in appearance. Good discipline and of a superior type." Placed 7<sup>th</sup> in a class of 60.

The website "Lost Bombers" provides the following on his final sortie. Stirling W7576, , No.15 Squadron (LS-G), target Duisburg, 25/26 July 1942. Aircraft was delivered to No.19 Maintenance Unit, 21 June 1942, to No.15 Squadron 7 July 1942. Airborne at 2340 hours, 25 July 1942 from Wyton. Shot down by a night-fighter and crashed 0132 at Horst (Limburg), 12 km NW of Venlo, Holland, where those killed were first buried. They have been subsequently been re-interred in the Jonkerbos War Cemetery. Crew was P/O W.A. Shoemaker DFC, RCAF (killed), Sergeant P.D. Byrne (killed), Sergeant H.A. Robinson (POW), Sergeant D.L. Evans. RCAF (POW),

Sergeant R.J.Fletcher, ( POW), Flight Sergeant J.C.Fitzgerald, RCAF, (killed), Sergeant G.D.G.Muir (killed).

\* \* \* \* \*

SHOPLAND, FS (now P/O) Robert Wilson (R159124/J90339) - **Distinguished Flying Medal** - 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 1 March 1916 in Rochester, Alberta; home in Edmonton (farm labourer); enlisted there 13 April 1942 and posted to No.3 Manning Depot. To No.7 ITS, 4 July 1942; graduated and promoted LAC, 28 August 1942 but not posted until 10 October 1942 when he went to No.6 EFTS. Ceased training and posted to Trenton, 2 November 1942; to No.5 BGS, 5 December 1942; graduated 18 February 1943 when posted to No.3 AOS; to No.1 CNS, 6 March 1943; graduated and promoted Sergeant, 9 July 1943. To "Y" Depot, date uncertain; to RAF overseas, 2 August 1943. Commissioned 10 October 1944. Repatriated 7 February 1945. To No.2 Air Command, 8 February 1945; to No.11 Equipment Depot, 5 April 1945; promoted Flying Officer, 10 April 1945; to No.7 Release Centre, 2 December 1945; retired 8 December 1945. Died in Rochester, Alberta, 6 January 1989. RCAF photo PL-42152 (ex UK-18988 dated 22 February 1945) has the following caption: "These Canadians have been together on more than 60 operational trips against some of the most fiercely defended targett in Europe as members of an RCAF Lancaster squadron. Left to right, they are, F/L G.E. Wilson (Edmonton and Victoria), navigator, F/L T.W. Kettlewell, DFC, pilot (Prince Alberta, Saskatchewan) and P/O R.W. Shopland, air bomber (Rochester and Edmonton, Alberta." Award presented 14 June 1947. No citation other than that he has "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9039 has recommendation dated 21 October 1944 when he had flown 39 sorties (153 hours 59 minutes). Appears to have been in same crew as F/O W.F. Martin, DFC.

6 June 1944 - Coutanies (4.40)  
6 June 1944 - Houlgate (4.30)  
8 June 1944 - Mayenne (5.25)  
9 June 1944 - Le Mans (6.00)  
14 June 1944 - St.Pol (4.00)  
15 June 1944 - Boulogne (3.45)  
16 June 1944 - Sterkrade (4.45)  
10 July 1944 - Nucourt (2.52)  
12 July 1944 - Paris/Vaires (3.11)  
15 July 1944 - Nucourt (3.33)  
28 July 1944 - Hamburg (4.54)  
30 July 1944 - Battle Area (4.01)  
3 August 1944 - L'isle Adam (2.52)  
4 August 1944 - St.Maximim (2.58)  
5 August 1944 - Bordeaux (7.26)  
7 August 1944 - TOTALIZE 5 (2.33)  
8 August 1944 - Lucheux (2.54)  
12 August 1944 - Russelheim (4.31)  
14 August 1944 - TRACTABLE 21 (2.29)  
15 August 1944 - Melsbroek (4.22)  
16 August 1944 - Stettin (5.45)  
25 August 1944 - Russelheim (7.01)  
26 August 1944 - Kiel (5.35)  
28 August 1944 - L'Hey (2.07)  
29 August 1944 - Stettin (8.36)  
15 September 1944 - Kiel (5.07)  
17 September 1944 - Boulogne (1.50)  
20 September 1944 - Calais (1.57)  
24 September 1944 - Calais (1.52)  
25 September 1944 - Calais (1.37)  
26 September 1944 - Cap Gris Nez (1.54)  
27 September 1944 - Bottrop (3.04)  
28 September 1944 - Cap Gris Nez (1.56)  
30 September 1944 - Bottrop (3.11)  
5 October 1944 - Saarbrucken (4.36)  
6 October 1944 - Dortmund (4.41)  
11 October 1944 - Fort Frederick Hendrick (1.58)  
14 October 1944 - Duisburg (3.25)  
14 October 1944 - Duisburg (4.05)

Flight Sergeant Shopland is a highly efficient Bomb Aimer in a crew which has a splendid operational record. He has participated in attacks on such strongly defended enemy areas as Russelheim, Dortmund, and Duisburg. He has invariably displayed a fine offensive spirit and a keen sense of responsibility, which has inspired his fellow crew members on to greater efforts. Although on many occasions he has been placed in great personal danger, he has not faltered from pressing home his attacks to the full and utmost so that his bombs hit the proper objective. Undoubtedly, this Non-Commissioned Officer's fine example will be difficult to surpass.

\* \* \* \* \*

SHOQUIST, Sergeant Frederick Albert (R51019) - **Mention in Despatches** - No.9429 Servicing Echelon, No.63 Base (AFRO gives unit as No.2 HDC) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 26 December 1915. Home in Calgary; enlisted in Saskatoon, 16 October 1939 as Airframe Mechanic. To St. Thomas, 13 November 1939; promoted AC1, 29 February 1940. To No.120 (BR) Squadron, 2 May 1940. Promoted LAC, 1 June 1940. Promoted Corporal, 1 November 1940. Promoted Sergeant, 15 March 1941. To No.4 (BR) Squadron, 26 March 1941. To "VS" or "US", 24 January 1942; to Boundary Bay, 13 January 1943. To "Y" Depot, 11 March 1943. To RAF overseas, 27 March 1943.. Repatriated 2 August 1945. Retired 22 September 1945. No citation in AFRO or biographical file. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation from No.63 Base, forwarded 20 August 1944 to No.6 Group Headquarters.

This Senior NCO enlisted 16th October 1939 in Calgary, Alberta, Canada. He arrived overseas 4th April 1943. Since that time he has been stationed at Leeming in charge of the Riggers in the Repair and Inspection Section. He has the happy faculty of getting his men to work willingly long hours to keep the Station maintenance high. The full hearted support given to him by his men is emphasized by the subscriptions he solicits on each Victory Loan campaign.

\* \* \* \* \*

SHORE, G/C Taylor Coombs (C3602) - **Officer, Order of the British Empire** - RCAF Detachment, Headquarters, British Air Forces of Occupation (AFRO gives unit only as "Overseas") - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Home in Toronto; enlisted there 9 November 1940 in Administration Branch; Flight Lieutenant as of 1 August 1941. Appears to have been attached to RAF or RCAF Overseas Headquarters from at least January 1942. Promoted Squadron Leader, 19 February 1942.

Reverted to Flight Lieutenant, 1 June 1942. Promoted Squadron Leader, 15 July 1942. Promoted Wing Commander, 1 August 1942. Promoted Group Captain, 21 September 1944. Repatriated 21 August 1945. To "BPO", 24 August 1945; to United Kingdom again, 4 October 1945; repatriated again 10 July 1946; released 19 August 1946. Award presented in New York 29 May 1950 when he was on staff of United Nations at Lake Success. No citation in Canadian sources. Public Records Office Air 2/9668 has recommendation that identifies unit.

As Senior RCAF Liaison Officer in BAFO since October 1945, Group Captain Shore has been very largely responsible for the maintenance of liaison between the RAF in BAFO, the Canadian Air Forces in Germany and the Canadian Overseas Headquarters in London, and by his unsparing endeavours he has ensured that there have been few problems requiring the attention of higher authority. During the period following the cessation of hostilities the management of the Canadian forces in BAFO necessitated careful handling in that the scheme for repatriation could only be implemented slowly. That this scheme has worked smoothly is the direct reflection of Group Captain Shore's influence over the RCAF personnel which he has won by his tireless efforts and rapid dealing with all difficulties as they arose. It has also been due to his excellent supervision that his staff at BAFO Headquarters have almost entirely taken over the administrative work on behalf of the RCAF personnel in BAFO. Prior to his joining BAFO, Group Captain Shore was RCAF Liaison Officer at the Air Ministry for three years during which period he headed the D.P.2 (Can) Branch. Throughout, Group Captain Shore has fulfilled his difficult duties as Liaison Officer with conspicuous success and that both services have worked in harmony has been largely the result of his hard work, efficiency and willing co-operation.

\* \* \* \* \*

SHORE, F/O Thomas Arthur (J85611) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 15 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 5 November 1922 in Ottawa; home there. Trained at No.1 ITS, No.9 EFTS and No.14 SFTS. Commissioned 1944. Wife was an RCAF WD. Remained in postwar RCAF (20074); retired 4 March 1970 in Ottawa. Photo PL-33614 (ex-UK-16040, 21 October 1944) shows him and his wife, Audrey (telephonist).

As captain and pilot, this officer has completed a large number of sorties involving attacks on a wide range of enemy targets. In October 1944 he participated in an attack on Dortmund. Whilst over the target area the aircraft was hit by anti-aircraft fire and sustained much damage. In spite of this, Flying Officer Shore pressed home his attack. Three petrol tanks had been pierced by

leakage by pieces of shrapnel. Some fuel was lost through leakage but Flying Officer Shore flew the damaged bomber to this country and effected a landing at an airfield near the coast. This officer has invariably displayed a high degree of skill, courage and determination.

DHH file 181.009 D5526 (Library and Archives Canada RG.24 Volume 20667) has recommendation drafted 13 October 1944 when he had flown 35 sorties (156 hours two minutes); sortie list and text as follows:

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)



24 May 1944 - Trouville (4.11, second pilot)  
27 May 1944 - Le Clipon (4.10, second pilot)  
31 May 1944 - Leubringham (3.27)  
10 June 1944 - Versailles (5.48)  
14 June 1944 - Cambrai (4.14)  
21 June 1944 - Neuville (4.00)  
24 June 1944 - Bonnetot (3.45)  
25 June 1944 - Gorenflos (4.00)  
27 June 1944 - Wizernes (3.27)  
1 July 1944 - Biennais (3.35)  
4 July 1944 - Biennais (3.50)  
5 July 1944 - Biennais (3.40)  
12 July 1944 - Bremont (4.36)  
17 July 1944 - Caen (4.37)  
18 July 1944 - Paris (4.56)  
28 July 1944 - Hamburg (5.36)  
1 August 1944 - Acquet (4.03)  
3 August 1944 - Foret de Nieppe (3.50)  
5 August 1944 - St. Leu d'Esserent (5.00)  
7 August 1944 - Caen (3.55)  
8 August 1944 - Foret de Chantilly (4.40)  
9 August 1944 - La Bretique (4.10)  
12 August 1944 - La Neuville (4.10)  
18 August 1944 - Bremen (6.15)  
25 August 1944 - Brest (4.50)  
4 September 1944 - target ? (4.20)  
15 September 1944 - Kiel (6.41)  
17 September 1944 - Boulogne (3.44)  
18 September 1944 - Homberg (3.47)  
25 September 1944 - Calais (4.36)  
26 September 1944 - Calais (3.40)  
27 September 1944 - Sterkrade (5.58)  
28 September 1944 - Cap Gris Nez (3.31)  
6 October 1944 - Dortmund (5.50)  
9 October 1944 - Bochum (6.00)

Flying Officer Shores has captained his crew on 35 operational sorties over enemy territory. At all times his quiet, determined manner and cool courage have been a perpetual source of inspiration and example to his crew.

On October 6<sup>th</sup>, 1944, while attacking the heavily defended target of Dortmund, this pilot's aircraft was badly holed in three fuel tanks by flak. Undaunted, he pressed home the attack, bombed successfully, and flew the severely damaged aircraft, leaking fuel all the way, to an emergency base on the English coast.

In recognition of Flying Officer Shore's splendid flying record and devotion to duty, I strongly recommend that he be awarded the Distinguished Flying Cross.

\* \* \* \* \*

SHORT, F/L Clarence Harvey (J17892) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 6 March 1919 in Orillia, Ontario; home there (clerk); enlisted in Toronto, 17 December 1940 and posted to No.1 Manning Depot. To No.4 BGS (guard duty), 8 February 1941. To No.1 ITS, 22 April 1941; graduated and promoted LAC, 27 May 1941 when posted to No.1 Manning Depot again; to No.9 EFTS, 9 June 1941; graduated 27 July 1941 when posted to No.6 SFTS; graduated and promoted Sergeant, 7 October 1941. To "Y" Depot, date uncertain; to RAF overseas, 22 October 1941. Promoted Flight Sergeant, 7 April 1942. Promoted WO2, 7 October 1942. Promoted WO1, 7 April 1943. Commissioned 8 June 1943. Promoted Flying Officer, 4 December 1943. Promoted Flight Lieutenant, 4 June 1943. Repatriated 15 April 1945. To No.1 Air Command, 2 May 1945; to Mountain View, 3 June 1945; to Central Flying School, 30 June 1945; to No.5 OTU, 11 August 1945; to No.1 Air Command, 17 September 1945; to Release Centre, 26 October 1945; retired 31 October 1945. Award sent by registered mail 28 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 Officer Air 2/8749 has recommendation (undated) compiled when he had flown 37 sorties (243 hours 15 minutes), 5 October 1944 to 15 March 1945.

5 October 1944 - Saarbrücken  
23 October 1944 - Essen  
24 October 1944 - Essen  
28 October 1944 - Cologne  
30 October 1944 - Cologne  
31 October 1944 - Cologne  
2 November 1944 - Düsseldorf  
4 November 1944 - Bochum  
6 November 1944 - Gelsenkirchen  
9 November 1944 - Wanne Eickel  
11 November 1944 - Dortmund  
16 November 1944 - Düren  
18 November 1944 - Wanne Eickel  
29 November 1944 - Dortmund  
3 December 1944 - Urft Dam  
12 December 1944 - Essen  
17 December 1944 - Ulm  
22 December 1944 - Koblenz  
29 December 1944 - Scholven Buer  
31 December 1944 - Osterfeld  
21 January 1945 - Nuremberg  
28 January 1945 - Zuffenhausen  
1 February 1945 - Ludwigshafen  
2 February 1945 - Wiesbaden  
7 February 1945 - Cleve  
8 February 1945 - Politz  
13 February 1945 - Dresden  
14 February 1945 - GARDENING  
20 February 1945 - Dortmund  
21 February 1945 - Duisburg  
5 March 1945 - Chemnitz  
7 March 1945 - Dessau  
8 March 1945 - Kassel  
11 March 1945 - Essen  
12 March 1945 - GARDENING  
13 March 1945 - Herne  
15 March 1945 - Misburg

This Canadian officer was posted to No.103 Squadron on 2nd October 1943, and has since completed 37 sorties on Lancaster aircraft, involving a total of 243.15 hours flying.

Flight Lieutenant Short has at all times displayed an eagerness to carry out operational flights whenever possible and has on every occasion carried out his sorties with a cheerful courage which has been a source of inspiration, not only to his crew, but to the whole squadron.

Of the many heavily defended targets which this officer attacked, Essen, Cologne, Dortmund, the Urft Dam, Chemnitz, Dessau and Politz are notable, in addition to which attacks on railway marshalling yards and tactical targets associated with the Allied Expeditionary Force all figure in a distinguished record of successful sorties.

Flight Lieutenant Short has always shown a very high degree of skill and determination and I strongly recommend that he be awarded the Distinguished Flying Cross.

\* \* \* \* \*

SHORT, WO1 (now P/O) James Edgerton (R61644/J27863) - **Air Force Cross** - No.4 SFTS - Award effective 26 October 1943 as per **London Gazette** of that date and AFRO 2386/43 dated 19 November 1943. Born 23 December 1915. Enlisted in Regina, 22 June 1940 and posted to Trenton. To No.6 EFTS, 19 July 1940; granted rank of Sergeant, 22 July 1940. Promoted Warrant Officer, 1 December 1941. To No.2 EFTS, 3 March 1942. To No.1 Manning Depot, 21 March 1942. To No 6 SFTS, 25 April 1942. To Central Flying School, Trenton, 20 June 1942; to No.4 SFTS, 8 August 1942. Commissioned 14 September 1942. Promoted Flying Officer, 15 December 1942. Promoted Flight Lieutenant, 14 March 1943. To "Y" Depot, Lachine, 8 May 1944; taken on strength of No.3 PRC, 25 May 1944. Trained on Halifaxes at No.1659 Conversion Unit. Posted in April 1945 to No.419 Squadron. Flew sorties on 16 April 1945 (second pilot) and 25 April 1945 (Wangerooze). Repatriated with No.419 Squadron, 13 June 1945 for Tiger Force. Flew Lancaster "X-Xterminator" at one airshow in Victoria - possibly more. This aircraft was credited with 84 sorties and was reported to have 100 flak holes plus swastikas denoting two fighters destroyed. To No.6 Release Centre, 15 September 1945. Retired 28 September 1945. Award presented, place and date uncertain.

This officer has been instructing steadily since July, 1940, both at Elementary and Service Flying Training Schools and has completed 2,227 instructional hours. During this period he

has performed his duties in an exceptionally meritorious and efficient manner. The keenness and loyalty to duty displayed by Pilot Officer Short have been an inspiration to the other instructors of the school as well as to his pupils.

\* \* \* \* \*

SHORTT, F/L Harry Siberry (J16511) - **Distinguished Flying Cross** - No.50 Squadron - Award effective 24 May 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born 22 May 1917 in western Ontario; home in Whitby, Ontario; enlisted in Toronto, 12 August 1940. To No.2 WS, 13 October 1940. To No.1 ITS, 10 December 1940; graduated and promoted LAC, 14 January 1941 when posted to No.8 EFTS; graduated 4 March 1941 when posted to No.2 Manning Depot; to No.4 SFTS, 17 March 1941; graduated and promoted Sergeant, 3 July 1941. To Embarkation Depot, 4 July 1941; to United Kingdom, 25 July 1941. Commissioned 17 November 1942. Promoted Flying Officer, 17 May 1943; promoted Flight Lieutenant, 1 November 1943. Repatriated 9 November 1944. To No.5 OTU, 12 December 1944. To Release Centre, 2 July 1945. Retired 28 July 1945. Award sent by registered mail 4 February 1946. Photo PL-34164 shows F/L H.S. Shortt and F/L R.E. Woods. 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 15 February 1944 when he had flown 20 sorties (132 hours ten minutes) as follows:

[www.bombercommand.com](http://www.bombercommand.com)

27 August 1943 - Nuremburg  
5 September 1943 - Mannheim  
6 September 1943 - Munich  
22 September 1943 - Hanover  
23 September 1943 - Mannheim  
27 September 1943 - Hanover  
18 October 1943 - Hanover  
20 October 1943 - Leipzig  
3 November 1943 - Dusseldorf  
10 November 1943 - Modane  
2 December 1943 - Berlin  
3 December 1943 - Leipzig  
23 December 1943 - Berlin  
24 July 1943 - Essen  
27 July 1943 - Hamburg  
22 June 1943 - Mulheim  
1 January 1944 - Berlin  
2 January 1944 - Berlin  
27 January 1944 - Berlin  
30 January 1944 - Berlin

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

Flight Lieutenant Shortt has now completed 20 successful sorties comprising a total of 132.10 hours operational flying. Among the more recent attacks this officer has made have been such targets as Berlin (six times), Hanover, the Ruhr, Leipzig, Hamburg and Mannheim. Flight Lieutenant Shortt is an outstanding captain and his successes are a tribute to his skill and resolution. His determination, fearlessness and devotion to duty have proved most inspiring to all. This officer has also rendered valuable service in the training of other members of the squadron.

For his personal example of coolness and courage, his determined resolution always to make the most vigorous attacks in the face of the enemy's defence and his valuable service to the squadron, he is strongly recommended for the award of the Distinguished Flying Cross.

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SHORTTS, F/L Frederick Cameron (J12966) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 16 December 1913 in Newbury, Ontario; home there; enlisted in North Bay, 13 August 1941 and posted to No.1 Manning Depot. To No.1 BGS (guard duty), 25 September 1941; to No.5 ITS, 23 November 1941; graduated and promoted LAC, 16 January 1942 when posted to No.6 AOS; graduated 25 April 1942 when posted to No.5 BGS; graduated 6 June 1942 when posted to No.1 CNS; graduated and promoted Sergeant, 20 July 1942; subsequently commissioned from that date. To No.1 BGS, 1 August 1942. To "Y" Depot, 11 September 1942; to RAF overseas, 26 September 1942. Promoted Flying Officer, 28 May 1943. Promoted Flight Lieutenant, 20 July 1944. Repatriated 28 February 1945. To No.1 Composite Training School, 13 March 1945. To No.4 Release Centre, 30 May 1945; retired 18 June 1945. Award presented at Station North Bay, 23 January 1953 when he was living in Sudbury. Died in Copper Cliff, Ontario, circa 2009 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 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 Record Office Air 2/9070 has recommendation dated 16 February 1945 when he had flown 33 sorties (120 hours), 3 December 1943 to 29 November 1944.

3 December 1943 - Leipzig  
25 July 1944 - Stuttgart  
3 August 1944 - Bois de Cassan  
4 August 1944 - Bec d'Ambes  
6 August 1944 - Acquet  
7 August 1944 - TOTALIZE  
9 August 1944 - Foret de Nieppe  
11 August 1944 - Douai  
12 August 1944 - Russelsheim  
14 August 1944 - Falaise area  
15 August 1944 - Le Culot  
16 August 1944 - Stettin  
3 September 1944 - Gilze Rijin  
5 September 1944 - Le Havre  
6 September 1944 - Le Havre  
8 September 1944 - Le Havre  
9 September 1944 - Le Havre  
10 September 1944 - Le Havre  
11 September 1944 - Le Havre  
12 September 1944 - Dortmund  
17 September 1944 - Westkapelle  
20 September 1944 - Calais  
24 September 1944 - Calais  
5 October 1944 - Saarbrucken  
6 October 1944 - Dortmund  
12 October 1944 - Fort Frederick Hendrik  
28 October 1944 - Walcheren  
2 November 1944 - Dusseldorf  
6 November 1944 - Gelsenkirchen  
16 November 1944 - Duren  
18 November 1944 - Wanne Eickel  
27 November 1944 - Frieburg  
29 November 1944 - Dortmund



This officer has taken part in many bombing attacks against the enemy both by day and by night as Visual Air Bomber in a most successful crew. Targets he has attacked include Leipzig, Stuttgart, Dortmund and Stettin.

At all times, Flight Lieutenant Shortts displayed outstanding determination to find and mark his objective with the greatest precision and his fine record of achievement is proved by the many excellent photographs he obtained.

It is considered that Flight Lieutenant Shortts' fine record of service is worthy of the highest praise and fully merits the non-immediate award of the Distinguished Flying Cross.

NOTE: The station commander writes on 24 February 1945:

This officer's operational career was cut short for medical reasons. In the short time he was with his squadron he showed himself to be an very outstanding visual bomb aimer.

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SHOTTON, F/O William Henry (J27703) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 5 January 1923 in Newcastle, Ontario; home in Riverside, Ontario (draughtsman); enlisted in Windsor, Ontario, 15 June 1942 and posted to No.1 Manning Depot. To No.6 BGS (guard duty), 1 August 1942; to No.1 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942 but not posted to No.7 EFTS until 27 December 1942; may have graduated 19 February 1943 but not posted to No.16 SFTS until 6 March 1943; graduated and commissioned 25 June 1943). To No.1 GRS, 9 July 1943. To "Y" Depot, 2 October 1943; taken on strength of No.3 PRC, 31 October 1943. Promoted Flying Officer, 25 December 1943. Repatriated 14 April 1945. To No.9 SFTS, 30 May 1945; to No.16 SFTS, 16 June 1945; to No.4 Release Centre, 15 August 1945; retired 17 August 1945. Award sent by registered mail 23 June 1949. Photo PL-35930 is a portrait. 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.1730 (PAC RG.24 Vol.20607) has recommendation for an immediate DFC, dated 5 December 1944, when he had flown 20 sorties (115 hours 20 minutes).

On the night of November 2nd, 1944, the crew of which Flying Officer Shotton is captain were detailed to bomb Dusseldorf, Germany. The trip to the target was carried out without incident. While over the target, the aircraft was struck by a friendly aircraft which was taking violent evasive action. The aircraft was seriously damaged. The starboard wing and outer engine were hit by the friendly aircraft. The starboard propeller could not be feathered and it set up violent vibrations through the aircraft, control of which increasingly

difficult. However, the pilot, displaying exceptional presence of mind and outstanding airmanship, persisted in his efforts to feather the engine. He succeeded in doing so after about half an hour.

The safety of the crew and safe return of the aircraft to England were largely due to Flying Officer Shotton's untiring devotion to duty and to his outstanding airmanship. This gallantry in the air is highly commendable...

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SHOWLER, S/L John Gavin (J3108) - **Air Force Cross** - No.164 Squadron - Award effective 21 April 1945 as per **London Gazette** dated 24 April 1944 and AFRO 802/45 dated 11 May 1945 - Born in Winnipeg, 15 June 1912. Educated at University of Manitoba; obtained pilots license in 1936. Enlisted in RCAF, 9 May 1940 at Winnipeg. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 24 June 1940 although he had been posted to No.2 EFTS on 21 June 1940; graduated 18 August 1940 when posted to No.1 SFTS; may have graduated 5 October 1940 but not commissioned until 30 November 1940. To Central Flying School, Trenton, 26 November 1940. Promoted Flying Officer, 30 November 1941. Promoted Flight Lieutenant, 15 July 1942. To No.164 Squadron, 7 December 1943. Promoted Squadron Leader, 17 August 1944. Promoted Wing Commander, 1 November 1945 on posting to No.1 Air Support Unit. Reverted to Squadron Leader, 1 October 1946 in postwar RCAF (19542). To Northwest Air Command Headquarters, 1 December 1946. To Fort St. John, 27 February 1947. To Fort Nelson, 1 April 1947. To Canadian Joint Staff, Washington, 9 January 1949. To AFHQ, 19 June 1949. To Goose Bay, 26 January 1953. Promoted Wing Commander, 1 January 1953. To No.408 Squadron, to command, 3 April 1954. McKee Trophy winner for 1957. To AFHQ, 15 July 1957. Retired 18 December 1961, and ran a tourist business in Portland, Oregon for twelve years, then settled in Brentwood Bay, British Columbia. Died in Victoria, 28 August 1989. AFC presented at Government House, 7 November 1949. Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation. When recommended he had flown 3,122 hours, of which 774 were operational. AUCTION NOTE: In December 1993 Jeffrey Hoare Auctions advertised his medals with documents and valued them at \$ 1,500 (U.S.). Photo PL-48194 shows him and wife after investiture.

Over a long period of instructional duties in all branches of flying, this officer has proved to be a most capable and conscientious pilot. Since being employed in a Heavy Transport Squadron he has flown long hours and has shown the greatest keenness and devotion to duty. He has demonstrated great ability and skill in training and supervising captains and co-pilots in this type of work. The determination and high qualities of leadership that he has displayed have been an inspiration to the younger pilots in his squadron.

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SHULEMSON, F/O Sydney Simon (J12483) - **Distinguished Service Order** - No.404 Squadron - Award effective 3 February 1944 as per **London Gazette** dated 18 February 1944 and AFRO 644/44 dated 24 March 1944. Born 22 October 1915 in Montreal. Attended Commercial High and Baron Byng High School; militia signaller before the war; enlisted in Montreal 11 August 1941. To No.1 Manning Depot, 31 August 1941. To "H", 12 September 1941. To No.1 ITS, 26 October 1941; graduated and promoted LAC, 20 December 1941; posted that date to No.3 EFTS; to No.14 SFTS, 14 March 1942; graduated and commissioned on 3 July 1942. To No.1 GRS, 24 July 1942; to "Y" Depot, 10 October 1942. To RAF overseas, 27 October 1942. Promoted Flying Officer, 3 January 1943. Joined No.404 Squadron, July 1943. Destroyed a Bv.138 flying boat, 28 July 1943. Promoted Flight Lieutenant, 3 November 1944. Credited with much development (technical and tactical) in the use of rockets in anti-shipping warfare. Repatriated 2 August 1945. Released 13 November 1945. DSO and DFC presented 25 February 1949. Postwar salesman, business executive in the printing business, consultant in the mergers and acquisitions business. Shulemson assisted in recruiting military personnel and acquiring military equipment for the Israeli War of Independence. Died in Florida, 25 January 2007. For photo see PL-35213.

This officer has completed numerous sorties including several successful attacks on shipping. He is a skilful, courageous and determined leader whose example has inspired all. In January 1944, he participated in an attack on a convoy consisting of enemy merchant vessels and four armed ships. In the face of considerable anti-aircraft fire the attack was well pressed home and a medium sized merchant vessel and two small merchantmen were hit and set on fire. Hits were also obtained on two of the escort ships, one of them appearing to blow up as course was set for home. One member of the formation was attacked by a fighter and sustained damage. Flying Officer Shulemson immediately turned and joined the fight. By skilful and daring tactics he drew away the attacker thus enabling his comrade to fly clear. Some eighteen minutes later the enemy aircraft was forced to terminate the engagement and Flying Officer Shulemson flew on to base and landed safely in spite of a burst tire on one of the landing wheels. Throughout the sortie this officer displayed inspiring leadership, great skill and courage.

SHULEMSON, F/L Sydney Simon, DSO (J12483) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 26 January 1945 as per **London Gazette** dated 6 February 1945 and AFRO 765/45 dated 4 May 1945.

Flight Lieutenant Shulemson has completed many successful sorties against enemy shipping. He has taken part in attacks against heavily defended convoys and units of the Germany Navy off the Dutch and Norwegian coasts and in the Bay of Biscay. On numerous

occasions he has led the squadron and the wing in a most competent and capable manner, once inflicting heavy damage on three enemy destroyers and on another sortie sinking two heavily defended enemy vessels in the Bay of Biscay. Flight Lieutenant Shulemson has always maintained the highest efficiency both on the ground and in the air.

NOTE: Public Records Office Air 2/9046 has recommendation by W/C E.W. Pierce dated 19 December 1944 when he had flown 49 sorties (197 operational hours) with a much more detailed text.

Flight Lieutenant Shulemson, DSO, has been with this unit since June 1943, and during the past 18 months has shown himself to be an outstanding operational pilot. He has completed 49 operational sorties for a total of 197 operational hours, of which no less than twelve have been successful shipping strikes. He has taken part in attacks against the most heavily defended enemy convoys and against units of the German Navy on the Norwegian, Butch and Bay of Biscay coasts.

On numerous occasions he had led not only this squadron, but the whole wing in a most competent and capable manner. On D Day he led the squadron against three enemy destroyers in the Bay of Biscay inflicting heavy damage on them, and on August 13 he was deputy leader of this unit's aircraft which, together with aircraft from another unit, attacked and sank two heavily defended 8,000-ton enemy **Speerbruchers** in the Bay of Biscay.

Flight Lieutenant Shulemson has always maintained the highest efficiency both on the ground and in the air, and his continued and untiring search for knowledge has made him one of the most well-informed and capable leaders on the most difficult Norwegian coast. His perseverance, devotion to duty and his courage and determination in pressing home his attacks in the face of very heavy flak from both ships and shore, are outstanding. I therefore have no hesitation in strongly recommending him for the award of the Distinguished Flying Cross.

This was supported by the Officer Commanding RAF Station Dallachy on 24 December 1944, by the Air Officer Commanding No.18 Group on 31 December 1944, and by the Air Officer Commanding-in-Chief, Coastal Command, on 7 January 1945.

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SHULTIS, Corporal Norman Elder (R75231) - **Mention in Despatches** - Middleton St.George - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of

recommendations identifies unit. Born in Kindersley, Saskatchewan, 26 February 1921; attended Technical College in Saskatoon; home in Eston, Saskatchewan; enlisted in Saskatoon, 30 October 1940 as Aero Engine Mechanic; and posted to No.1 Manning Depot. To St. Thomas (Technical Training School), 13 November 1940. Promoted AC1, 31 May 1941. served at No.12 SFTS, 4 June 1941 to 15 March 1942 (promoted LAC, 31 August 1941); to "Y" Depot, 16 March 1942; to RAF overseas, 30 April 1942.. Promoted Corporal, 1 October 1942. Repatriated with No.428 Squadron, 10 June 1945; released 3 September 1945. MiD recommendations for 1 February to 31 July 1945 identifies unit.

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SHUTKA, FS (now P/O) Daniel (R160137/J94140) - **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 in Oshawa, Ontario, 26 December 1923; home in Orono, Ontario; enlisted in Toronto, 31 March 1942 as Aero Engine Mechanic and posted to No.5 Manning Depot. To Technical Training School, 28 May 1942. To "S" and promoted AC1, 25 September 1942. To "K", 12 April 1943. To No.121 Squadron, 10 May 1943; promoted LAC, 1 July 1943. Remustered to aircrew, 18 July 1943 and posted to No.5 Manning Depot. To No.1 Manning Depot, 1 August 1943. To No.23 Pre-Aircrew Education Unit, 9 August 1943; to No.1 SFTS, 14 September 1943; to No.10 BGS, 15 October 1943; graduated and promoted Sergeant, 14 January 1944). To No.3 Aircrew Graduate Training School, 30 January 1944. To "Y" Depot, 28 February 1944; taken on strength of No.3 PRC, 30 March 1944. Commissioned 10 January 1945. Invested with award by King George VI, 29 June 1945. Promoted Flying Officer, 10 July 1945. Repatriated 10 July 1946. Retired 12 August 1946. School principal. Died in Whitby, Ontario, 9 March 2002. Cited with FS Thomas Romanchuk (see above for citation).

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SHUTTLEWORTH, F/O Douglas Dalton (J13018) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 17 August 1943 as per **London Gazette** of that date and AFRO 2322/43 dated 12 November 1943. Born in Vancouver, 7 November 1922; home in Regina; educated at Strathcona School, Wetmore School and Central Collegiate, all in Regina. Stockman for Robert Simpson Company; enlisted there 18 July 1941. To No.2 Manning Depot, Brandon, 5 August 1941. To No.2 BGS, Mossbank (guard duty), 10 October 1941. To No.2 ITS, Regina, 24 November 1941; graduated and promoted LAC, 17 January 1942; to No.5 EFTS, High River, Alberta, 18 January 1942; to No.7 SFTS, Macleod, 12 April 1942; graduated and commissioned , 31 July 1942. To "Y" Depot, Halifax, 15 August 1942. Embarked from Halifax, 20 August 1942; disembarked in Britain, 1 September 1942. To No.3 (Pilots) Advanced Flying Unit, 11 September 1942. To No.22 OTU, 24 October 1942. To No.426 Squadron, reporting 13 February 1943. Attached to No.1679 Conversion Unit, 1-20 June 1943 before return to No.426 Squadron.

Attached to No.1535 Beam Approach Training Flight, 19-26 July 1943. Killed in action 17/18 August 1943 (Lancaster DS674) during Peenemunde raid; name on Runnymede Memorial. Award presented to next-of-kin by King George VI, 24 June 1945.

This officer has taken part in numerous sorties against varied targets in enemy territory and in several successful minelaying operations. He has attacked heavily defended targets in Frankfurt, Stuttgart, Mannheim and the Ruhr Valley. His determination to press home his missions has been amply illustrated by the photographs he has obtained. Flying Officer Shuttleworth's courage and fine fighting spirit have at all times been an inspiration to his squadron.

DHH file 181.009 D.2624 (Library and Archives Canada RG.24 Volume 20628) has recommendation raised by W/C L. Crooks, 14 June 1943 when he had flown 20 sorties (116 hours 14 minutes) as follows:

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16 February 1943 - Lorient (7.00)  
28 February 1943 - St. Nazaire (6.30)  
1 March 1943 - Gardening (4.51)  
9 March 1943 - Gardening (5.40)  
12 March 1943 - Essen (4.40)  
23 March 1943 - Gardening (4.10)  
26 March 1943 - Duisburg (4.25)  
28 March 1943 - St. Nazaire (6.15)  
29 March 1943 - Bochum (5.15)  
8 April 1943 - Duisburg (5.55)  
10 April 1943 - Frankfurt (7.15)  
14 April 1943 - Stuttgart (7.45)  
16 April 1943 - Mannheim (7.25)  
26 April 1943 - Duisburg (4.55)  
27 April 1943 - Gardening (6.10)  
4 May 1943 - Dortmund (5.15)  
5 May 1943 - Air-Sea Rescue (4.35, counted as one-half sortie)  
23 May 1943 - Air-Sea Rescue (4.15, counted as one-half sortie)  
23 May 1943 - Dortmund (4.50)  
25 May 1943 - Dusseldorf (4.55)  
27 May 1943 - Essen (4.40)

This officer has participated in numerous sorties against all types of targets in enemy territory and has carried several successful mine laying operations. Targets attacked include Frankfurt, Stuttgart, Mannheim, and the Ruhr Valley.

His determination to press home the attack has been amply illustrated by the successful photographs of the target area. His courage and fine offensive spirit have at all times been an inspiration to the whole squadron, and in my opinion merits recognition. I recommend the award of the Distinguished Flying Cross.

#### **Notes on Training:**

No.2 Initial Training School: Ground School only in the following courses: Mathematics (146/150), Signals (150/150), Anti-Gas and Armament (87/100), Aircraft Recognition (97/100), Drill (74/100), Law and Discipline (95/100), Navigation (143/200), General Studies (83/100). Placed 23<sup>rd</sup> in a class of 139. Described as follows: "Is young but has applied himself. Has been alert, dependable and cooperative. Should be average pilot but if washed out as pilot, feel will make a good observer. Possibly suitable for commission by end of training.

No.5 Elementary Flying Training School: Flew in Tiger Moths - 27 hours 20 minutes dual and 37 hours five minutes solo. Of this, 10.10 on instruments; also 10.50 on Link. Described as "Careless with general flying." Ground school subjects and marks as follows: Airmanship (167/200), Airframes (76/100), Aero Engines (85/100), Signals (100/100), Theory of Flight (90/100), Air Navigation (102/200), Aircraft Recognition (70/75), Armament (90/125). Chief Ground Instructor wrote, "Above average, good type, hard worker, consistent, conduct excellent."

No.7 Service Flying Training School: Flew Anson aircraft - 51.25 day dual, 64.10 day solo, 5.40 night dual, 12.40 night solo. Of this, 26.40 on instruments. Also logged 20 hours in Link. Described by F/L H.A. Beer (instructor) as "A high average pilot, independent and alert. No outstanding faults. Instrument good average. Conduct very good." On ground he took the following courses with marks indicated: Airmanship and Maintenance (181/200), Armament-W (83/100), Armament-P (82/100), Navigation (124/150), Meteorology (39/50), Signals-W (45/50), Signals-P (100/100). "A capable and industrious student", placing 5<sup>th</sup> in a class of 57 and awarded a "Distinguished Pass". However, he was subjected to an "Altitude Tolerance Test" on 19 August 1942 and recommended only for "flying only to 25,000 feet" (tests covered heights to 35,000 feet and above 35,000 feet).

No.1531 Beam Approach Training Flight: Although his list of postings indicates that he was at No.3 (P) AFU, there is no training report from there. There is, however, a report of training at



No.1531 Beam Approach Training Flight, 17-24 October 1942. Flew Oxford aircraft (ten hours 25 minutes, all beam and instrument flying, plus five hours in Link. Described as "A good average pilot; has trouble in maintaining height when under hood. Knows the procedure well and has made good use of the course."

No.22 Operational Training Unit: Course was 27 October 1942 to 14 February 1943. All flying in Wellington aircraft: 8.15 day dual (4.15 to first day solo), 34.25 day solo; 7.55 night dual (three hours night dual to first night solo), 32.35 night solo. Logged 16.25 on instruments and 14.15 in Link. No ground courses marked (if taken); flying courses and marks as follows: General Flying (300/400), Applied Flying (140/200), Instrument Flying (160/250), Night Flying (85/100), Link Trainer (35/50). Assessed 60/100 under "Qualities of Character and Leadership". Described as "Above the average captain, keen and deliberate."

No.1535 Beam Approach Training Flight: Course lasted from 20 July to 26 July 1943. Flew Oxford aircraft (11 hours day dual, all of it beam flying on instruments). Also logged five hours in Link. Flying Tests were in the following subjects: Beam Approach Procedure and "Q" Code, all in Link Trainer (150/200), Test Paper (96/100), Instrument Flying (130/250), Cloud Flying and Night Flying (130/250), General Application of Beam Approach Procedure in Flying (115/200). Described as "Above average. Took in keen interest in the course and should make good use of the Beam." In Link also rated as "Above average".

**Particulars of Death:** Airborne at 2127 hours, 17 August 1943 to bomb Peenemunde, Lancaster DS674. Nothing further heard. Crew consisted of the following: J13018 F/O and A/F/L D.D. Shuttleworth, DFC (pilot, 20 trips, 116.46 hours), J10704 F/O G.C. Robinson (navigator, 21 trips, 118.56 hours), R107611 Sergeant K.G. Gawthrop (WOP/AG, 17 ½ sorties, 101.06 hours), R77285 Sergeant J.M.L. Bouvier (Air Bomber, 19 sorties, 109.41 hours), 1545325 Sergeant S. Barnes (Flight Engineer, no previous sorties), 59314 F/O G.W. Scammell, DFC (Mid-Upper Gunner, 15 ½ sorties on his second tour, 87 hours on second tour), and 1333625 Sergeant G.W. Bentley (Rear Gunner, ten sorties, 42 hours).

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SHUTTLEWORTH, F/L Jack Caddey (J17102) - **Distinguished Flying Cross** - No.138 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 23 March 1920 in West Oxford, Ontario; home in Ingersoll, Ontario (farmer); enlisted in London, Ontario, 29 June 1940. To No.119 (BR) Squadron, 16 August 1940. To No.1 ITS, 11 October 1940; graduated and promoted LAC, 8 November 1940 when posted to No.1 WS; graduated 28 April 1941 when posted to No.4 BGS; graduated and promoted Sergeant, 26 May 1941. To Embarkation Depot, 27 May 1941; to RAF overseas, 18 June 1941. Commissioned 10 October 1942. Missing, 22 November 1942;

reported safe, 25 March 1943. Promoted Flying Officer, 10 April 1943. Repatriated 20 April 1943. To No.9 EFTS, 25 June 1943. To "Y" Depot, 15 September 1943. Taken on strength of No.3 PRC, 5 October 1943. Promoted Flight Lieutenant, 4 June 1944. Repatriated 15 November 1944. To No.1 Training Command, 8 January 1945; to No.1 BGS, 9 January 1945; to No.1 AOS, 13 February 1945; to St. Hubert, 15 April 1945. To No.1 Air Command, 22 June 1945. Retired 9 August 1945. Award sent by registered mail 15 April 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". Public Records Office Air 2/9026 has recommendation dated 16 July 1944 when he had flown 49 sorties (316 hours ten minutes). In sortie list for second tour the mission is described only as ""Operations as ordered":

## First Tour

19 May 1942 - Le Havre (6.55)  
30 May 1942 - Cologne (6.10)  
1 June 1942 - Essen (5.20)  
3 June 1942 - Bremen (5.40)  
6 June 1942 - Emden (5.10)  
8 June 1942 - Essen (5.30)  
11 June 1942 - GARDENING, Frisians (4.45)  
19 June 1942 - Emden (5.05)  
21 June 1942 - GARDENING, St.Nazaire (7.40)  
22 June 1942 - Emden (5.30)  
25 June 1942 - Bremen (6.35)  
26 June 1942 - GARDENING, Terschelling (4.50)  
29 June 1942 - GARDENING, St.Nazaire (7.50)  
6 July 1942 - GARDENING, St.Nazaire (7.40)  
21 July 1942 - Duisburg (5.40)  
25 July 1942 - Duisburg (5.00)  
26 July 1942 - Air/Sea Rescue (5.00)  
22 November 1942 - Stuttgart (8.40)

## Second Tour

10 December 1943 - (4.35)  
29 December 1943 - (2.50)  
4 January 1944 - (6.50)  
7 January 1944 - (7.55)  
27 January 1944 - (5.40)  
28 January 1944 - (6.55)  
5 February 1944 - (6.35)  
11 February 1944 - (7.00)  
1 March 1944 - (8.10)  
3 March 1944 - (7.00)  
5 March 1944 - (4.35)  
7 March 1944 - (8.15)  
20 March 1944 - (6.15)  
22 March 1944 - (5.55)  
31 March 1944 - (7.00)  
9 April 1944 - (5.50)  
11 April 1944 - (5.30)

26 April 1944 - (6.50)  
27 April 1944 - (6.35)  
1 May 1944 - (6.10)  
6 May 1944 - (7.45)  
23 May 1944 - (6.20)  
1 June 1944 - (6.30)  
2 June 1944 - (5.35)  
16 June 1944 - (5.55)  
24 June 1944 - (5.55)  
5 July 1944 - (5.30)  
8 July 1944 - Wilhelmshaven (5.40)  
9 July 1944 - (7.10)  
11 July 1944 - (8.00)  
29 July 1944 - Saarbrucken (6.25)

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An outstanding Bomb Aimer, this officer has played no small part in the successes achieved by his crew whilst engaged on operations of a special nature. His accuracy in obtaining pinpoints has been of great assistance to his navigator, and his skill in locating difficult targets is most commendable. He has displayed great courage and a high sense of devotion to duty throughout his tours of operations. As Squadron Bombing Leader, Flight Lieutenant Shuttleworth has also been of great help and assistance to new crews, and his tutoring has done much to increase the number of successful operations achieved by the squadron.

NOTE: Public Record Office WO 208/3312 has his MI.9 evasion report, filed with Sergeant Thomas Henry Hanstock, both of No.460 Squadron. They had left Gibraltar on 28 March 1943, arrived in Liverpool on 5 April 1943, and been interviewed on 6 April 1943.

Our aircraft took off from Brighton (Yorkshire) about 1830 hours on 22 November 1942 (not 29 November as stated in the report of Pilot Officer Galt...) and crashed about 2015 hours between Nestle and Roye, about 25 miles southwest of St. Quentin, France (Sheet 5, Northwest Europe, 1:250,000). The other members of the crew were:-

P/O Galt (pilot)  
F/L Given (navigator)  
Sergeant Berry, G. (wireless operator)  
Sergeant Austin, C. (mid-upper gunner) and  
Flight Sergeant Hayman (rear gunner)

We all got out of the aircraft uninjured after it came down. Our parachutes were burned in the aircraft. After discarding our Mae Wests, Irvin jackets, helmets and gloves, we two made off from the area of the crash. When we saw by the stars that we were going northwest we stopped at a small wood, got out our escape kits and decided on our direction.

Working by compass, we walked southwest, skirting the area where the aircraft had exploded. About daylight we had got to the village of Margny, where we hid in a haystack. As we were wet through and cold, we went in search of help and picked the last farm in the village, which we circled. This also was the least-prosperous looking farm We knew no French at that time and tried to indicate in signs what we wanted, but it was not until we said "Anglais" that we were taken into a back room and given breakfast.

After breakfast we were put into a barn, where we were visited by a girl who, with the aid of a grammar, explained that we would be taken to Noyon next day and put on the train for Paris.

We remained all day in the barn and all the next night. We were fitted out with civilian clothes, some of which were brought by women from the village. We were warned that there were Germans about, and the people at the farm were very nervous.

We left the farm about 0600 hours on 24 November and were conducted to Noyon by two men who bought our railway tickets with 200 francs we had given them. They also bought us bread, and we got bread, butter, eggs and chocolate from the farmer, as well as bread coupons.

We left Noyon alone at 1245 hours for Paris, which we reached about 1400 hours. We had no identity cards, but there was no identity control on the platform. Two men at the barrier were checking suitcases, possibly for "black market" food, but they did not examine the rucksack in which we had our supplies.

On leaving the station we walked southwest through Paris on a compass bearing, and did not ask anyone the way. By 1700 or 1800 hours we had reached the suburbs. We kept walking all night till nearly daylight. (Sergeant Hanstock cut the top off his flying boots, and Sergeant Shuttleworth was wearing RCAF issue boots of the type worn under flying moccasins).

From the suburbs we took the main Paris-Corbei road, and about 0200 hours (25 November) had got to the vicinity of Orly (Sheet 8, Northwest Europe, 1:250,000), where we walked past three sentries at an aerodrome, but were not challenged. As it was getting light we turned west to Epinay-sur-Orge, and hid in a haystack at a farm. We were discovered there by a farm labourer, to whom we explained that we were British. He brought the farmer, who sheltered us.

At the farm we were visited by a lady who asked us questions in English to establish our identity. During the day we were supplied with civilian clothing, and after dark were taken to a house in Epinay, where we remained until 2 February 1943, when an organisation took charge of us.

On arrival in Spain we were arrested by the Civil Guard outside Massanet, our guides having left us on top of the Pyrenees. We were taken to a police station in Figueras, where we were photographed and had our finger prints taken, and then to prison.

Sergeant Hanstock was kept in prison in Figueras for 35 days (10 February to 15 March). Sergeant Shuttleworth was there for 27 days (10 February to 9 March) and was then sent to prison in Gerona for seven days. On 16 March both were handed over to the Spanish Air Force and sent to Barcelona (two days) and Alhama d'Aragon for internment from 17-20 March. They were then sent to Gibraltar, arriving 26 March.

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york42/z1463.html> provides the following from his career:

#### WELLINGTON Z1463 DAMAGED BY FLAK, RETURNED TO BRIGHTON AIRFIELD

On the night of 8th / 9th June 1942 the crew of this aircraft were tasked with Ops to Essen and left Brighton at 23.47hrs. The aircraft was caught in a searchlight cone over the target

area and flak was reported around the aircraft as the bombs were released. The aircraft was hit by flak and slightly damaged but the pilot was able to make a safe return to Brighton and landed at 04.58hrs. Crew were: Pilot - Sgt Mason Day Frecker RAAF (402653), of Mosman, New South Wales, Australia; Second Pilot - Sgt John Alexander Bryden RAAF (404601), of Warwick, Queensland, Australia; Navigator - Sgt Albert Ernest Brown RAAF (403105), of Wellington, New South Wales, Australia; Wireless Operator / Air Gunner - Sgt Keith John Danks-Brown RAAF (404403), of Mosman, New South Wales, Australia; Bomb Aimer - Sgt Jack Caddy Shuttleworth RCAF (R/68135), of Ingersoll, Ontario, Canada; Rear Gunner - Sgt Terence Claude Harris RAAF (406453), of Mosman Park, Western Australia, or Annandale, New South Wales.

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SIBBALD, P/O Roy Everett (J17878) - **United States Air Medal and One Oak Leaf Cluster** - 9th USAAF (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 3 August 1919. Home in Cochrane, Alberta; enlisted in Vancouver, 24 January 1941 and posted to No.2 Manning Depot. To No.6 BGS, 21 February 1941 (guard duty); to No.2 WS, 30 March 1941 (promoted LAC, 1 June 1941) and graduated 15 August 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 15 September 1941. To Embarkation Depot, 16 September 1941. To RAF overseas, 6 October 1941; promoted Flight Sergeant, 15 August 1942. Commissioned 3 December 1942. Repatriated 23 December 1943. To No.32 OTU, 3 February 1944. To "Y" Depot, 23 May 1944; to No.45 Group 29 May 1944; to United Kingdom, 29 August 1944. Joined No.434 Squadron in February 1945; slightly wounded by flak 1 March 1945. Repatriated with No.434 Squadron, 15 June 1945. To No.7 Release Centre, 13 September 1945; retired 27 September 1945. 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 five operational missions, each of more than 2 1/2 hours duration. each of less than 2 1/2 hours duration."

Same order awards the first Oak Leaf Cluster for "...having participated in five operational missions, each of 2 1/2 hours or more duration, and ten operational missions, each of less than 2 1/2 hours duration."

DHH file 181.009 D.1941 (Library and Archives RG.24 Volume 20612) has recommendation for a Distinguished Flying Cross (not awarded) raised on 20 May 1945 by W/C .C. Mulvihill when he had flown four sorties (31 hours 55 minutes) as a Wireless Operator Air Gunner. Submission as follows:

23 February 1945 - Pforzheim (8.40)

27 February 1945 - Mainz (7.35)

1 March 1945 - Mannheim (6.55)

16 April 1945 - Schwandorf (8.45)

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This officer on his second tour of operations has continued to give service of the highest order. On one occasion during an attack on Mannheim his aircraft was engaged by heavy flak in the target area. He was hit and wounded in the face by a shell splinter. In spite of intense physical pain and the loss of blood, he continued to carry out his duties until his aircraft was safely back at base. His coolness and devotion to duty under stress served as an example to all members of the squadron. I recommend the non-immediate award of the Distinguished Flying Cross.

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SIBBALD, P/O William John (J15700) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 3 February 1943 as per **London Gazette** dated 9 February 1943 and AFRO 373/43 dated 5 March 1943. Born in Toronto, 10 July 1917; home there (educated at Parkdale Collegiate; sales clerk for three years). Interviewed on 19 August 1940 at which time he was described as "Exceptionally clean-cut young man. Keen. Average intelligence. Good personality. Believe he will be officer material." However, even then he was recommended for Air Gunner training; Formally enlisted in Toronto, 14 October 1940 and posted to No.2 Manning Depot, Brandon. To No.36 SFTS for guard duty, 25 October 1940. To No.2 WS, Calgary, 7 December 1940; promoted LAC, 7 January 1941. At No.2 WS he was in "Flying Classroom, First Operator" for 25 minutes, "Flying Classroom, Listening Watch" for three hours 35 minutes, and "Two seat aircraft as sole operator" for six hours 30 minutes." Ground training subjects and marks as follows: Theory (35/50), Radio Equipment (189/250), Morse, buzzer and lamp (178/200), Procedure (136/200), Signals Organization (105/150), Armament (74/100), Drill and PT (38/50). Total score in ground school was 755/1,000. Placed 69<sup>th</sup> in a class of 182. Graduated 25 April 1941; posted next day to No.4 BGS, Fingal; graduated and promoted Sergeant, 26 May 1941. At No.2 4 BGS he flew 12 hours 50 minutes in Battle aircraft by day (plus two hours 15 minutes as passenger). He fired 500 rounds on ground, 165 rounds air-to-ground, and 1,838 rounds air-to-air. On "Beam Test" he scored 6 percent, "Beam Relative to Speed Test" at four percent and "Under Tail Test" scored four percent. Placed 44<sup>th</sup> in a class of 69. To "M" Depot, Halifax, 28 May 1941; to RAF Trainee Pool, 18 June 1941. Taken on strength of No.3 PRC, Bournemouth, 1 July 1941. To No.1 Wireless School, 7 July 1941. To No.20 OTU, 7 October 1941. To No.101 Squadron, 1 May 1942. Commissioned 16 July 1942. Promoted Flying Officer, 16 January 1943. Promoted Flight Lieutenant, 18 March 1943. Invested with award by King George VI, 25 March 1943. Killed in action 21 June 1943 (No.101 Squadron, Lancaster ED650); buried in Germany.

This officer, throughout a very successful tour of duty, has displayed exceptional ability as a wireless operator. He is a cool and reliable member of aircraft crew whose sense of discipline and responsibility has invariably inspired confidence in his comrades. On several occasions he has successfully dealt with most difficult situations. Pilot Officer Sibbald has been instrumental in promoting a very high

standard of keenness and efficiency through his leadership and personal example.

NOTE: Public Records Office Air 2/8934 has recommendation dated 24 November 1942 with sortie list (30 sorties, 156 hours 25 minutes); draft citation is not markedly more informative than that published in AFRO.

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

5 May 1942 - Nantes (5.45)  
7 May 1942 - St.Nazaire (6.15)  
17 May 1942 - Boulogne (3.40)  
19 May 1942 - St.Nazaire (6.00)  
21 May 1942 - GARDENING (7.15)  
30 May 1942 - Cologne (3.55)  
1 June 1942 - Essen (3.35)  
3 June 1942 - Bremen (4.30)  
5 June 1942 - Essen (5.00)  
6 June 1942 - Emden (4.25)  
25 June 1942 - Bremen (4.50)  
29 June 1942 - Bremen (4.40)  
3 July 1942 - Bremen (5.20)  
7 July 1942 - GARDENING (4.20)  
11 July 1942 - GARDENING (7.00)  
13 July 1942 - Duisburg (4.00)  
21 July 1942 - Duisburg (4.05)  
23 July 1942 - Duisburg (4.10)  
25 July 1942 - Duisburg (3.55)  
26 July 1942 - Hamburg (5.50)  
28 July 1942 - Hamburg (4.40)  
29 July 1942 - Saarbrucken (5.30)  
15 August 1942 - Duisburg (4.20)  
17 August 1942 - Osnabruck (5.40)  
23 August 1942 - Kassel (6.50)  
24 August 1942 - Frankfurt (6.00)  
29 August 1942 - Nuremburg (7.15)  
1 September 1942 - Saarbrucken (6.10)  
2 September 1942 - Karlsruhe (6.10)  
3 September 1942 - GARDENING (5.30)

This officer, a Canadian, came to the squadron on the 1st May 1942 and has since carried out a very successful tour of operations on Wellington aircraft, showing exceptional ability as a Wireless Operator. A very steady and reliable type whose sense of discipline and responsibility has always had a great influence on the crew. He has also proved himself on several occasions and under difficult conditions to be capable of dealing with any situation. As Signals Officer since the 5th September, Pilot Officer Sibbald has been responsible for promoting a very high standard of keenness and efficiency by his leadership and personal example.

The website "Lost Bombers" has the following on his last sortie. Lancaster ED650, No.101 Squadron (SR-L), target Krefeld, 21/22 June 1943. ED650 was a Mk.I, delivered to No.101 Squadron on 20 February 1943. It took part in the following operations: Essen, 3/4 April 1943; Pilsen, 16/17 April 1943; Stettin, 20/21 April 1943; Dusseldorf, 25/26 May 1943; Dusseldorf, 11/12 June 1943; Krefeld, 21/22 June 1943 (lost). When lost this aircraft had a total of 82 hours. Airborne from Ludford Magna. Crashed near Munchen-Gladbach. Crew were Sergeant D.H.Brook; Sergeant A.C.Keightley; Sergeant G.Hopkin; Sergeant T.E.W.Latter; F/L W.J.Sibbald, DFC, RCAF (Squadron Signals Leader); Sergeant N.Ellis; Sergeant K. Henson.

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SICOTTE, F/O Joseph Wilfred Rene Guy (J87150) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 26 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 19 February 1919 in St.Joseph de Chambly, Quebec; home in St.Hyacinthe, Quebec (bank clerk); enlisted in Montreal, 10 June 1942. To No.5 Manning Depot, 11 August 1942. To No.4 Manning Depot, 25 September 1942. To No.3 ITS, 5 December 1942; graduated and promoted LAC, 19 February 1943 and posted next day to No.11 EFTS; graduated 17 April 1943 when posted to No.13 SFTS; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943; to United Kingdom, 12 September 1943. Commissioned 25 June 1944. Promoted Flying Officer, 25 November 1944. Repatriated 23 March 1945. To No.1 Air Command, 3 April 1945. To No.16 SFTS, 14 May 1945. To No.2 Release Centre, 10 June 1945. Retired 20 June 1945, Award presented in Montreal, 25 November 1949. Died 1 January 2006 in St.Hyacinthe, Quebec as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2006.

On October 1944 this officer piloted an aircraft in an attack against Duisburg. When nearing the target the starboard outer engine failed. Shortly afterwards the aircraft came under heavy anti-aircraft fire and was hit. The fuselage was pierced in innumerable places by pieces of shrapnel. One of the petrol tanks was punctured and much other damage sustained. Nevertheless, Flying Officer Sicotte executed a determined and successful attack. This officer has completed very many sorties against well defended targets and has displayed notable skill,

courage and devotion to duty.

The original recommendation (DHH file 181.009 D.1730, Library and Archives Canada RG.24 Volume 20607) was submitted 18 November 1944 by W/C Hugh Ledoux when he had flown 15 sorties (81 hours).

Flying Officer Sicotte was pilot of a Halifax bomber detailed to attack Duisburg in daylight on October 14<sup>th</sup>, 1944. When nearing the target area the starboard outer failed. Just before releasing the bombs the aircraft was riddled with flak. Explosions were observed all around and the aircraft was hit again. Number Three petrol tank had been pierced through leaving several large holes. The mid-upper gunner's turret was damaged by shrapnel and also the engineer's astrodome was blasted off. Undaunted by these adverse conditions under such trying circumstances, this skilful pilot successfully completed his mission without any further incident. His dogged determination and devotion to duty was characteristic of what he has shown throughout many of his sorties against heavily defended targets in Germany, and he has invariably pressed home his attacks with great resolution.

This officer's outstanding cool courage, exceptional efficiency and leadership have been an inspiration to all, and is worthy of my recommendation for the award of the immediate Distinguished Flying Cross.

The sortie list was as follows:

15 September 1944 - Kiel (6.15, second pilot)  
17 September 1944 - Boulogne (4.40)  
25 September 1944 - Calais (4.00)  
26 September 1944 - Calais (4.45)  
27 September 1944 - Bottrop (5.55)  
28 September 1944 - Cap Gris Nez (4.15)  
30 September 1944 - Sterkrade (4.50)  
14 October 1944 - Duisburg (5.30)  
14 October 1944 - Duisburg (5.40)  
15 October 1944 - Wilhelmshaven (5.05)  
23 October 1944 - Essen (6.30)  
1 November 1944 - Oberhausen (6.20)  
2 November 1944 - Dusseldorf (6.15)  
4 November 1944 - Bochum (5.25)  
6 November 1944 - Gelsenkirchen (5.35)

\* \* \* \* \*

SIDDALL, F/O Charles Edwin (J13832) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September and AFRO 2373/44 dated 3 November 1944. Born in Victoria, 9 January 1916; home in Kamloops (teacher); enlisted in Vancouver, 19 August 1940 as Service Policeman. To "OMP" (whatever that is), 20 September 1940. To No.2 WS, 22 October 1940. Promoted LAC, 2 February 1941. Remustered to aircrew and posted to No.2 ITS, 14 February 1942, reverting to AC2; graduated and promoted LAC, 11 April 1942; to No.2 Manning Depot, 25 April 1942; to No.2 AOS, 27 April 1942; graduated and commissioned 28 August 1942. To "Y" Depot, 29 August 1942. To RAF overseas, 22 October 1942. Promoted Flying Officer, 28 February 1943. Promoted Flight Lieutenant, 28 August 1944. Repatriated 18 June 1945; to No.8 OTU, 29 June 1945; to Greenwood, 31 July 1945. To Halifax, 6 September 1945. Retired 11 September 1945. Award presented 5 March 1949. Postwar he resumed his teaching career and became a principal in Vancouver. Died in Burnaby, British Columbia, 15 January 2005.

This officer has taken part in numerous operations against the enemy and has always shown a very high standard of navigational skill. On several occasions his efficiency has resulted in mines being laid in the correct positions and at the correct time. On one sortie the two port engines of his aircraft failed and a crash landing had to be made. Flying Officer Siddall received severe injuries but this did not deter him from recommencing operations as soon as possible. This officer's high courage and determination have been of great assistance to the navigation section of his squadron.

\* \* \* \* \*

SIDEEN, F/O (now F/L) Oscar (C23501) - **Air Force Cross** - No.19 Elementary Flying Training School - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born in Stanley, Ontario, 14 November 1911. Farming with his father, Stanley, 1928 to 1931. Truck driver with Northern Development, Fort William, 1931-1934. Farming with father again, and 1934-1935. Self employed (garage operator, Ignace, 1936-1937). Gas and Diesel truck driver, Port Arthur, 1937-1939. Civilian Instructor, Thunder Bay Air Training School, 24 June 1940-1942 (Chief Flying Instructor for eight months; attended Central Flying School, Trenton, 18 May to 18 June 1940. Enlisted in Port Arthur, 3 October 1942 and appointed Sergeant Pilot. To No.2 EFTS, 4 October 1942. To No.5 Manning Depot, 8 October 1942. To No.6 SFTS, 6 November 1942; graduated and commissioned, 5 February 1943. To No.3 Flying Instructor School, 19 February 1943. To No.2 EFTS, 2 April 1943. Promoted Acting Flying Officer, 5 August 1943. To No.19 EFTS, 10 August 1943. Confirmed as

Flying Officer, 15 January 1944. Promoted Flight Lieutenant, 1 August 1944. To No.2 Flying Instructor School, 15 November 1944, To No.1 Training Command, 29 December 1944; to No.1 SFTS, 8 January 1945. To No.5 Release Centre, 11 March 1945. Retired 4 May 1945. Employed by Superior Airways, 1945-1946. Re engaged as an instructor at Fort William, 26 January 1953 in rank of Flight Lieutenant (215022). Employed in short sessions - 26 January to 25 February 1953, 16 November to 15 December 1953, 25 November to 13 December 1954, 21 November to 20 December 1955, 23 November to 13 December 1956, and 25 November to 24 December 1957. Transferred to Primary Reserve, 2 May 1960. Died 22 January 1987 in Kakabeka Falls, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1987. As of award had flown 3,031 hours (305 in previous six months), 2,790 as instructor (285 in past six months).

This officer, because of his keen devotion to duty and outstanding ability as a flying instructor, was selected to assist in raising the standard of other instructors at this school. The leadership and the endless energy he has exercised in this work has shown remarkable results.

Original recommendation raised 30 June 1944 by S/L G.A. Madore as follows:

Flying Officer Sideen was posted to this Unit in August 1943, and was appointed to the first opening as a Flight Commander in October 1943. This officer, by his keen devotion to duty in the Service and his outstanding ability as a flying instructor was selected to assist in raising the standard of other instructors. The endless energy which he has put forth has shown remarkable results. Besides being a natural leader, this officer can be completely relied upon in emergency. His untiring effort has assisted greatly in improving the standard of instruction at the Unit and he is highly recommended for the award of the Air Force Cross.

This was endorsed the same day by the Manager of No.19 EFTS:

This officer's consistent and excellent contribution to the training programme is worthy of recognition. An excellent instructor, hard working and conscientious, he has consistently devoted himself to his work without personal consideration and is held in the highest respect by everyone who has been associated with him. It is a pleasure to add my recommendation.

**Selected Assessments:** "Was CFI at this unit under the Civilian set up and was a good one. He received his commission on completion of Service Course and returned to this unit as a Flying Instructor. He has excellent ideas and uses initiative in all his duties, and with the background he possesses, and his organizing and administrative ability, he is considered well qualified to

hold the rank of Acting Flying Officer." (S/L D.W. Dawson, No.2 EFTS 16 June 1943).

"This officer is an exceptionally good Flight Commander. Reliable and cheerfully accepts any duty and carries it out without a murmur. Valuable officer. Strongly recommend retention in the Service and promotion to Flying Officer." (S/L A.F. Madore, No.19 EFTS, 5 December 1943).

"An able officer, quiet, sincere, very efficient. This excellent flight commander was selected for the examining flight and produced most satisfactory results, When this unit began a check of all instructors to raise the standard of instructing as high as possible, this officer, with F/L Sevens was selected to do the most of the work, and has accomplished far more than was expected. Can fit almost any job with equal efficiency. Very highly recommended for promotion to Acting Flight Lieutenant." (S/L A.F. Madore, No.19 EFTS, 6 July 1944).

**Note:** It is unclear as to where he learned to fly before the war.

Following his first session as a MATP instructor (January-February 1953) he was praised by the local Recruiting Officer as per below (signature of assessing officer illegible):

Flight Lieutenant Sideen is an experienced, mature and intelligent officer. His services under the MATP were helpful to this unit, and his suggestions on recruiting in this area were helpful and refreshingly constructive. In the event of any emergency, he is well equipped to provide immediate assistance to the RCAF.

On 28 December 1956 he was assessed by F/L E.S. Darlington (commanding Recruiting Unit); he was described as being "Chief Pilot, Marathon Corporation:

This officer has the interest of the Service at heart and is sincerely interested in preparing himself for active participation in the event of an emergency.

**Training:** Record gives course dates as 8 October 1942 to 5 February 1943. Flew 37.20 day dual, 32.40 day solo, 3.45 night dual, 6.20 night solo. Spent 10.15 in formation, 15.05 on instruments, and logged 15 hours in Link. Record also shows he had flown 1,730 hours instructing at No.2 EFTS. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Signals (written and practical), and Meteorology. Scored 631 points out of 750. Placed sixth in a class of 24. "High average ability - no outstanding faults."

Course at No.3 FIS was 22 February to 2 April 1943. Flew 10.35 day dual, 2.00 night dual, 67.30 solo by day, 7.00 night solo. "General flying high average. Aerobatics high average. Instruments good, voice good. This man is a high average instructor." Granted Category B (Elementary) but with the following note: "An above average instructor who should be given an opportunity of



taking a test for a higher category with the first CFS Visiting Flight.”

Examined by No.4 Visiting Flight, 9 January 1944. Tested on Cornell aircraft. Described under the following headings - Sequence (“Sound”), Voice (“Strong”), Manner (“Capable”), Ability to impart knowledge (“Above average”), Ability as pilot (“Above average”). Overall, “A very experienced and capable instructor.” Awarded Category A-2 (Elementary).

Further tested 17 May 1944 by CFS Visiting Flight. At the time he has flown 2,768 hours 35 minutes on single-engine aircraft, ten hours on twins. Of this time, 2,600 had been instructional. Had flown Moth, Cornell, Harvard, Yale and Crane. Tested on a Cornell. “Tested on Marking Standard and Procedure according to C.A.P. 385 and found to be a very capable testing officer.”

Further tested November 1944 by CFS Visiting Flight. At the time he has flown 2,913 hours ten minutes on single-engine aircraft. Of this time, 2,700 had been instructional. Tested on a Cornell. Checked on the following: General knowledge of testing (“very good”), Testing procedure (“satisfactory”), Marking Accuracy (“High average”), Attitude (“Quite pleasant in the air.”). General remarks - “This officer’s marking is generally good. He has a slight tendency to not give full credit where it is due. On spinning sequences he should follow control movements more closely to learn better the degree of movement.” (S/L H.C. Forbell).

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SIGGENS, Corporal Malcolm William (R104079) - **Mention in Despatches** - No.121 (Can) Squadron - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 21 April 1914. Home in Grafton, Kings County, Nova Scotia; enlisted in Halifax, 14 June 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To Technical Training School, 4 July 1941. Promoted AC1, 8 November 1941. To “K”, 12 November 1941. To No.121 (Composite) Squadron, 10 January 1942. Promoted LAC, 8 February 1942. To “K”, 15 August 1942. To No.121 (Composite) Squadron again, 10 May 1943. Promoted Corporal, 1 July 1943. Promoted Sergeant, 1 July 1945. To No.4 (Composite) Flight, 1 October 1945. To Greenwood, 5 December 1945. To No.164 (Transport) Squadron, 8 January 1946. Re-engaged with Interim Force, remaining with No.164 Squadron until 21 March 1947 when discharged. Died 1982, probably in Halifax.

This non-commissioned officer has been in charge of the drogue section in No.121 Squadron for the past sixteen months. He has shown outstanding patience and skill in training the drogue operators and his personal example in performing these duties has been of the highest order. Corporal Siggins, by perseverance and tenacity both on the ground and in the air, has been

responsible for the conservation of valuable and irreplaceable towing equipment which resulted in further improvement and development being made in this field. This non-commissioned officer's interest in the drogue section is such that he sacrificed promotions in his trade as aero-engine mechanic to further the progress of his section.

NOTE: On 15 March 1944 he was aboard Bolingbroke 10086 when it had a serious problem with a drogue cable partially fouling controls. See award to S/L E. Henderson for details.

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SILLERS, F/L Donald Elwood (J26991) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 18 May 1945 as per **London Gazette** of that date and AFRO 1085/45 dated 29 June 1945. Born 1922 in Regina; home in Estevan; enlisted in Regina, 20 May 1941. Trained at No.2 ITS (graduated 13 October 1941), No.8 EFTS (graduated 21 January 1942) and No.11 SFTS (graduated 24 April 1942). Commissioned 1942. Retained in Canada. To No.7 AOS, 22 November 1943. To "Y" Depot, 7 December 1943. Taken on strength of No.3 PRC, 14 February 1944. Repatriated 8 July 1945. To No.2 Air Command, 20 July 1945. To No.6 Release Centre, 8 September 1945. Retired 18 September 1945. Rejoined RCAF Auxiliary as a Medical Officer (62287), 30 December 1959 with No.14 Wing and No.411 Squadron; Flight Lieutenant on appointment; promoted Squadron Leader, 1 January 1963; retired 31 March 1964; living in Willowdale at the time. Award presented 18 June 1949. Died in Aurora, Ontario, 28 July 2015.

This officer has at all times proved a most reliable captain of aircraft and has displayed commendable courage and skill. One night in February 1945 he was detailed to attack Duisburg. Immediately after the bombing run his aircraft was attacked and severely damaged by an enemy fighter. One engine was rendered unserviceable and much technical equipment was put out of action. Displaying great coolness and excellent airmanship, Flight Lieutenant Sillers succeeded in evading the fighter and afterwards brought his damaged aircraft safely back to base. Flight Lieutenant Sillers has completed many sorties and his devotion to duty have been of a high standard.

DHH file 181.009 D.1502 (LAC RG.24 Volume 20599) has the original recommendation and sorties list, drafted 13 March 1945 by W/C C.C.W. Marshall, Commanding Officer, No.424 Squadron: he had flown 20 sorties (134 hours 50 minutes operational time).

16 November 1944 - Julich (5.05)  
21 November 1944 - Castrop Rauxel (6.35)  
27 November 1944 - Neuss (5.50)  
30 November 1944 - Duisberg (6.25)  
2 December 1944 - Hagen (7.20)  
5 December 1944 - Soest (6.35)  
6 December 1944 - Osnabruck (6.25)  
26 December 1944 - St. Vith (6.20, flak holes)  
29 December 1944 - Oberlar (6.50)  
30 December 1944 - Cologne (6.35)  
2 January 1945 - Ludwigshaven (7.30)  
16 January 1945 - Magdeburg (6.30)  
14 February 1945 - Pomerania Bay (7.40, Gardening)  
18 February 1945 - Fredrichshaven (5.55)  
20 February 1945 - Dortmund (7.05)  
21 February 1945 - Duisberg (6.45, fighter attack, shot up)  
23 February 1945 - Fredrickstadt (6.50, Gardening)  
24 February 1945 - Sandy Fjord (6.50)  
2 March 1945 - Cologne (6.10)  
5 March 1945 - Chemnitz (9.35, fighter attack, landed at Waterbeach)

On the night of February 21<sup>st</sup>, this Captain and his crew were detailed to attack the heavily defended target of Duisberg. Immediately after releasing the bombs the aircraft was attacked by an enemy fighter, and was severely damaged by cannon and machine gunfire. The port outer engine was hit and had to be feathered. The intercom, D.H. compass, Direction Indicator and wireless equipment were all put out of action. By an outstanding display of coolness and excellent airmanship, Flight Lieutenant Sillers was able to evade the fighter and brought his badly damaged aircraft back to base where he made a successful landing.

This captain of aircraft has at all times displayed keenness and devotion to duty of the highest order, and on this particular occasion his skill and courage were undoubtedly responsible for the successful completion of the sortie. For this reason, I unhesitatingly recommend Flight Lieutenant Sillers for the immediate award of the Distinguished Flying Cross.

RCAF photo PL-42485 (8 March 1945) has following caption: "Despite two attacks by a Ju.88 over the target, F/L D.E. Sillers, Estevan, Saskatchewan, a pilot with the Tiger squadron of the RCAF Bomber Group, on the right, managed to land his damaged bomber back at its home base without injury to the crew. During the attacks, which took place over Duisbur [sic], Germany, and resulted in the fighter knocking the intercommunication system out, rendering the starboard engine useless, shooting the astro dome away, and holes through the compass and radio, the skipper flew the aircraft home. On the left is his mid-upper gunner, Flight Sergeant D.A. Brown, Bruce Mines, Ontario.

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SILVER, WO1 John Albert (R68735) - **Member, Order of the British Empire** - Station Trenton - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in London, England, 25 August 1895; educated at St.John-Hackney School and Gayhurst Road Grammar School. Enlisted in 96<sup>th</sup> Battalion, CEF, Port Arthur, 22 October 1914 but this unit not mobilised for overseas service; transferred on 24 March 1915 to 52<sup>nd</sup> Battalion, embarking for United Kingdom on 23 November 1915. Transferred to 15<sup>th</sup> Saskatchewan Reserve Battalion, 1 May 1916. To 28<sup>th</sup> North West Battalion on 1 October 1917, serving with them to June 1919, serving in Belgium, France and Germany. Wartime promotions included Company Sergeant Major (15 November 1915) and Regimental Sergeant-Major (28 March 1917). During the war he may have been the youngest Warrant Officer Class I in the CEF and acted as Canadian Corps Sergeant-Major to General Currie when the latter took the Corps salute at the Rhine Bridge in Bonn. Demobilised in Port Arthur, 6 June 1919. In March 1920, Lieutenant-Colonel J. Young formed the Lake Superior Regiment at Port Arthur to perpetuate the 52<sup>nd</sup> Battalion. Silver joined the unit on 15 July 1921, was appointed Regimental Sergeant-Major on 18 December 1922 and left the unit on 5 October 1923. Appointed Sergeant-Major of

the Veterans Guard of Honour to Edward VIII at the unveiling of the Vimy Memorial, He was also in charge of veterans' parades in Fort William during the Royal Tour of 1939. He was also prominent in local sports including training the Fort William Senior Hockey Club which went to the Allan Cup finals three times; he also trained a winning John Ross Robertson Memorial Trophy (junior hockey). Enlisted in the RCAF (Special Reserve) at Fort William, 26 October 1940 as a Disciplinarian. Promoted Corporal, 13 November 1940. To Trenton, 8 March 1941. Attained rank of WO2 on 1 July 1941 and WO1 on 1 August 1942. Took a Disciplinarian Course at Composite Training School (1 February to 15 April 1941) where he topped the course and was appointed Drill Instructor at the school. On 15 May 1941 appointed School Warrant Officer. Appointed Station Warrant Officer to Trenton on 18 December 1941 when the base had 4,000 personnel. Award presented 25 May 1945. In March 1948 the Air Officer Commanding, Central Air Command, wrote to Air Member for Personnel stating that Silver should be retained by the RCAF in spite of his age. Silver could educate others and that his toughness would not be taken as bullying. His transfer to the Regular Force was approved, and his service was extended beyond the 1950 compulsory retirement age. Posted to Training Command Headquarters as Assistant to the Staff Officer Personnel Administration (6 October 1952). Awarded Queen Elizabeth Coronation Medal, 23 October 1953 when he was a WO1 in Training Command. Retired 19 September 1953. Died in Belleville, 4 November 1962. See photo PL-20928.

This warrant officer has been employed as station warrant officer at a large unit for the past two years. He has at all times set an exceptionally high standard of duty for which he has been an outstanding example. His interests and efforts in station activities have been outstanding.

NOTE: In 1953, A/V/M J.G. Kerr wrote:

WO1 Silver displays personal qualities which have made him stand out as an RCAF warrant officer and he has, in fact, become almost a tradition to younger NCOs and aircraftsmen. He has the ability to deal with airmen in a firm yet fair manner, to counsel them and inspire in them a healthy respect for the RCAF, its customs and its traditions. A warrant officer of such a high calibre cannot be replaced at the present time and his ability and experience should not be lost to the RCAF through release.

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SILVERLOCK, FI/O Florence Mary (V30368) - **Mention in Despatches** - Station Wombleton (AFRO gives unit only as "Overseas" - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1672/45 dated 2 November 1945. Home in Port Credit, Ontario; enlisted in Toronto,

1 January 1943 in Equipment (Messing) Branch and posted to No.7 Manning Depot. To No.2 Composite Training School, 11 February 1943. To No.2 Training Command, 10 March 1943; to No.3 BGS, 12 March 1943. Confirmed as Section Officer, 1 July 1943. To No.18 SFTS, 21 September 1943. To "Y" Depot, Lachine, 1 March 1944. Taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Promoted Flight Officer, 1 January 1945. Repatriated 21 January 1946. To No.3 Release Centre, 30 January 1946. To AFHQ, 8 March 1946. To No.2 Release Centre, 22 May 1946. Retired 28 May 1946. Died at Niagara-on-the-Lake, June 2002; see Toronto **Globe and Mail** of 15 June 2002. Possibly as Greenhill (maiden or married name ?) DHist file 181.009 D.2813 (RG.24 Vol.20632) has recommendation dated 23 January 1945.

Section Officer Silverlock arrived overseas in March 1944 and was posted to this Station on 6th April 1944.

This officer, a born leader of both airmen and airwomen, has put in very long hours, and has a devotion to duty which has resulted in the Messes on this Station being run in a very efficient manner. Setting the example of the untiring worker, she has won the complete confidence of all personnel in her Section, due to her interest in their welfare both on and off the unit. She has met every demand made on her Section cheerfully and willingly, and has been an example to the other airmen and airwomen on this Station...

RCAF file 24-13-16 "Monthly Personal Reports From Liaison Officers, London and Washington" (Library and Archives Canada RG.24 Vol5263) has the following from a report covering London operations, December 1945:

Flight Officer Silverlock, RCAF Messing Officer, completed surveys of the Army Catering Corps Training Centre at Aldershot and at the RAF School of Cookery, Halton, to secure full details in respect to the training of cooks at these schools prior to proceeding to Canada where her knowledge and the data she has compiled will be used for the benefit of an RCAF school of cookery in Canada.

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SILVERSTEIN, WO2 Jacob (R67673) - **Mention in Despatches** - No. 10 (BR) Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Name on pay card and casualty lists rendered as SILVERSTIEN. Born 20 March 1918 in London, Ontario; enlisted in Windsor, 22 August 1940. To No.3 Training Command, 3 September 1940. To "T", 9 November 1940. To No.1 WS, 4 January 1941. Promoted LAC, 3 February 1941. To No.1 BGS, 26 May 1941. Graduated and promoted Sergeant, 23 June 1941. To No.10 (BR) Squadron, 7 July 1941. Promoted Flight Sergeant, 23 December 1941. Promoted

WO2, 1 November 1942. Missing, presumed dead, 20 October 1943 in loss of Liberator 3701. Reported as having flown 114 sorties (809.35 operational hours) and completed a total of 1,089.35 hours as Wireless operator/air gunner when recommended.

This warrant officer has completed hundred of hours of operational flying on anti-submarine patrols. On one occasion during an attack against a heavily armed enemy submarine his coolness and efficiency in operating his radio, thus obtaining the assistance of another aircraft, were of outstanding assistance in repelling the U-boat attack on a convoy.

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SIM, P/O Frederick Charles (J19612) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 24 May 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born at Glenavon, Saskatchewan, 16 November 1920. Educated in a one-room country school at Stoney Brook, completing Grade XII in Tisdale; home in Tisdale; enlisted in Regina, 2 March 1942 and posted to No.2 Manning Depot. To No.4 SFTS (guard), 24 April 1942. To No.7 ITS, 23 May 1942; graduated and promoted LAC, 31 July 1942; posted next day to No.8 BGS; graduated 9 October 1942 and posted next day to No.2 AOS; graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, 4 December 1942; to RAF overseas, 10 December 1942. Promoted Flight Sergeant, 20 May 1943. Commissioned 20 December 1943. Promoted Flying Officer, 22 July 1944, Repatriated 23 March 1945. To No.2 Release Centre, 23 May 1945; retired 30 May 1945. Award presented 7 June 1945. Postwar he farmed in the Tisdale area, moving to Regina in 1960. Worked a further 30 years for Ford Motor Company. Died in Regina, 1 November 2005.

Pilot Officer Sim has proved himself to be an excellent air bomber. He has had exceptional success on many sorties and has consistently pressed home all his attacks without regard for the danger encountered. In September 1943, his aircraft was engaged by an enemy fighter. On approaching the target severe damage was sustained but showing admirable courage in the face of heavy odds Pilot Officer Sim completed his attack successfully. His fine fighting spirit has made him an asset to his crew and squadron.

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SIMARD, F/O Jean Louis Roger Gilles (J35216) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 30 July 1922 in Quebec; home there (clerk); enlisted in Quebec City, 10 August 1942. To No.4 Manning Depot, 22 October 1942. To No.3 ITS, date uncertain;

graduated and promoted LAC, 19 March 1943; posted next day to No.11 EFTS; graduated 14 May 1943 and posted next day to No.2 SFTS; graduated and commissioned 3 September 1943. To "Y" Depot, 17 September 1943. Taken on strength of No.3 PRC, 15 October 1943. Promoted Flying Officer, 3 March 1944. Repatriated 15 February 1946. Retired 3 April 1946. Award sent by registered mail, 9 February 1950.

Flying Officer Simard has proved himself to be an outstanding pilot and captain of aircraft. His skill and courage in the face of danger have been most commendable. He has completed numerous operational sorties including attacks against such targets as Kiel, Duisburg, Cologne and Dortmund. In December 1944 Flying Officer Simard's aircraft was detailed to attack a synthetic oil plant at Castrop Rauxel, Germany. When nearing the target very heavy anti-aircraft fire was encountered and the aircraft was holed. A petrol tank and an oil tank were damaged and a large amount of petrol and oil was lost. Undaunted, this officer pressed home a most successful attack and despite great difficulties the homeward flight was successfully accomplished. Flying Officer Simard's determination and devotion to duty in the most adverse circumstances have set an excellent example to all.

The above citation is incorrect in the month of his DFC deed. DHH file 181.009 D.1510 (Library and Archives Canada RG.24 Vol.20600) has recommendation of W/C H.C. Ledoux for a DFC drafted 18 December 1944 when he had flown 25 sorties (147 hours 20 minutes) as a captain of aircraft:

On the night of September 11<sup>th</sup>, 1944, Flying Officer Simard's crew were detailed to bomb a synthetic oil plant at Castrop-Rauxel, Germany. On the last leg of the trip to the target, the aircraft ran into heavy predicted flak and the aircraft was riddled. No.3 petrol tank as well as the oil tank were ripped away by enemy fire. A large amount of petrol and oil were lost.

Undaunted by the diminishing performance of his aircraft, Flying Officer Simard drove home a most successful attack. The return trip was made with great difficulty. His exceptional ability was largely responsible for the safety of his crew as well as the aircraft.

Flying Officer Simard is a pilot of outstanding ability. His airmanship and skill as a crew leader have been brought into play on numerous occasions in sorties over enemy territory.

Such skill and determination displayed in the air, under adverse flying conditions,



are worthy of the highest praise. It is for this reason that I recommend Flying Officer Simard for the award of the Immediate Distinguished Flying Cross.

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SIMMONS, Corporal John William Charles (R91472) - **Mention in Despatches** - No.405 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born in Peterborough, Ontario, 9 February 1918. Home there (machinist, Canadian General Electric, assistant to foreman of Metre Department). Private in Prince of Wales Rangers (Militia), 22 July 1940 to 1 February 1941. Enlisted in RCAF, Toronto, 3 February 1941 and posted to No.1 Manning Depot with trade of Instrument Maker ; to Technical Training School, St. Thomas, 25 April 1941; to Embarkation Depot, 25 September 1941; embarked from Canada, 7 October 1941; taken on strength of No.3 PRC, Bournemouth, 19 October 1941. To No.405 Squadron, 1 November 1941. Promoted LAC, 30 November 1941. Attended Technical Training School, Halton for advanced Instrument Maker Course, 5 May 1942. Promoted Corporal, 1 October 1942. Attended No.12 Technical Training School, Melksham, 6 January 1943 to 13 January 1943 for advanced Instrument Maker Course (maintenance of Distant Reading Compass). Again attended No.12 Technical Training School, Melksham, 23 February to 1 March 1944 for advanced Instrument Maker Course (maintenance of Air Position Indicator). Repatriated 14 December 1944; released 13 February 1945. Died 19 May 1992 in Peterborough, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of February 1993.

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SIMMONS, P/O Stanley Alfred (J86680) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 20 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 27 April 1924 in Copper Cliff, Ontario; home there (chemist); enlisted in Hamilton, 27 April 1942 and posted to No.1 Manning Depot. To No.1 Training Command, 20 June 1942; to No.5 ITS, 15 August 1942; graduated and promoted LAC, 10 October 1942 but not posted to No.13 EFTS until 24 October 1942; may have graduated 18 December 1942 but not posted to No.1 SFTS until 9 January 1943; graduated and promoted Sergeant, 30 April 1943. To "Y" Depot, 14 May 1943; to RAF overseas, 20 May 1943. Promoted Flight Sergeant, 30 October 1943. Posted to No.426 Squadron, March 1944. Commissioned 2 May 1944. Promoted Flying Officer, 2 November 1944. Posted to "R" Depot, 2 January 1945. Repatriated 15 January 1945. Retired 21 April 1945. Living in Sudbury, 1949. Chemist for INCO, retiring in 1983. Died in Sudbury, 12 January 2004. Award sent by registered mail, 13 January 1949. RCAF photo PL-32308 (ex UK-14571 dated 6 September 1944) is captioned as follows: "Twenty years old and weighing 130 pounds, Pilot Officer Stan Simmons of Copper Cliff, Ontario is becoming one of the veterans of the Thunderbird Squadron of RCAF Bomber Group overseas.

On two recent sorties his Halifax bomber has felt the blast of Nazi flak but the northern Ontario brought it home with a great display of skill and handling the huge four-engined bomber. Before enlisting he worked for the International Nickel Company.”

This officer has completed many sorties and has displayed the greatest determination to achieve success. On two occasions his aircraft has been severely damaged but he has completed his mission and flown safely to base. Pilot Officer Simmons has on all occasions displayed enthusiasm, skill and courage.

DHH file 181.009 D.4431 (Library and Archives Canada RG.24 Volume 20649) has original recommendation drafted in August 1944 when he had flown 23 sorties (121 hours 15 minutes) as follows:

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

1 March 1944 - Stuttgart (8.15, second pilot)  
18 March 1944 - Frankfurt (5.00, second pilot)  
25 March 1944 - Aulnoye (5.20)  
26 March 1944 - Essen (5.00)  
22 April 1944 - Dusseldorf (5.20)  
24 April 1944 - Karlsruhe (6.35)  
26 April 1944 - Essen (4.35)  
27 April 1944 - Fredrichshaven (8.25)  
1 May 1944 - St. Ghislain (4.10)  
19 May 1944 - Franceville (4.25)  
22 May 1944 - Le Mans (4.35)  
12 July 1944 - Creil (4.30)  
15 July 1944 - Nucourt (4.15)  
17 July 1944 - Caen (4.25)  
18 July 1944 - Wesseling (5.25)  
23 July 1944 - Donges (5.55)  
25 July 1944 - Stuttgart (8.20)  
28 July 1944 - Hamburg (5.05)  
7 August 1944 - TOTALIZE 5 (3.55)  
8 August 1944 - Foret de Chantilly (3.50)  
13 August 1944 - Bons Tassilly (4.35)  
15 August 1944 - Brussels (3.25)  
18 August 1944 - Connantre (5.55)

This officer has completed 23 sorties as captain of aircraft to some of Germany's most heavily defended areas. On his 20<sup>th</sup> trip, to Foret de Chantilly, his aircraft was subjected to heavy anti-aircraft fire. The machine sustained severe damage. Pilot Officer Simmons carried on and completed his detail. On his 22<sup>nd</sup> trip, to Brussels airfield, his aircraft again received flak damage. His hydraulics were put out of action as well as most of his electrical circuits. The aircraft had 41 holes in all. Pilot Officer Simmons continued on his bombing run, bombed accurately and brought his crew and machine safely back to base.

This officer has at all times pressed home his attacks with the greatest determination, displaying a high degree of skill and courage. He is highly recommended for the award of the Immediate Distinguished Flying Cross.

DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Volume 20607) has a letter dated 2 November 1944, No.6 Group Headquarters to affected stations, instructing that F/O W.C. Kent and F/O S.A. Simmons have their log books endorsed with commendations. In his case it read:

**Highly Commended:** On the 8<sup>th</sup> August 1944 this officer was detailed as captain of aircraft to attack a Supply Depot in Northern France. During this operation his aircraft was subjected to heavy anti-aircraft fire and sustained severe damage. The hydraulics were made unserviceable, as well as most of the electrical circuits, and the aircraft contained 41 flak holes. Despite the damage, this officer, by his skilful airmanship, brought his crew and aircraft safely back to base.

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SIMNING, F/L Roger Leo (C28454) - **Mention in Despatches** - No.22 Sub Repair Depot - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 21 June 1903. Enlisted in Winnipeg, 23 October 1939 as Aero Engine Mechanic. To Trenton, 28 November 1939. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 15 December 1940. To Air Armament School, 28 April 1941. Promoted Sergeant, 1 July 1941. Promoted Flight Sergeant, 1 July 1942. To Aeronautical Engineer School, 26 March 1943. To No.5 Manning Depot, 18 June 1943. To No.1 Officer School, 23 June 1943. Commissioned with effect from 24 June 1943. To Western Air Command, 22 July 1943. To Sea Island, 27 October 1943. Promoted Flying Officer, 24 December 1943. To Western Air Command Headquarters, 1 July 1944; to Sea Island again, 1 November 1944. Promoted Flight Lieutenant, 1 February 1945. To No.22 Sub-Repair Depot, 30 March 1945. To Winter Experimental Establishment, 22 November 1945. To No.8 Release Centre, 3 July 1946. Retired

6 July 1946.

This officer has distinguished himself by his continuous excellent work with a total disregard of personal inconvenience. In addition he has contributed greatly both by work and deed in maintaining morale at a high peak. His complete dependability and performance of his duties over and above that normally expected are deserving of the highest praise.

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[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

SIMONS, Section Officer Lilian Gwendoline (V30582) - **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 Toronto; enlisted there 17 February 1942 as Clerk Stenographer. To No.6 Manning Depot, 27 March 1942. Promoted AW1, 28 June 1942. Promoted Corporal, 15 August 1942 when reclassified as Administration. To No.2 Manning Depot, date uncertain. To "Y" Depot, date uncertain. To RAF overseas, 25 January 1943. Reclassified in former trade of Clerk Stenographer, 24 June 1943. To RCAF Overseas Headquarters, 21 September 1943. Commissioned 16 November 1943 as Assistant Section Officer; promoted Section Officer, 16 May 1943. Repatriated 16 November 1945. Retired 15 December 1946. No citation in AFRO.

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SIMONSON, F/L Louis Olaf (J85564) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO 1704/45 dated 9 November 1945. Born 8 April 1922 in Ferintosh [?], Alberta; home there (farmer); enlisted in Edmonton, 13 August 1941. To No.3 Manning Depot, 31 August 1941. To No.8 BGS (guard), 10 October 1941. To No.4 ITS, 9 November 1941; graduated and promoted LAC, 27 February 1942; posted next day to No.5 EFTS; graduated 9 May 1942 when posted to No.12 SFTS; graduated and promoted Sergeant, 25 September 1942. To "Y" Depot, 9 October 1942. To RAF overseas, 27 October 1942. Promoted Flight Sergeant, 25 March 1943. Promoted WO2, 25 September 1943. Commissioned 18 March 1944. Repatriated 7 June 1945. To No.7 Release Centre, 29 June 1945. Released 25 July 1945. Award presented 27 May 1950. Died in Kingston, Ontario, 30 December 2006.

This officer has now completed his first operational tour. On one occasion his aircraft was hit during an attack against Munster but with great determination he pressed home his attack. At all times this officer has set a high standard of duty.

DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation by W/C F.S. McCarthy dated 19 April 1945 when he had completed 32 sorties (211 hours 35 minutes) between 30 October 1944 and 4 April 1945, as follows:

30 October 1944 - Colone (1.50, second pilot, duty not carried out)  
1 November 1944 - Obenhausen (6.10, second pilot)  
4 November 1944 - Bochum (3.10, duty not carried out)  
16 November 1944 - Julich (4.35)  
18 November 1944 - Munster (6.15)  
21 November 1944 - Castrop Rauxel (7.05)  
30 November 1944 - Duisburg (7.15)  
2 December 1944 - Hagen (7.05)  
4 December 1944 - Karlsruhe (7.10)  
5 December 1944 - Soest (6.45)  
6 December 1944 - Osnabruck (6.15)  
5 January 1945 - Hanover (5.45)  
6 January 1945 - Hanau (7.00)  
13 January 1945 - Saarbrucken (7.25)  
14 January 1945 - Grevenbroich (6.20)  
16 January 1945 - Magdeburg (6.40)  
17 February 1945 - Wesel (7.25)  
20 February 1945 - Monheim (6.50)  
21 February 1945 - Worms (6.55)  
23 February 1945 - Essen (6.10)  
24 February 1945 - Kamen (6.15)  
2 March 1945 - Cologne (5.55)  
5 March 1945 - Chemnitz (9.00)  
7 March 1945 - Hemmingstadt (6.20)  
8 March 1945 - Hamburg (5.55)  
11 March 1945 - Essen (5.55)  
14 March 1945 - Zweibrucken (6.40)  
15 March 1945 - Castrop-Rauxel (6.00)  
19 March 1945 - Witten (7.20)  
21 March 1945 - Rheine (5.20)  
22 March 1945 - Dorsten (5.05)  
25 March 1945 - Munster (5.55)  
31 March 1945 - Hamburg (5.45)  
4 April 1945 - Harburg-Rhenania (6.05)

Flight Lieutenant Simonson has completed his first operational tour. He has participated in many hazardous and dangerous attacks on such targets as Cologne, Karlsruhe, Saarbrücken, Mannheim and Hamburg.

On November 16<sup>th</sup>, 1944, on a raid to Julich, he was unable to release his bombs over the target area. He returned to base safely and landed with his bombs as instructed.

On a raid to Munster on March 25<sup>th</sup>, his aircraft was damaged in several places by flak, but despite this, he carried on to his target and successfully bombed.

Throughout his tour this officer has, by his example and devotion to duty, set a very high standard. He has not spared himself in the carrying out of his duties, always exhibiting a keen desire for participating on operations. His unflinching zeal and energy have been of the highest order.

It is strongly recommended that Flight Lieutenant Simonson be awarded the Non-Immediate Distinguished Flying Cross.

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SIMPSON, Sergeant Alexander (R57654) - **Mention in Despatches** - No.122 (Can) Squadron - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Airdrie, Scotland, 6 September 1903. Educated in Scotland including Technical School. Was 14 years at sea as a marine engineer, losing his birth certificate in the sinking of the SS **Vestres**, November 1929. Spent five years with Scott Engineering of Vancouver. Home in Sidney, British Columbia; enlisted in Vancouver, 1 April 1940 as Aero Engine Mechanic. To No.1 Manning Depot, Toronto, 5 April 1940. To Technical Training School, St. Thomas, 3 May 1940. To Trenton, 28 May 1940. Promoted AC1, 1 July 1940. Promoted LAC, 1 December 1940. To No.13 (Operational Training) Squadron, 12 December 1940. Promoted Corporal, 1 July 1941. Promoted Sergeant, 1 July 1942. To No.122 Squadron, 31 August 1943. To No.8 Release Centre, 19 September 1945. Retired 25 September 1945. Died in Victoria, 14 September 1995. Supervising day and night shifts of aero engine mechanics.

This non-commissioned officer has shown devotion to duty far beyond the expectations and demands of his work. The part he has played in maintaining serviceability of target towing Bolingbroke aircraft has contributed in large measure to the efficiency with which Army and Navy anti-aircraft gunnery



training has been carried out on Canada's Pacific coast. His tireless, efficient work has been an inspiration to other maintenance personnel in the squadron.

Recommendation raised 29 December 1944 by S/L J.W. Gledhill, No.122 Squadron as follows:

This non-commissioned officer has shown exceptional devotion to duty beyond the expectations and demands of a glamourless job. The part he has played in maintaining serviceability of target towing Bolingbroke aircraft has contributed in large measure to the efficiency with which Army and Navy anti-aircraft gunnery training has been carried out on Canada's Pacific coast. His tireless, efficient work has been an inspiration to other maintenance personnel in the squadron.

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SIMPSON, S/L Arnold Ernest (C10074) - **Member, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Home in Sherbrooke, Quebec; enlisted in Montreal, 30 October 1939 as clerk. Promoted AC1, 29 February 1940. To No.112 (Army Cooperation) Squadron, 2 March 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 1 June 1940. To RCAF Overseas Headquarters, 9 August 1940. Promoted Sergeant, 1 February 1941. Promoted Flight Sergeant, 1 October 1941. To No.414 Squadron, 28 February 1942. To RCAF Overseas Headquarters again, 24 August 1942. Commissioned 31 August 1942. Promoted Flying Officer, date unclear. Promoted Flight Lieutenant, 1 July 1943. Promoted Squadron Leader, 1 February 1945. Repatriated 31 March 1946. Retired 10 April 1946. Award presented 27 February 1947.

During his five and a half years overseas service, this officer has attained his present rank from that of Corporal as a result of his exceptional administrative ability and remarkable service spirit. At all times he has been called upon to assume many responsibilities, to which he has responded with excellent and prompt results, displaying a clear and logical mind combined with efficiency and the utmost confidence and initiative. During this past year, he has been in charge of the Other Rank groundcrew Posting Section, firstly at a time when the RCAF Overseas was at its peak strength, followed by the immense amount of work connected with the disbandment of units and the consequent repatriation of some 25,000 personnel. He has carried out these duties superbly, and to his staff and others with whom he came in contact, he has displayed sound, intelligent and comprehensive direction. He is regarded by his staff of officers, airmen and airwomen with the highest regard, and always with the sure

knowledge that they will receive from him sound advice, fair treatment and brilliant leadership.

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SIMPSON, F/O David Hope (J14578) - **Distinguished Flying Cross** - No.50 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. Born in London, England, 26 January 1916. Went to Newfoundland in 1934 to work in lumber camps at Lomond (now part of Gros Morne National Park) as a book keeper. Studied geology at McGill (B.Sc and M.Sc). Enlisted in Vancouver, 14 November 1941. To No.3 Manning Depot, 7 December 1941. 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.2 AOS until 6 June 1942; graduated and commissioned 25 September 1942. To "Y" Depot, 9 October 1942. To RAF overseas, 24 October 1942. Promoted Flying Officer, 25 September 1943. Promoted Flight Lieutenant, 25 September 1944. Repatriated 23 July 1945 (possibly sooner). To No.2 Release Centre, 1 September 1945. Retired 8 September 1945. Returned to McGill and earned Ph.D in Geology. Professor of Geology at University of Alberta and then St. Mary's University (Halifax). Died in Kentville, Nova Scotia, 10 July 2013. Award sent by registered mail, 13 November 1948. No citation other than "...completed...many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty."

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SIMPSON, F/O Donald Wallace (J11110) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 19 May 1943 as per **London Gazette** dated 1 June 1943 and AFRO 1187/43 dated 25 June 1943. Born Stratford, Ontario, 11 November 1912; home in Islington but teaching in Savant Lake (north of Lake Superior) before the war. Enlisted in Toronto, 12 February 1941. To No.1 Manning Depot, 16 February 1941. To No.4 Manning Depot, 2 April 1941. To No.119 BR) Squadron, 19 April 1941 for general duty. To No.3 ITS, 27 May 1941; graduated and promoted LAC, 14 July 1941 when posted to No.12 EFTS; ceased training 15 August 1941 and posted to Trenton, 18 August 1941; to No.9 AOS, 11 October 1941; to No.6 BGS, 17 January 1942; graduated and promoted Sergeant, 28 February 1942; posted that date to No.2 ANS; graduated and commissioned 30 March 1942. To "Y" Depot, 31 March 1942. To RAF overseas, 30 April 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 14 November 1943. Repatriated 31 March 1945. To No.16 SFTS, 14 May 1945. To No.4 Release Centre, 1 June 1945. Retired 7 June 1945. Navigator in WO P.C. Mariies' crew, but on night of cited action (26 April 1943) was with W/C L. Crook. Cited with F/L F.P. Marsh (RCAF, WOP). See above for citation. Invested with award by King George VI, 1 February 1944. Flew a total of 33 missions. Postwar he was active in education, rising to Principal, Public School Inspector, Supervisor of DND schools in Europe, and finally Director of Indian and Northern Education.

Described as "A pioneer of Canada Student Loans, Cooperative Education, Comprehensive Schools, local control for Indian bands, and international cooperation through Circumpolar Conferences." Died in Ottawa, 31 January 2003. RCAF photo PL-26813 (ex UK-7530 dated 25 January 1944) shows W/C C.B. Sinton on return from raid on Berlin; being congratulated by G/C L.E. Wray; centre background is Sergeant L.E. Powell (Chelan, Saskatchewan and New Westminster, flight engineer), and at right, F/L D.W. Simpson, DFC (Stratford, Ontario, navigator). Caption says that Sinton had completed 12 bomber sorties. RCAF photo PL-26815 (ex UK-7532 dated 25 January 1944) taken during post-raid interrogation - W/C C.B. Sinton is questioned by F/L George Munro (Stratford, Ontario, intelligence officer); at left is F/L D.W. Simpson, DFC (Islington). DHH file 181.009 D.2624 (Library and Archives Canada RG.24 Volume 20628) has correspondence respecting securing Caterpillar Club badges for 44054 W/C Leslie Crooks, DSO, DFC, J15643 Flight Lieutenant Francis Peter Marsh, DFC, J11110 Flying Officer Donald Wallace Simpson, DFC, J20163 Pilot Officer Lawrence Henry Power (POW, 27 January 1944), R121044 Sergeant James Austin Thomson (killed in action, 13 May 1943), and R132613 Sergeant Thomas Ferguson How (killed in action, 13 May 1943). Letter dated 21 May 1943 read, in part:

On the morning of the 27th April [1943] an aircraft of this squadron was returning from an operational sortie. It had been badly damaged by enemy action, the hydraulic lines were shot away and the bomb doors damaged in such a way that the aircraft could not drop its bomb load. The captain, Wing Commander L. Crooks, DSO, DFC, was unable to land the aircraft and had therefore to order the crew to bale out. All members of the crew jumped safely and it was the first jump for all of them. Wing Commander Crooks and Pilot Officer Power suffered slight injuries in the form of a strained back and three small bones broken in one foot.

DHH file 181.009 D.2609 (Library and Archives Canada RG.24 Volume 20627) has a recommendation for a Bar to the DFC dated 30 August 1944, drafted by W/C A.J. Lewington, No.433 Squadron. He had flown 29 sorties (161 hours 50 minutes, of which 128 hours ten minutes had been since earlier award). Although not approved, it forms part of his record:

3 February 1943 - Hamburg (5.10)  
13 February 1943 - Lorient (7.10)  
14 February 1943 - Cologne (4.25, duty not carried out)  
16 February 1943 - Lorient (4.25)  
20 February 1943 - Gardening Frisians (4.20)  
8 March 1943 - Juist (2.15, duty not carried out)  
12 March 1943 - Essen (5.35)  
27 April 1943 - Duisburg (5.05)  
4 May 1943 - Dortmund (5.25)  
12 May 1943 - Duisburg (4.50)  
13 May 1943 - Bochum (5.45)  
16 May 1943 - Gardening (3.10)  
23 May 1943 - sea search (8.00)  
25 May 1943 - Dusseldorf (4.55)  
3 June 1943 - Brest (6.05)  
17 August 1943 - Peenemunde (7.15)  
7 October 1943 - Stuttgart (7.20)  
18 October 1943 - Hanover (6.00)  
20 January 1944 - Berlin (6.50)  
7 March 1944 - Le Mans (5.20)  
31 May 1944 - Au Fevre (4.55)  
12 June 1944 - Arras (4.55)  
24 June 1944 - Bonnetot (4.10)  
25 June 1944 - Gorenflos (3.55)  
27 June 1944 - Wizernes (3.45)  
9 July 1944 - Ardouval (3.30)  
24 July 1944 - L'Hey (3.35)  
3 August 1944 - Foret de Nieppe (4.15)  
5 August 1944 - St. Leu d'Esserent (5.25)

This officer has now completed 29 operational trips since February 1943 including attacks against Hamburg, Essen, Duisburg (2), Dusseldorf and Berlin.

Flight Lieutenant Simpson has always displayed a fearless and fine offensive spirit which has been an excellent example not only to his section, but to the entire squadron. He has acted as Navigation Leader of the squadron since its inception, and his outstanding ability and strong sense of duty has contributed in a very large measure to the many successful sorties carried out by this unit.

I consider that this officer's exceptional qualities of leadership and his fine record of achievement fully merits the award of a Bar to the Distinguished Flying Cross (non-immediate).

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SIMPSON, F/L Douglas Haig (J85914) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945. Born 9 January 1918 in Oxbow, Saskatchewan; home there (labourer, formerly in Royal Canadian Artillery). According to Press Release 7441 dated 16 November 1941 he had been in the South Saskatchewan Regiment, and his transfer to the RCAF saved him from the carnage of Dieppe. Enlisted in RCAF, London, England, 19 December 1941. Promoted Sergeant, 1 April 1942. Repatriated via No.31 Personnel Depot, 14 October 1942. To No.34 EFTS, same date; may have graduated 15 January 1943 but not posted to No.39 SFTS until 23 January 1943; graduated 14 May 1943. To "Y" Depot, 28 May 1943. To RAF overseas, 22 June 1943. Commissioned 5 April 1944. Promoted Flying Officer, 5 October 1944. Promoted Flight Lieutenant, 1 November 1944. Repatriated 5 August 1945. Retired 29 September 1945. On strength of Supplementary Reserve, Winnipeg, 13 May 1958 to 15 August 1965 as a pilot (54955). RCAF photo PL-33235 (ex UK-15514 dated 4 October 1944) is captioned as follows: "Standing around the inevitable bicycle which features life on an RAF station overseas is this group of RCAF personnel, all members of a squadron of Bomber Command. Left to right - F/O Doug Simpson, pilot, from Oxbow, Saskatchewan, [DFC], WO Maurice McBride, air gunner, from Saint John, New Brunswick, F/L Malcolm MacConnell of Plaster Rock, New Brunswick, crew skipper, and F/L Jack Peden, air bomber, of Philadelphia, Pennsylvania. [DFC]." Award presented 22 April 1950 when he was living in Weyburn.

This officer has operated over some of the most heavily defended objectives in Europe. On one occasion the success of a major attack was largely due to his initiative and courage. On another sortie Flight Lieutenant Simpson attacked the Dortmund Ems Canal with great success. This officer has displayed outstanding gallantry on all his missions. As captain of aircraft he has been a great asset to

his squadron.

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SIMPSON, Corporal Edward Thomas (R126327) - **Mention in Despatches** - Linton-on-Ouse - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has list of MiDs this date with unit. Born 23 August 1920. Home in Saint John, New Brunswick; enlisted in Moncton, 8 September 1941 in Armament Branch and posted to No.5A Manning Depot. To Mountain View, 14 November 1941. Promoted AC1, 22 December 1941 on qualifying as Armourer (Bombs). To No.116 (BR) Squadron, 29 December 1941. Promoted LAC, 1 April 1942. To "BW", 18 August 1942. Promoted Corporal, 1 September 1942. To Shelburne, 22 November 1942. To "Y" Depot, 14 January 1943. To RAF overseas, 8 February 1943. Repatriated 18 June 1945; to No.8 OTU, 19 June 1945; to Greenwood for Tiger Force, 31 July 1945; to Halifax, 4 September 1945; retired 8 September 1945. Died at Hudson, Quebec, December 2014. No citation in AFRO. DHist file 181.009 D.1658 (PAC RG.24 Vol.20605) had recommendation dated 10 September 1944. Noted he had enlisted 8 September 1941, served 18 months in Canada, 18 months in UK. Armourer. NCO in charge of HE Section, Bomb Dump:

This non-commissioned officer, since arriving on this station over a year ago, has proved himself a capable, hard working and trustworthy airman. His ability and knowledge of his trade combined with determination and devotion to duty, especially since D-Day, has been one of the mainstays in an extremely over-worked section.

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SIMPSON, S/L Howard Alvar Lewis (J9849) - **Distinguished Flying Cross** - No.613 Squadron - Award effective 25 September 1945 as per **London Gazette** dated 2 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 5 March 1918 in Guelph, Ontario; home in Toronto; enlisted there 28 May 1940. To No.1 ITS, 1 June 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. Posted that day to Trenton. To No.3 SFTS to instruct, 29 December 1940. To No.6 SFTS, 19 September 1941. Commissioned 5 December 1941. To "Y" Depot, date uncertain; to RAF overseas, 23 February 1942; arrived in Britain 9 March 1942. Promoted Flying Officer, 10 October 1942. Promoted Flight Lieutenant, 12 April 1943. In the course of his first tour he was credited with the following victories: **23 September 1942**, one Ju.88 damaged (No.19 Squadron, shared with another pilot); **4 December 1942**, two FW.190s damaged (No.402 Squadron); **22 August 1943**, one FW.190 damaged; **27 September 1943**, one FW.190 probably destroyed. Repatriated 23 October 1943. To No.1

(Fighter) OTU, 6 December 1943. To No.36 OTU, 2 June 1944; to No.8 OTU, 30 June 1944. To "Y" Depot, 15 August 1944. Taken on strength of No.3 PRC, 29 August 1944. Repatriated 5 August 1945. Released 14 September 1945. Appears on Reserve as Squadron Leader, 1 May 1947 (120391). Award presented 9 April 1948. See photo PMR 84-0266.

Squadron Leader Simpson has completed two tours of operational duty. He has taken part in attacks on enemy road and rail transport and airfields. In December 1944, during a patrol over St.Omer, his aircraft developed an oxygen failure, causing him to lose consciousness. When he recovered he found himself alone and being attacked by a formation of enemy fighters. Although outnumbered by eight to one, Squadron Leader Simpson immediately engaged the enemy. In the ensuing engagement he damaged one Focke Wulf 190 before the remainder were forced to break off the engagement. By his determined courage and fine leadership, this officer has at all times set a fine example to the other members of his flight.

NOTE: Public Records Office Air 2/9132 has recommendation dated 21 May 1945 when he had flown 184 sorties (284 hours 25 minutes) and goes into much greater detail than the published citation. The discrepancy about the date of his brush with FW.190s is difficult to resolve, although December 1942 (or even 1943) appears to be the more probable; a Channel crossing would have been unnecessary in 1944 given the presence of Allied airfields on the continent.

Squadron Leader Simpson, who is a flight commander in this squadron, has had a first-rate operational record.

In 1942 and 1943, as a fighter pilot on Spitfires, he completed a tour of duty lasting seventeen months, the concluding six of which saw him commanding a flight in No.402 (RCAF) Squadron. During this time he destroyed at least one enemy aircraft and probably destroyed or damaged four more.

On one occasion in December 1942, during an offensive sweep over St.Omer, this officer's aircraft developed an oxygen failure while flying at 35,000 feet. Squadron Leader Simpson temporarily lost consciousness. This he regained at 15,000 feet to find himself all alone and being attacked by a formation of FW.190s. Although outnumbered by eight to one, Squadron Leader Simpson immediately engaged the enemy. While attacking and damaging one fighter his own aircraft was hit by cannon fire. Undaunted, this officer continued to engage the enemy and damaged a further FW.190. The remainder of the formation broke off and dived away into France.

In spite of his aircraft being hit in the oil radiator and engine, Squadron Leader Simpson elected to recross the Channel and make for his base. While over the Channel his motor cut out three times. Nevertheless, although he was steadily losing height this officer, showing considerable skill, managed to regain the English coast at Dungeness where he carried out a masterly forced landing.

On 22nd February 1945, soon after beginning his second tour, Squadron Leader Simpson, now flying Mosquitos, took part in the large-scale daylight operation against transport targets in Germany. After bombing the communications centre at Treia, he pressed home a strafing attack against the strongly defended airfield at Jagel. Here, strikes were seen on hangars, administrative buildings and on gun sites. Then followed a further attack on a locomotive north of Rendesburg which resulted in extensive damage to the engine. Finally, a vigorous strafing attack was made on the railway station at Brekendorf, again with telling results.

By night, Squadron Leader Simpson has, in 6 sorties, been thoroughly successful. On 13th February 1945, a bombing attack was driven home against the heavily defended town of Duisberg where two large fires were started. Later, on 21st April, a locomotive drawing 30-40 trucks was located and attacked with bombs at Basbeck. After getting a direct hit on the middle of the train and despite intense light flak, Squadron Leader Simpson came back again and again to strafe the whole length of the train. After his last attack, the locomotive exploded.

Three nights later this officer pressed home aggressive attacks on three more locomotives. One of these was seen at Schwerin drawing over 50 trucks, among which were oil tankers. After a series of attacks the locomotives blew up and black smoke was seen billowing up from the tankers.

Throughout his operational career, this officer has shown himself to be splendidly aggressive. He has engaged the enemy at every opportunity, frequently in the face of vigorous defensive fire. His determined courage, allied with his fine qualities of leadership, have made him an ideal flight commander. The example he has set in his fight has been first rate.

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SIMPSON, WO2 Irving Rae (R215338) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 23 October 1924 in Vancouver; home there (aircraft worker); enlisted there 29 January 1943. To No.3 Manning Depot, 19 February 1943. To No.8



BGS, 29 March 1943; promoted AC1, 24 April 1943; to No.4 WS, 27 June 1943; to No.2 Air Gunner Ground Training School, 23 July 1943; to No.3 BGS, 4 September 1943; graduated and promoted Sergeant, 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, 31 October 1943. Repatriated 1 June 1945. To Western Air Command, 12 June 1945. To No.5 OTU, 18 July 1945. To No.9 Release Centre, 13 September 1945. Retired 14 September 1945. Award sent by registered mail, 17 July 1951. RCAF photo PL-33234 (ex UK-15513 dated 4 October 1944 is captioned as follows: "Grouped about the entrance of their dispersal bus are these young Canadians who are members of an RAF Bomber Command squadron overseas. Back row, F/O Tom Olsen, navigator of Toronto (DFC), FS Harry Loggin, navigator of Leduc, Alberta, F/O Jack Cartwright, pilot, of Toronto (DFC), P/O Harold Callon, air gunner, of Hamilton, Ontario; F/O Jack Beaton, bomb aimer, of Montreal (DFC); Front row, P/O Malcolm MacNeil, DFC, bomb aimer, of Glace Bay, Nova Scotia, FS Irving Simpson, air gunner, of Vancouver. (DFC)."

As air gunner Warrant Officer Simpson has completed forty-two sorties. On one occasion in July 1944, his crew were detailed for a mission to Criel. On leaving the target they were attacked four times by a Junkers 88. Warrant Officer Simpson remained cool throughout, returned the enemy fire and hits were observed on the enemy aircraft. This Warrant Officer's aircraft was again attacked in March 1945, but he successfully drove the enemy off. Warrant Officer Simpson has always shown a fine fighting spirit and devotion to duty.

\* \* \* \* \*

SIMPSON, F/L John Alexander Trager (J16625) - **Distinguished Flying Cross** - No.109 Squadron - Award effective 10 May 1944 as per **London Gazette** of that date and AFRO 1296/44 dated 16 June 1944. Born in London, England, 9 July 1914; home in Kirkland Lake or Birmingham, England; enlisted in North Bay, Ontario, 7 October 1940 as Wireless Operator (Ground). To No.10 SFTS, 11 November 1940. To No.2 Training Command, 19 November 1940. To No.2 Manning Depot, 5 February 1941 on remuster to aircrew. To No.2 ITS, 4 May 1941; graduated and promoted LAC, 8 June 1941; posted that date to No.2 AOS; graduated 30 August 1941 when posted to No.5 BGS; graduated and posted to No.1 ANS, 11 October 1941; promoted Sergeant, 13 October 1941; may have graduated from No.1 ANS on 7 November 1941 but posting to "Y" Depot effective 11 November 1941. To RAF overseas, 8 December 1941. Commissioned 15 December 1942. Promoted Flying Officer, 15 June 1943. Promoted Flight Lieutenant, 22 December 1943. Repatriated 12 September 1944. To No.5 OTU, 15 October 1944. To No.9 Release Centre, 5 September 1945. Retired 10 September 1945. Award presented 9 April 1948. Died in February 1988 as per **Airforce Magazine** of April-May-June 1989. No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

SIMPSON, F/L John Alexander Tragger, DFC (J16625) - **Bar to 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.

Since the award of the Distinguished Flying Cross, Flight Lieutenant Simpson has completed a number of sorties and has continued to display outstanding skill. Excellent results have been obtained on many of his missions, all of which have required a very high degree of determination, courage and ability.

\* \* \* \* \*

SIMPSON, F/L John Frederick (C26874) - **Mention in Despatches** - No.167 (Communications) Squadron (now EAC Communications Flight) - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born 29 March 1911. Home in Kitchener, Ontario; enlisted in London, Ontario, 18 January 1941 as Elementary Flying Instructor and assigned to No.1 Training Command. To Trenton, 5 May 1941. To No.12 EFTS, 13 June 1941; promoted Sergeant, 14 June 1941 and then granted Leave Without Pay. Recalled to active service, 1 December 1942, still at No.12 EFTS but with rank of WO2. Promoted WO, 14 December 1942. To No.5 Manning Depot, 5 February 1943. To No.6 SFTS, 5 March 1943. To No.1 Naval Air Gunner School, 12 June 1943. Commissioned 13 June 1943. Promoted Flying Officer, 28 November 1943. To No.167 Squadron, 12 February 1944. Promoted Flight Lieutenant, 1 October 1944. To Eastern Air Command Communication Flight, 1 October 1945. To No.1 Release Centre, 31 March 1946. Retired 4 April 1946. DHist file 181.009 D.1122 (RG.24 Vol.20595) has recommendation from

No.167 Squadron for an AFC dated 26 May 1945 which must have become this MiD. At time of recommendation he had flown 1,805 hours as instructor; no other flying times indicated.

At all times Flight Lieutenant Simpson has displayed outstanding keenness and ability. On many difficult Communication flights he has proven himself an exceptionally capable pilot. His interest, drive and initiative has done much to encourage and inspire all squadron personnel.

SIMPSON, F/L John Frederick (C26874) - **Air Force Cross** - EAC Communications Flight - Award effective 23 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Described as having flown 3,200 hours to date, 1,704 as instructor and 268 in previous six months. Award sent by registered mail, 24 February 1950.

This officer has completed many flying hours as a pilot, both in an instructional capacity and as a transportation and communications pilot. During his lengthy career he has never damaged an aircraft, although at various times he has had to fly in extreme adverse weather conditions, including mercy flights to such isolated bases as Sable Island and Goose Bay, Labrador. On one occasion he flew a forest survey for tree infected areas in connection with the Newfoundland Government pulp and paper authorities, the trip taking him into the most isolated localities in Newfoundland and lasting approximately two weeks. During this survey he was obliged to carry out a forced landing due to engine failure which he executed so skilfully that no further damage resulted to the aircraft. The outstanding ability and devotion to duty he has displayed is most praiseworthy and has set a splendid example to all members of aircrew in this Command.

\* \* \* \* \*

SIMPSON, F/L John Huntington (J12090) - **Air Force Cross** - No.3 SFTS - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945. Born 14 August 1918 in Kingston, Ontario; educated there. Enlisted there 15 April 1940. To No.1 ITS, 29 April 1940; graduated and promoted LAC, 24 May 1940 when posted to Montreal Flying Club; to No.1 SFTS, 17 July 1940; graduated and promoted Sergeant, 6 November 1940; posted that date to Central Flying School. To Station Trenton, 12 September 1941. Promoted WO2, 1 December 1941. To No.3 SFTS, 27 April 1942; commissioned 30 May 1942; to No.15 SFTS, 6 August 1942. Promoted Flying Officer, 30 November 1942. Promoted Flight Lieutenant, 1 December 1943. To No.3 SFTS, 31 March 1945. To Central Navigation School, 5 August 1945. Remained in postwar RCAF (27163). Subsequently a long-time volunteer at the Canada Air Museum. Died in Ottawa, 19 May 2011. As of recommendation he had 2,800 flying hours, 2,600 instructing, 247 in previous six months. See photo PL-142382.

This officer is a most skilful and efficient flying instructor who throughout his lengthy instructional career has never caused damage to an aircraft. His ability to impart knowledge to trainees has been held in very high regard at this unit. His conscientious manner and devotion to duty have set a fine example for all those who are employed on flying instructional duties,

\* \* \* \* \*

SIMPSON, F/O John William (C87319) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born in Newcastle, New Brunswick, 31 July 1923; home in Derby, Nova Scotia (time keeper). Enlisted as Aero Engine Mechanic, Moncton, 25 August 1941. To No.5A Manning Depot, Valcartier, 28 August 1941. To Dartmouth, 21 November 1941. Promoted AC1, 8 June 1942. Promoted LAC, 8 September 1942. To "Y" Depot, 13 February 1943. To RAF overseas, 8 March 1943. Disembarked in Britain, 17 March 1943. To No.1659 Conversion Unit, 27 March 1943. Remustered to Flight Engineer and promoted Sergeant, 16 August 1943. To No.429 Squadron, 10 September 1943. Commissioned 9 January 1944. To No.405 Squadron, 15 May 1944. Attached to Night Training Unit, 16 May to 2 June 1944 for Lancaster conversion. Promoted Flying Officer, 9 July 1944. To Gransden Lodge, 12 September 1944. To No.405 Squadron, 23 November 1944. Repatriated 3 May 1945. To No.21 Sub-Depot, 26 June 1945. To Moncton, 1 October 1945. To Greenwood, 26 October 1945. To Station Dartmouth, 16 January 1946 (Air/Sea Rescue officer). Accepted for postwar RCAF as Flight Engineer, reverting to Flying Officer, 1 October 1946 (20448). To Trenton, 21 November 1946 (Flying Control course). To Northwest Air Command,, Edmonton, 23 February 1947. To Fort Nelson, 2 March 1947 (Flying Control; attached to Smith River Detachment as Officer Commanding). To Toronto, 16 June 1947 (aircrew medical; did not pass); to No.9424 Unit, 21 September 1947 (Flying Control, Link Instructor). To Greenwood, 10 December 1947 (Flying Control and course in land searches). Attached to Dartmouth, 22 May to 25 August 1948; converted on 26 August 1947 to posting to Dartmouth. To No.10 Group, 2 December 1948 (Search and Rescue operations), Retired 30 September 1951. Died in Cloverdale, British Columbia, 30 October 1984 (Source: **Legion Magazine**, February 1985). File not found at DHist, 13 October 1995. 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...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 55 sorties (227 hours 13 minutes), 22 September 1943 to 18 December 1944.

\* denotes 1/3 sortie in calculating tour points

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

22 September 1943 - Hanover (5.55)  
27 September 1943 - Hanover (4.15), DNCO)  
3 October 1943 - Kassel (7.25)  
3 November 1943 - Dusseldorf (5.40)  
19 November 1943 - Leverkusen (6.40)  
20 December 1943 - Frankfurt (6.40)  
29 December 1943 - Berlin (7.20)  
29 January 1944 - Berlin (9.00)  
3 March 1944 - Meulan-les-Mureaux (5.20)\*  
18 March 1944 - Frankfurt (6.40)  
9 April 1944 - Paris (5.25)\*  
10 April 1944 - Ghent (4.10)\*  
20 April 1944 - Lens (4.35)\*  
22 April 1944 - Dusseldorf (5.25)  
24 April 1944 - Karlsruhe (7.45)  
26 April 1944 - Essen (4.30)  
1 May 1944 - St.Ghislain (4.05)  
7 May 1944 - St.Valery en Caux (3.30)  
9 May 1944 - St.Valery en Caux (3.35)  
11 May 1944 - Boulogne (3.25)  
12 May 1944 - Louvain (4.30)  
5 June 1944 - Longues (3.08)  
7 June 1944 - Foret de Cerisy (3.25)  
16 June 1944 - Renescure (2.00)  
23 June 1944 - Coubranne (1.50)  
24 June 1944 - Middle Straete (1.54)  
27 June 1944 - Oisemont Neuville en Bois (2.18)  
28 June 1944 - Metz (5.06)  
30 June 1944 - Villers Bocage (2.36)  
2 July 1944 - Oisemont Neuville au Bois (2.16)  
4 July 1944 - Biennais (2.19)  
5 July 1944 - Watten (1.38)  
6 July 1944 - Croix Dalle (2.25)  
7 July 1944 - Caen (2.42)  
12 July 1944 - Acquet (2.44)  
17 July 1944 - Caen (2.29)  
18 July 1944 - Acquet (1.32)  
20 July 1944 - Bottrop (3.20)  
23 July 1944 - Kiel (5.03)

24 July 1944 - L'Hey (1.46)  
25 July 1944 - Foret du Croc (2.22)  
28 July 1944 - Stuttgart (6.31)  
30 July 1944 - Battle area (2.16)  
1 August 1944 - Belle Croix (1.51)  
3 August 1944 - Nieppe (2.02)  
25 August 1944 - Russelsheim  
27 August 1944 - Homburg (3.01)  
28 August 1944 - Fromental (2.11)  
29 August 1944 - Stettin (8.44)  
1 September 1944 - Dourchinte (2.16)  
5 September 1944 - Le Havre (2.17)  
6 September 1944 - Le Havre (2.12)  
8 September 1944 - Le Havre (2.10)  
10 September 1944 - Le Havre (2.16)  
12 September 1944 - Wanne Eickel (3.13)  
18 December 1944 - Duisburg (4.26)

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

Pilot Officer Simpson is a very keen and efficient Flight Engineer now almost finished his second tour of operations. He has participated in many attacks on such heavily defended enemy targets as Berlin, Frankfurt and Hanover. Invariably he has displayed a high degree of courage and initiative, even under the most adverse circumstances. Undoubtedly, the fine fighting spirit and dogged determination evinced by this officer, along with his superior technical knowledge and its practical application makes him a very valuable member of aircrew,

**Notes:** Repatriation Form dated 2 March 1945 stated he had flown 58 sorties (222 hours ten minutes), the last on 14 February 1945. Also claimed 194 hours 40 minutes non-operational. Types experienced were Halifax (185.15) and Lancaster (231.35).

\* \* \* \* \*

SIMPSON, F/O Raymond Howard (J28667) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 13 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born Battleford, Saskatchewan 10 March 1917; educated Willowmoor and one year of Saskatchewan College of Agriculture. Home in Battleford (farmer); enlisted in Saskatoon, 30 August 1940 as Aero Engine Mechanic. To No.2 ITS, 30 September 1940. To Technical Training School, St. Thomas, 25 October 1940. Promoted AC1, 8 March 1941. To No.4 SFTS, 12 March 1941. To No.12 SFTS, 16 May 1941. Promoted LAC, 1 July 1941. To No.6 (BR) Squadron, 11 December 1941. To Alliford Bay, 24 January 1942. Promoted Corporal, 1 September 1942. Remustered to aircrew and posted to No.4 ITS, 21 October 1942; may have graduated 1 January 1943 but not posted to No.5 EFTS until 23 January 1943; may have graduated 19 March 1943 but not posted to No.3 SFTS until 3 April 1943; graduated and commissioned 23 July 1943. To "Y" Depot, 6 August 1943; to RAF Trainee Pool, 3 September 1943; embarked from New York, 8 October 1943. Disembarked in Britain, 16 October 1943. To No.21 (Pilots) AFU, 9 November 1943. Attached to No.1511 Beam Approach Training Flight, 25 January to 1 February 1944. Promoted Flying Officer, 23 January 1944. To No.24 OTU, 7 March 1943. To No.61 Base, 25 May 1944. Attached to Battle School, 25 May to 1 June 1944. Attached to No.1664 Conversion Unit, 1 June to 6 July 1944. To No.433 Squadron, 6 July 1944. Repatriated 9 February 1945. To No.6 Release Centre, 27 February 1945. Retired 2 April 1945. Award presented 22 April 1950. Died 28 April 1989 in Unity Beach, Saskatchewan as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1989. RCAF photo PL-41002 (ex UK-16573 dated 16 November 1944 shows him; caption says that damage to aircraft was "elevator and control rods shot away". Cited with Sergeant Ormond M. Brown and Sergeant Russell E. Budd (both RCAF, both awarded DFM). Incident occurred 4 August 1944, HX275 (433/S); recommendations submitted to Station Skipton-on-Swale, 18 August 1944; see



DHist file 181.009 D.2988 (RG.24 Vol.20633) which also has a very long report by Simpson on the incident.

In August 1944, Flying Officer Simpson was captain of an aircraft detailed for a daylight attack on Bois de Casson. When leaving the target his aircraft was heavily hit by anti-aircraft fire. The bomber went into a steep dive and Flying Officer Simpson found the controls useless, but after ordering the crew to prepare to abandon aircraft, he regained control by the skilful use of his throttles and ailerons. It was then discovered that the control rods to the elevator and rudders had been severed in three places. Under Flying Officer Simpson's directions Sergeants Brown and Budd effected skilful temporary repairs and by pulling and pushing as the broken end of the controls enabled Flying Officer Simpson to fly the bomber back to this country where the crew abandoned the aircraft by parachute. These members of aircraft crew displayed great fortitude, skill and determination.

DHH file 181.009 D.2988 (Library and Archives Canada RG.24 Volume 20633) has recommendation by S/L N.T. Patterson (date uncertain) that describes the incident. He had then flown twelve sorties (58 hours 25 minutes):

On August 4<sup>th</sup>, 1944, Flying Officer Simpson was captain of aircraft "S" HX-275 detailed for a daylight attack on Bois de Casson. When leaving the target his aircraft was heavily hit by flak, wounding the Bomb Aimer and holing the aircraft in many places. The aircraft went into a dive and Flying Officer Simpson found his controls useless, but after ordering the crew to prepare to abandon, he coolly regained control by skilful use of his throttles and ailerons. After levelling off it was discovered that the control rods to the elevator and rudders had been severed in three places by flak.

Under the captain's direction the two gunners found they could make the controls effective by pushing and pulling them with their combined efforts, and so were able to maintain their position in the bomber stream until over England, where all the crew baled out safely.

I consider that this officer by his coolness and presence of mind, plus the skilful and calculated handling of his aircraft under extremely difficult conditions fully merits the immediate award of the Distinguished Flying Cross.

**Notes:** On repatriation form dated 5 February 1945 he stated he had flown 33 sorties (184 operational hours) and 253 non-operational hours. Last sortie was 28 December 1944. Types

flown overseas were Oxford (88.40), Whitley (85.30), Halifax II (43.45) and Halifax III (219.05). Accident, 17 January 1945, Oxford W6574, Skipton-on-Swale. Communication flight. Taxying to take-off, got a red Aldis signal by airfield control because of an approaching Lancaster. Left brake did not respond so applied hard right brake. Swung onto soft turf, undercarriage mired and aircraft tipped on its nose. Category "A" (for repair at nearest RAF unit). On 7 March 1945, a letter from No.6 Group Headquarters directed that his log book be endorsed as follows: "CARELESSNESS - This pilot was ordered to fly an Oxford from a neighbouring Base to his station. He took the aircraft without having the flight authorized and without signing the Form 700. Arriving at his own Station, he landed and while taxying along the runway received a red Aldis signal from the A.C.P. [Aircraft Control Post]. The pilot applied brakes and lost control of the aircraft which swung off the runway into soft ground and tipped up on its nose."

**Training:** Course at No.4 ITS was 26 October 1942 to 1 January 1943. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas, Armament, Aircraft Recognition, Drill, Meteorology and Signals (written). Scored 841 points out of a possible 1,000. Placed 33<sup>rd</sup> in a class of 103. "Clean cut - good spirit - quiet - cooperative."

Course at No.5 EFTS was 25 January to 19 March 1943. Cornell aircraft - 33.20 day dual, 10.25 dual to first solo, 39.15 day solo, 4.20 night dual, 1.40 night solo. Instrument flying was 10.20. Courses in Navigation, Airmanship, Armament (written), Armament (practical), Aircraft Recognition, Signals (written). Scored 609 points out of a possible 700. Placed fifth in a class of 33. "Above average in ground school. Low average pilot - fails to look around enough while in the air. Low average on instrument flying - loses course while changing altitude. Conduct very good."

Course at No.3 SFTS was 4 April to 23 July 1943. Cessna Crane and Avro Anson aircraft - 81.55 day dual, five hours dual to first solo; 63.25 day solo; 10.10 night dual; 10.30 night solo. Instrument flying was 33.35; formation flying was 11.50. Also logged 18 hours in Link. Navigation flying was 23.55 dual, 15.00 solo. Ground courses were Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Signals (written and practical). Scored 582 points out of possible 750. Placed 32<sup>nd</sup> in a class of 58. "High average in clear hood and instrument tests. High average in pilot navigation and pilot bombing."

Course at No.21 Advanced Flying Unit was 10 November 1943 to 6 March 1944. Oxford aircraft - 3.20 day dual to first day solo, 25.00 total day dual, 21.20 day solo; 1.15 night dual to first night solo, 10.30 total night dual, 16.25 night solo. Logged 10.25 in Link. Flying tests in General Flying (280/400), Applied Flying (140/200), Instrument Flying (160/250), Night Flying (75/100) and Link (35/50). "A good average pilot with good sense of responsibility. Night flying particularly good. Should become a good captain of aircraft." (W/C C.P. Stenner, 4 March 1943).

Course at No.1511 Beam Approach Training Flight was 25-31 January 1944. Oxford aircraft (ten hours dual) and Link (five hours). Graded in Beam Approach and "Q" Codes in Link (130/200), Receiver Operation (60/100), Instrument Flying (160/250), Cloud and Night Flying (160/200), General Application of Beam Approach Procedure in flying (120/200). "Good average pilot with no special faults."

Course at No.24 OTU was 7 March to 18 May 1944. Flew Whitley V aircraft (1.35 day dual to first day solo, 5.55 total day dual, 3.50 day solo followed by 33.15 day as captain, 1.35 night dual to first night solo, 9.35 total night dual, 4.50 night solo followed by 26.50 night as captain. Also logged 13.05 in Link. Did one Bullseye exercise. Flying tests in General Flying (300/400), Applied Flying (140/200), Instrument Flying (170/250), Night Flying (75/100) and Link (32/50). Ground courses in Airmanship (87/100), Meteorology (62/100), Navigation (152/200) and Signals (80/100). "Has completed his OTU training most satisfactorily. Captain and crew are above average and with further experience they should be satisfactory for PFF. Crew completed a Bullseye and a Nickle. Captain is very keen and will do well on heavy aircraft." Form stamped, "Has Volunteered and is Recommended for Employment as Pathfinder."

Course at No.1664 Conversion Unit was 1 June to 5 July 1944. His crew were P/O R. Woodhouse (navigator, later DFC), P/O C.M. Dandy (bomb aimer), Flight Sergeant J.P. Benoit (WOP, later DFC), Sergeant W. Purdie (flight engineer), Sergeant R.E. Budd (mid-upper gunner, later DFM) and Sergeant D.M. Brown (rear gunner). Overall assessed as "An average crew that should cope all right with operational work." He was personally assessed as follows: "Keen pilot, captain - always trying to improve his crew in air - good results. No trouble with Halifax aircraft." His part of the course was as follows:

15 June 1944 - aircraft ZU-P - Instructor P/O Sandgren - Familiarization, dual circuits and bumps, dual overshoot - 2.35 dual

16 June 1944 - aircraft ZU-P - Instructor P/O Sandgren - dual three engine flying, including one demonstration and one pupil landing before going solo, followed by solo - 2.20 dual and 45 minutes solo.

17 June 1944 - aircraft ZU-P - Instructor P/O Sandgren - dual check including overshoot procedure, solo, solo circuits and landing, three engine flying - 1.00 dual, 2.40 solo

18 June 1944 - aircraft ZU-P - Instructor P/O Sandgren - three engine flying - 1.20 dual, 1.50 solo.

19 June 1944 - aircraft ZU-P - solo - 2.40.

20 June 1944 - aircraft ZU-P - solo - 3.05

20 June 1944 - aircraft SH-J - Instructor P/O Sandgren - night circuits - 35 minutes dual

21 June 1944 - aircraft ZU-O - Instructor P/O Sandgren - night circuits - 1.35 dual, 2.05 solo

22 June 1944 - aircraft ZU-O - Instructor F/L Vinish (?) - dual with complete crew and fighter affiliation, solo with complete crew, fighter affiliation; three engine flying, standard beam

approach - 50 minutes day dual, 1.30 day solo.

23 June 1944 - aircraft ZU-H - H2S training - 2.05 day solo

24 June 1944 - aircraft ZU-Z - H2S training - 1.45 night solo

27 June 1944 - aircraft ZU-Z - H2S and solo cross country with complete crew - 6.10 night.

28 June 1944 - aircraft ZU-V - solo cross country with complete crew - 5.45 night

30 June 1944 - aircraft ZU-X - 25 minutes solo cross country (short - cancelled ?)

4 July 1944 - aircraft ZU-X - H2S and solo cross country with complete crew - 2.50 day.

Total times summarized as 8.05 day dual, 17.50 day solo, 2.05 night dual and 15.45 night solo.

\* \* \* \* \*

SIMPSON, F/O Robert Lloyd (J25998) - **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 in Blanche, Quebec, 11 December 1918. Educated in Thurso, Quebec to eighth grade. Millwright in Thurso, 1936-1938; miner in Kirkland Lake, 1938 to enlistment. Enlisted in North Bay, Ontario, 5 October 1940 for General Duties. To No.1 ANS, 12 November 1940. Promoted AC1, 5 January 1941. Promoted LAC, 5 April 1941. Reverted to AC1, 24 June 1941. Reclassified as Equipment Assistant, 24 June 1941. Promoted LAC again, 1 August 1942. To No.3 WS, Winnipeg, 30 August 1942. To No.8 BGS, Lethbridge, 19 March 1943. Reclassified as Wireless Air Gunner, 1 May 1943 and promoted Sergeant; subsequently commissioned with effect from 3 May 1943. To No.3 OTU, Patricia Bay, 15 May 1943. To Western Air Command, 18 August 1943. To No.7 (BR) Squadron, Prince Rupert, 20 August 1943. Promoted Flying Officer, 3 November 1943. Moved with the squadron to Alliford Bay, 24 April 1944. Promoted Flight Lieutenant, 1 February 1945. To Western Air Command Headquarters, 21 July 1945 to sit on Aircrew Assessment Board. To No.8 Release Centre, 30 September 1945. Retired 4 October 1945. Subsequently Air Cadet Officer with No.59 Squadron (RCAC), 1 May 1948 (300390) with rank of Flying Officer; promoted Flight Lieutenant, 14 February 1951; retired 3 July 1956. Died in Vancouver, 4 December 1983.

This officer has at all times displayed airmanship of a very high calibre. His enthusiasm, efficiency and perseverance have been instrumental in raising the standard of wireless air gunner training on his squadron to a high peak. His interest and co-operation in furthering the training of inexperienced wireless air gunners have been most laudable and deserving of high praise.

Recommended 20 December 1944 by S/L T. Benson, Officer Commanding, No.7 Squadron, when he had flown 704 hours 30 minutes (122.40 in past six months); 42 sorties (328 hours 15 minutes operational time). He was Wireless Air Gunner Leader.

This officer has invariably displayed airmanship of a very high calibre. His enthusiasm, efficiency and perseverance have been instrumental in raising the standard of wireless air gunner training on his squadron, and Flying Officer Simpson has consistently set a high standard of devotion to duty which has been an inspiration to all with whom he has served. His keen interest and co-operation in furthering the training of inexperienced wireless air gunners have been most laudable and is deserving of commendation.

Endorsed on 22 January 1945 by W/C M.D. McFadyen (Commanding Officer, Alliford Bay) and by A/V/M F.V. Heakes (Air Officer Commanding, Western Air Command).

**Training:** Interviewed in Winnipeg, 21 July 1942 when applying for aircrew. "Stocky, appears too be a good type. Has been studying wireless and doing some shooting."

Attended No.1 Wireless School, 31 August 1942 to 19 March 1943. Flew three hours 15 minutes in Flying Classroom as First Operator, 8.40 in Flying Classroom on Listening Watch and 23.35 in two-seat aircraft as sole operator. Ground training in Daily Inspections and Fault Finding (44/50), Theory (35/50), Radio Equipment (203/250), Morse (200/200), Procedure (178/200), Lamp (44/50), Signals Organization (110/150), Drill and PT (36/50). Placed first in a class of 37. Marked 370/500 on Character and Leadership.

Attended No.8 BGS, 22 March to 3 May 1943. Bolingbroke aircraft for Gunnery - 11.45 day and 1.30 at night. Scored two percent hits in Beam Test, 2.7 percent hits in Beam Relative Speed Test and 5.8 percent hits in Under Tail Test. Fired 1,225 rounds on ground, 200 rounds air-to-ground and 2,820 rounds air-to-air. Graded in Aircraft Recognition (98 percent), Written Exam (76 percent), Practical and Oral Exam (86 percent) and Signals (95 percent). Placed eighth in a class of 18, "Class senior who was very reliable."

Attended No.3 OTU, 17 May to 6 August 1943. Flew 119.30 as first operator (day), 21.35 as second operator (day), 22.45 as first operator (night). Fired 350 rounds on ground, 1,000 rounds air-to-ground, 1,600 rounds air-to-air and 800 rounds in Beam Relative Speed Test. Tested in Aircraft Recognition (84 percent), Airmanship/Seamanship (72 percent), Armament (92 percent), Meteorology (60 percent), Photography (83 percent), Signals (91 percent), and Ship Recognition (94 percent). Placed third in a class of nine. Sent 22 words per minute in aural Morse, 12 words per minute by lamp and six words per minute by semaphore. "A keen and competent officer who should prove a real asset to his squadron." (Chief Ground Instructor). "A very keen and intelligent operator above average in all his work." (S/L A.W. Bradley, Chief Flying Instructor).

**Application for Operational Wing:** On 21 August 1943 he was posted from No.3 OTU to No.7

(BR) Squadron. this squadron (then at Prince Rupert). Sorties (all anti-submarine patrols) as follows:

7 September 1943 - 6.10 (Stranraer)  
10 September 1943 - 5.15 (Stranraer)  
9 October 1943 - 9.05 (Canso)  
17 October 1943 - 4.00 (Stranraer)  
22 October 1943 - 11.20 (Canso)  
27 October 1943 - 2.00 (Stranraer)  
1 November 1943 - 2.15 (Canso)  
5 November 1943 - 1.50 (Canso)  
17 November 1943 - 5.30 (Canso)  
27 November 1943 - 4.05 (Canso)  
5 December 1943 - 3.35 (Canso)  
13 December 1943 - 3.45 (Canso)  
19 December 1943 - 7.50 (Canso)  
29 December 1943 - 2.20 (Canso)  
9 January 1944 - 5.25 (Canso)  
15 January 1944 - 8.55 (Canso)  
17 February 1944 - 9.45 (Canso)  
28 February 1944 - 9.20 (Canso)  
3 March 1944 - 11.10 (Canso)  
5 March 1944 - 10.20 (Canso A)  
12 March 1944 - 11.25 (Canso A)  
27 March 1944 - 6.40 (Catalina)  
3 April 1944 - 1.00 (Canso A)  
7 April 1944 - 2.15 (Canso A)  
16 April 1944 - 13.25 (Canso A)  
20 April 1944 - 9.25 (Canso A)  
23 April 1944 - 11,40 (Canso A)  
27 April 1944 - 7.45 (Canso A)  
6 May 1944 - 10.45 (Canso A)  
12 May 1944 - 14.20 (Catalina)  
20 May 1944 - 14.35 (Canso A)  
21 May 1944 - 12.15 (Canso A)  
23 May 1944 - 20,40 (Canso A)  
1 June 1944 - 11.10 (Catalina)  
9 June 1944 - 11.20 (Canso A)  
19 October 1944 - 10.15 (Canso A)  
23 November 1944 - 7.10 (Canso A)

2 December 1944 - 5.20 (Catalina)  
7 December 1944 - 7.15 (Canso A)  
9 December 1944 - 7.50 (Canso A)  
13 December 1944 - 5.35 (Canso A)  
26 January 1945 - 6.00 (Canso A)  
10 February 1945 - 9.00 (Canso A)  
16 February 1945 - 8.00 (Catalina)  
18 February 1945 - 8.00 (Catalina)  
23 February 1945 - 6.00 (Canso A)  
3 March 1945 - 8.10 (Canso A)  
20 April 1945 - 8.10 (Canso A)  
28 April 1945 - 9.00 (Canso A)  
5 May 1945 - 10.00 (Canso A)  
7 June 1945 - 10.15 (Canso A)  
1 July 1945 - 9.30 (Canso A)  
6 July 1945 - 6.40 (Canso A)

\* \* \* \* \*

SIMPSON, FS Samuel William (R50777) - **Mention in Despatches** - No.166 Squadron - 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 Calgary, 17 June 1915. Home there. Sergeant in Calgary Regiment (Tanks), 1 September 1942 to 13 May 1937. Educated in Calgary including Technical School (1933-1935, Aero Engineering, Rigging, Meteorology, Drafting). Then did casual work, electrician's helper and millwright. Enlisted in Calgary, 18 January 1940 as Airframe Mechanic. To Station Vancouver, 15 March 1940, and on same day taken on strength of Seaplane Training School. Promoted AC1, 18 April 1940. Promoted LAC, 18 July 1940. To No.13 Operational Training Squadron, Patricia Bay, 21 October 1940. Promoted Corporal, 15 November 1940. Promoted Sergeant, 15 April 1941. To No.6 (BR) Squadron, Alliford Bay, 5 August 1941. To Station Alliford Bay, 24 January 1942. To Station Patricia Bay, 12 October 1942. To No.3 OTU, Patricia Bay, 28 June 1943. Promoted Flight Sergeant, 1 August 1943. To No.166 Squadron, Sea Island, 29 November 1943. To No.8 Release Centre, 15 January 1945. Returned to No.166 Squadron, 26 January 1945. To No.8 Release Centre again, 5 June 1945. Retired 6 June 1945. Died in Delta, British Columbia, 17 December 1997.

This non-commissioned officer has at all times set an outstanding example to the airmen under him by his keenness and devotion to duty. He is a superior tradesman and his patience in imparting his knowledge to his juniors was admirable. His leadership has been an inspiration to the personnel in the squadron serving under him.

**Notes:** Described 17 February 1942 as cheerful worker. "This NCO has had experience in Flying Boat duties. Twelve months experience on Hudson aircraft. Prefers organization work." (S/L B.N. Harrop, Alliford Bay).

\* \* \* \* \*

SIMPSON, Flight Sergeant Thomas Lockerbie (Can 7750) - **Mention in Despatches** - No.4 Repair Depot - Award effective 1 January 1944 as per **Canada Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born in Ottawa, 27 June 1914 (RCAF press release 2659 announcing award); home there; enlisted there 8 September 1939 (microfilm) as "SMW" (whatever that is). To Technical Training School, St. Thomas, 11 December 1939. Promoted AC1, 29 February 1940. Reclassified as Airframe Mechanic, 1 June 1940. To No.4 Repair Depot, 30 June 1940. Promoted LAC, 1 December 1940. Promoted Corporal, 1 July 1941. Promoted Acting Sergeant (unpaid), 20 December 1941. Promoted Sergeant (paid), 1 March 1942. Promoted Flight Sergeant, 1 April 1943. To Scoudouc, 14 July 1945. To No.6 Reserve Equipment and Maintenance Unit, 1 December 1945. To No.6 Repair Depot, 18 January 1946. Re-engaged with Interim Force and then postwar RCAF, reverting to Corporal, 1 October 1946. To "K", 11 January 1947. To Air Navigation School, 16 March 1947. Reclassified as Airframe Technician, 1 April 1947. Still serving as of October 1953.

This non-commissioned officer has displayed exceptional devotion to duty and proven to be outstanding in initiative and resourcefulness in the performance of his duties on mobile salvage parties under most trying conditions.

\* \* \* \* \*

SIMPSON, F/O Thomas William (J12681) - **Mention in Despatches** - No.405 Squadron (AFRO gives unit only as "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 4 August 1917; home in Winnipeg (gold miner); enlisted there 29 August 1941 and posted to No.2 Manning Depot. To No.3 Personnel Holding Unit, 15 December 1941. To No.2 ITS, 25 February 1942; to Trenton, 8 May 1942; promoted LAC, 15 May 1942. To No.2 BGS, 6 June 1942; graduated and commissioned, 6 July 1942. To "Y" Depot, 7 July 1942; to RAF overseas, 7 August 1942. Promoted Flying Officer, 6 January 1943. Reported missing, 16 July 1943; safe in United Kingdom, 2 November 1943. Repatriated 25 November 1943. Promoted Flight Lieutenant, 6 January 1944. To "Y" Depot, Lachine, 7 January 1944. Taken on strength of No.3 PRC, Bournemouth, 21 January 1944. Repatriated 15 November 1944. To No.2 Air Command, 9 January 1945. To No.5 Release Centre, 1 March 1945. Retired 12 March 1945. No citation in AFRO. Public Records Office Air 2/9219 has recommendation by W/C R.J. Lane dated 23 January 1944. It gives his crew position as



"Navigator" (inconsistent with his training and with the Air Force List, both of which point to Air Gunner) and states he had flown 12 missions (166 hours twelve minutes) which does not agree with the sortie sheet.

7 December 1942 - Anti-Sub Patrol (9.25)  
11 December 1942 - do (7.40)  
15 December 1942 - do (9.15)  
19 December 1942 - do. (9.30)  
23 December 1942 - do. (9.50)  
30 December 1942 - do. (10.10)  
16 January 1943 - do. (11.20)  
20 January 1943 - do. (9.50)  
5 February 1943 - do. (9.30)  
8 February 1943 - do (9.30)  
15 February 1943 - do. (9.30)  
19 February 1943 - do. (8.30)  
23 February 1943 - do. (9.20)  
23 May 1943 - Dortmund (5.00)  
25 May 1943 - Dusseldorf (4.27)  
29 May 1943 - Wuppertal (4.25)  
21 June 1943 - Krefeld (3.53) (NOTE: might be 15 Jan 43)  
28 June 1943 - Cologne (4.19)  
15 July 1943 - Montbeliard (Missing)  
19 June 1943 - Le Creusot (6.08)

This officer successfully effected his escape from enemy occupied France in November 1943. The skill, fortitude and common sense displayed by this officer throughout his hazardous adventures is most commendable. Strongly recommend for Mention in Despatches.

NOTE: With this is a report from MI.9 (No.1427) which confirms his crew position (mid-upper gunner) and states he left Gibraltar on 1 October 1943, arriving Leuchars on 2 November 1943. His statement is as follows:

I was a member of the crew of a Halifax bomber which took off on 15 July from Granston Lodge at 2230 hours to drop markers and bombs at Montreliard. We reached our target, dropped our flares, etc. and were on our return journey when at about 0200 hours (16 July) we were attacked by two fighters east of Orleans. We were flying at about 5,000 feet and two starboard engines were hit. The pilot gave orders to bale out.

I landed in the middle of a forest in a small clearing. I buried my parachute and Mae West, and started walking south, keeping to small roads. Shortly before dawn I crawled into a bush in which I slept until midday. When I woke I opened my escape box, ate some Horlick's tablets, and continued my journey. At about 1800 hours I saw a farm which I approached. A woman and two children were in the farm house and they gave me food when I told them that I was a member of the RAF. I remained here until about 2230 hours.

I then took off my badges and started again to walk south. I walked all night. I sheltered from dawn til midday (17 July) and then continued my journey. On the road I was overtaken by a Frenchman in a car who motioned me to take a seat. He gave me to understand that his wife spoke English and that he would pick me up again on his way back after completing his errand. At about 2000 hours he returned and drove me to his farm, north of IX. I was given civilian clothes and stayed here til the morning of 20 July, when I left with his two small sons who escorted me across a river. They left me in the neighbourhood of St.Florent. They had given me plenty of food and I walked for four days, resting by day and walking by night until I reached Chateaumeillant on 23 July. During this period I met nobody.

On the evening of 23 July some people at Chateaumeillant took me in for the night and helped to get a ticket for Toulouse via Chateauroux. I reached Toulouse on 24 July with [without ?] incident. From here I started to walk southwest. After about two hours I was approached by a lad who asked me for a match. He was trailing a bicycle with a punctured front tire. We walked along together. He indicated that there was a German aerodrome nearby which it would be dangerous for me to pass, and offered to take me to his home for the night. We walked back to the suburbs of Toulouse. He told me he had a friend who could speak English. On the afternoon of 25 July the friend turned up and told me that he knew somebody who could help me.

NOTE: This appears to be the end of the report; was there more in the file that was not copied and mailed to me ?

Air 2/9219 also has a citation drafted for Awards Committee:

This officer is a navigator who has completed 12 operational sorties. On the 15<sup>th</sup> July 1943, whilst participating in an attack against Montbeliard, his aircraft was brought down in enemy-occupied territory. Displaying most commendable skill,

fortitude and initiative, Flying Officer Simpson effected his escape from France in November 1943. His conduct during his hazardous adventures is worthy of high praise.

\* \* \* \* \*

SIMPSON, F/O Wallace James (J86657) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 2 April 1921; home in Gainsborough, Saskatchewan (former COTC); enlisted in Regina, 19 June 1942. To No.2 Manning Depot, 22 July 1942. To No.11 SFTS (guard), 25 September 1942. To No.2 ITS, 10 October 1942; graduated and promoted LAC, 31 December 1942); to No.15 EFTS, 23 January 1943; may have graduated 19 March 1943 but not posted to No.11 SFTS until 3 April 1943; graduated and promoted Sergeant. 23 July 1943. To "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943. Commissioned 24 May 1944. Promoted Flying Officer, 24 November 1944. Repatriated 18 December 1944. To No.2 Air Command, 29 December 1944. To No.4 SFTS, 4 February 1945. Date of release uncertain. Award presented 18 June 1949. Rejoined as pilot on Short Service Commission, 6 December 1951 (44143); converted to Permanent Commission, 1 July 1954. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8830 has recommendation dated 4 November 1944 when he had flown 32 sorties (149 hours 30 minutes).

15 July 1944 - Nucourt  
18 July 1944 - Wesseling  
18 July 1944 - Caen  
20 July 1944 - Courtrai  
25 July 1944 - Wanne Eickel  
28 July 1944 - Hamburg  
3 August 1944 - Trossy St.Maximim  
4 August 1944 - Pauillac  
5 August 1944 - Blaye  
7 August 1944 - Fontenoy le Marmion  
9 August 1944 - Fort d'Eglos  
12 August 1944 - Russelsheim  
15 August 1944 - Volkel  
16 August 1944 - Kiel  
18 August 1944 - Ghent-Terneuzen  
3 September 1944 - Gilze-Rijen  
10 September 1944 - Le Havre  
11 September 1944 - Darmstadt  
16 September 1944 - Salzbergen  
17 September 1944 - Westkapelle  
20 September 1944 - Calais  
23 September 1944 - Neuss  
26 September 1944 - Cap Griz Nez  
3 October 1944 - Westkapelle  
14 October 1944 - Duisburg  
14 October 1944 - Duisburg  
19 October 1944 - Stuttgart  
23 October 1944 - Essen  
25 October 1944 - Essen  
27 October 1944 - Cologne  
29 October 1944 - Domburg  
30 October 1944 - Cologne

Flying Officer Simpson, a Canadian, has just completed a very fine tour of operations with this squadron, comprising 32 sorties against the enemy. On many of these sorties intense opposition was experienced but this in no way deterred Flying Officer Simpson from his firm intention to strike the enemy as hard and as often as possible.

On one occasion while making an attack on a Flying Bomb dump in France the aircraft of which Flying Officer Simpson was the Captain was hit by flak and the rudder controls were damaged, but nothing daunted, he flew up and bombed the target and by a fine feat of airmanship brought his aircraft back and made a safe landing at base.

Flying Officer Simpson by his high degree of courage, skilfulness and determination has shown himself to be a superb captain of aircraft and it is recommended that his fine record of achievement be recognized by an award of the Distinguished Flying Cross.

\* \* \* \* \*

SIMPSON, F/O Warren Oxford (J29022) - **Distinguished Flying Cross** - No.170 Squadron - Award effective 15 May 1945 as per **London Gazette** of that date and AFRO 1085/45 dated 29 June 1945. Born 31 July 1921. Home in Chicago although apparently Canadian; enlisted in Windsor, Ontario, 3 July 1942 and posted to No.1 Manning Depot. To No.4 Manning Depot, 27 August 1942. To No.3 ITS, 24 October 1942; graduated and promoted LAC, 31 December 1942; not posted to No.10 EFTS until 6 February 1943; graduated 17 April 1943 when posted to No.5 SFTS; graduated and commissioned 6 August 1943. To No.1 GRS, 20 August 1943. To "Y" Depot, 13 November 1943. Taken on strength of No.3 PRC, 23 November 1943. Promoted Flying Officer, 6 February 1944. Repatriated 5 August 1945. To No.4 Release Centre, 9 August 1945. Retired 2 October 1945. Award sent by registered mail, 28 May 1948. RCAF photo PL-44745 (ex UK-22184 dated 14 June 1945) is captioned as follows: "While F/L W.O. Simpson, DFC (left), Lancaster pilot of Semans, Saskatchewan and Oak Park, Chicago, stuck to the controls of his blazing British bomber, WO2 R.J. Bradner (Toronto, on right) first fought the flames, then climbed back into his mid-upper turret and shot down an attacking FW.190. On another trip, attacked three times by fighters, they damaged two and blew up the third in mid-air."

One night in March 1945 this officer was the pilot of an aircraft detailed to attack Dessau. When nearing the target the aircraft was hit by fire from the ground defences. The pipe lines of the hydraulic gear were severed which caused all the pressure instruments to become unserviceable. A fire started near the bomb bay. The flames began to get a firm hold but the mid-upper gunner fought them strenuously and finally got the fire under control. At this stage the aircraft was

attacked by a fighter. Further damage was sustained before the enemy aircraft was driven off. Flying Officer Simpson afterwards flew the badly damaged aircraft to an airfield in this country and effected a safe landing in difficult circumstances. This officer displayed the finest qualities of skill, courage and resolution throughout.

\* \* \* \* \*

SIMPSON, F/L William George Raymond (C35376) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December and AFRO 212/46 dated 1 March 1946. Born 23 December 1920 in Sedgewich, Alberta; home in Lethbridge (truck driver, former Royal Canadian Artillery); enlisted in Calgary, 15 May 1941 and posted to No.1 Manning Depot. To No.31 ANS, 9 June 1941. To No.1 ITS, 8 August 1941; graduated and promoted LAC, 13 September 1941 when posted to No.9 EFTS; to No.6 SFTS, 7 November 1941. Graduated and promoted Sergeant, 18 April 1942. To "H", 7 February 1942 (this is hard to reconcile with previous entry). Promoted Flight Sergeant, 18 October 1942. To No.8 BGS, 30 November 1942. Promoted WO2, 18 April 1943. Commissioned 6 November 1943. To "Y" Depot, date uncertain. Taken on strength of No.3 PRC, 31 January 1944. Promoted Flying Officer, 6 May 1944. Promoted Flight Lieutenant, 19 April 1945. Repatriated 1 June 1945. To No.2 ACU, 24 July 1945. To No.7 Release Centre, 5 September 1945. Retired 10 September 1945. Award presented 9 July 1949. 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.2610 (RG.24 Vol.20627) has recommendation dated 19 May 1945 when he had completed 30 sorties (213 hours 40 minutes), 30 November 1944 to 25 April 1945.

Flying Officer Simpson has completed a successful tour of operations including numerous attacks on important and well defended German targets in addition to many mine laying missions in enemy waters. He has proven himself to be an outstanding pilot and a most efficient captain of aircraft, and the manner in which he has always pressed home his attacks plus his enthusiastic keenness to operate at all times has set an example of the highest order.

The sortie list was as follows (see also O.S.T. Clarke)

30 November 1944 - Duisburg (7.00)  
5 December 1944 - Soest (7.05)  
6 December 1944 - Osnabruck (6.15)  
17 December 1944 - Duisburg (5.50)  
27 December 1944 - Opladen (6.00)

29 December 1944 - Oberlar (6.10)  
30 December 1944 - Cologne (6.40)  
2 January 1945 - Ludwigshaven (6.45)  
2 February 1945 - Wiesbaden (6.55)  
13 February 1945 - Dresden (9.55)  
15 February 1945 - Oslo (6.55)  
20 February 1945 - Dortmund (6.55)  
21 February 1945 - Duisburg (6.45)  
23 February 1945 - Oslo Fiord (7.15)  
27 February 1945 - Mainz (6.45)  
2 March 1945 - Cologne (6.00)  
5 March 1945 - Chemnitz (10.20)  
8 March 1945 - Gardening (5.10)  
11 March 1945 - Essen (6.15)  
12 March 1945 - Dortmund (6.20)  
14 March 1945 - Zweibrucken (7.10)  
15 March 1945 - Hagen (7.10)  
20 March 1945 - Hemmingstadt (5.40)  
21 March 1945 - Hildesheim (6.50)  
4 April 1945 - Merseburg (8.55)  
8 April 1945 - Hamburg (6.40)  
13 April 1945 - Kiel (6.10)  
16 April 1945 - Schwarzdorf (8.15)  
21 April 1945 - Kattegat (6.20)  
25 April 1945 - Wangerooge Island (4.15)

\* \* \* \* \*

SIMPSON, WO William John (R137108, later J18697) - **Distinguished Flying Cross** - No.51 Squadron - Award effective 10 January 1944 as per **London Gazette** dated 21 January 1944 and AFRO 410/44 dated 25 February 1944. Born in Saskatoon, 13 April 1922; home given variously as Detroit and Owen Sound, Ontario (salesman); enlisted in Windsor, Ontario, 15 October 1941 and posted to No.1 Manning Depot. To No.31 ANS, 10 November 1941 (guard), To No.1 ITS, 8 January 1942; graduated and promoted LAC, 27 February 1942; to No.9 EFTS, 19 March 1942; ceased training and posted to Trenton, 9 May 1942; to No.6 BGS, 6 June 1942; graduated and promoted Sergeant, 17 July 1942. To "Y" Depot, 18 July 1942. To No.34 OTU, 14 August 1942. To No.31 Personnel Depot, 15 September 1942. To RAF overseas, 25 September 1942. Promoted Flight Sergeant, 17 January 1943. Promoted WO2, 17 July 1943. Commissioned 14 December 1943 (J19697). Promoted Flying Officer, 14 June 1944. Repatriated 25 November 1944; to No.4 Release Centre, 23 January 1945; released 9 February 1945. Award presented

1952. Died 14 August 1966. 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 2/9153 has recommendation dated 17 November 1943 when he had flown 27 sorties (183 hours 27 minutes).

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)



18 February 1943 - Paris (4.10)  
29 March 1943 - Anti-sub patrol (8.25)  
1 April 1943 - Anti-sub patrol (10.20)  
4 April 1943 - Anti-sub patrol (7.05)  
7 April 1943 - Anti-sub patrol (8.45)  
13 April 1943 - Anti-sub patrol (10.05)  
16 April 1943 - Anti-sub patrol (9.55)  
19 April 1943 - Anti-sub patrol (9.30)  
22 June 1943 - Mulheim (4.37)  
24 June 1943 - Wuppertal (4.46)  
25 June 1943 - Gelsenkirchen (4.04)  
28 June 1943 - Cologne (4.39)  
3 July 1943 - Cologne (5.02)  
9 July 1943 - Gelsenkirchen (5.43)  
13 July 1943 - Aachen (5.04)  
15 July 1943 - Montbelliard (7.23)  
9 August 1943 - Mannheim (6.04)  
10 August 1943 - Nuremburg (7.51)  
17 August 1943 - Peenemunde (7.05)  
23 August 1943 - Berlin (7.01)  
27 August 1943 - Nuremburg (7.26)  
15 September 1943 - Montlucon (6.25)  
16 September 1943 - Modane (7.53)  
23 September 1943 - Mannheim (6.56)  
27 September 1943 - Hannover (5.37)  
3 October 1943 - Kassel (6.29)  
3 November 1943 - Dusseldorf

Warrant Officer Simpson was posted to this squadron on 14th June 1943. He has now completed seven Coastal Command sorties totalling 64.05 hours and twenty Bomber Command sorties totalling 119.22 hours. He is an Air Gunner of outstanding skill and ability, always keen to operate and has proved himself to be exceptionally cool and courageous in the face of intense enemy activity. He is strongly recommended for the award of the Distinguished Flying Cross.

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SIMS, LAC John Joseph (R168109) - **Mention in Despatches** - No.429 Squadron (Station Leeming in AFRO) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 18 May 1916. Home in Hamilton; enlisted there 9 June 1942 as "Tradesman". Granted Leave Without Pay until 1 September 1942 when posted to No.1 Manning Depot. Reclassified as Armourer (Guns), 4 November 1942 and posted to Mountain View. Promoted AC1, 28 December 1942. To No.9 Repair Depot, 29 December 1942. Promoted LAC, 1 April 1943. To "Y" Depot, 1 May 1943. To RAF overseas, 26 May 1943. Repatriated 28 August 1945. To No.4 Release Centre, 4 September 1945. Retired 15 October 1945. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ when he had served one year in Canada, 20 months overseas.

This airman is employed as an Armourer (Guns) in "B" Flight of 429 Squadron. He has worked extremely hard at his trade despite inclement weather and adverse conditions. LAC Sims has cheerfully undertaken the most difficult tasks and brought them to a successful conclusion. He has earned the support and friendship of his comrades and is strongly deserving of recognition for his efforts...

\* \* \* \* \*

SIMS, F/O Mervin Harold (J85710) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 1 September 1944 as per **London Gazette** of that date and AFRO 2231/44 dated 13 October 1944. Born 21 September 1920 in Chilliwack; educated in Vancouver including time at University of British Columbia, 1940-41 taking Chemical Engineering (COTC at the time). Enlisted in Penhold, Alberta, 20 May 1941. Trained at No.4 ITS, Edmonton (16 May to 19 August 1941), No.18 EFTS, Boundary Bay (20 August to 11 October 1942) and No.15 SFTS (20 October 1941 to 3 January 1942). Graduated as a Sergeant, 2 January 1942; promoted to Flight Sergeant, 2 July 1942; promoted to WO2, 2 January 1943; promoted to WO1, 2 July 1943; commissioned on 29 March 1944; promoted to Flying Officer, 29 September 1944. Arrived in UK, January 1942; further trained at No.2 (P) AFU, 16 March to 16 June 1942 and No.510TU, 16

June to 16 September 1942. With No.418 Squadron, 16 September to 17 October 1942; Station Bradwell Bay, 17 October 1942 to 19 June 1943; No.418 Squadron, 19 June to 28 September 1943; No.60 OTU, 28 September to 7 December 1943; No.418 Squadron, 7 December 1943 to 10 July 1944; to No.3 FIS, 11 July 1844 to 9 August 1944; at No.60 OTU, 10 August to 1 September 1944; to No.54 OTU, 1 September 194 to 6 February 1945; special leave in Canada, 6 February to 24 April 1945. Returned to UK, 22 April 1945; No.406 Squadron, 11 May to 13 July 1945; No.19 ACHU, 13-24 July 1945; No.25 ACHU, 25 July to 24 November 1945; No.437 Squadron, 24 November 1945 to 13 June 1946; to Canada, 14 June 1946; released in Vancouver, 30 August 1946. Commissioned in RAF, 28 May 1947 as Flying Officer (seniority from 27 June 1945); promoted Flight Lieutenant, 30 September 1947. Relinquished RAF commission on transfer to RCAF, 16 June 1951. Died in Calgary, 8 December 2007. Victories as follows: **12 April 1944**, one Ju.88 destroyed; **27 April 1944**, one unidentified twin-engined aircraft destroyed on ground plus two unidentified twin-engined aircraft probably destroyed on ground; **5 May 1944**, two Ju.87s destroyed on ground; **1 June 1944**, one Ju.34 destroyed; **14 June 1944**, one Ju.34 destroyed; **21 June 1944**, two FW.190s destroyed on ground; **5/6 July 1944**, one V-1 destroyed. Cited with P/O J.D. Sharples (observer).

As pilot and observer respectively, Pilot Officer Sims and Pilot Officer Sharples have completed a large number of sorties, many of them in adverse weather. They have displayed a high degree of skill and their keenness has been exceptional. They have destroyed four enemy aircraft in the air and damaged several more on the ground.

\* \* \* \* \*

SIMS, S/L Owen Anthony Haig (C1490) - **Air Force Cross** - AFHQ - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Winnipeg, 4 June 1917 (RCAF Press Release 4907 announcing award). Prewar he was an accountant with Harrison and Company, Toronto. Home given as Willimette, Illinois, where his wife was residing. Enlisted in Toronto, 2 January 1940 in General List. Trained at No.1 SFTS (graduated 13 July 1940). To No.14 SFTS, 3 July 1941. Promoted Flight Lieutenant, 1 September 1941. To Air Armament School, Mountain View, 9 March 1942. To No.14 SFTS, 4 May 1942, Promoted Squadron Leader, 1 October 1942. To No.9 EFTS, 23 April 1943. To No.1 Training Command, 31 December 1943. To AFHQ, 10 April 1944. To No.5 OTU, 4 September 1944. To "Y" Depot, Moncton, 9 February 1945. To No.45 Group, Ferry Command, 23 February 1945. To United Kingdom, 11 March 1945. Repatriated 3 December 1945. To No.4 Release Centre, 10 December 1945. Retired 17 January 1946, Award presented 6 May 1947. As of award had flown 1,500 hours flying, 1,200 hours as instructor.

This officer has made an outstanding contribution to the training plan by his

keenness and ability as an instructor. His leadership and efficiency in the execution of his duties have been an outstanding example to all his associates. Throughout his flying career he has distinguished himself by his zeal, initiative and forethought. He has displayed devotion to duty, which is most praiseworthy.

\* \* \* \* \*

SINCLAIR, Sergeant Albert Edward (R1708) - **British Empire Medal** - No.4 SFTS - Award effective 11 June 1942 as per **Canada Gazette** of that date and AFRO 1000-1001/42 dated 3 July 1942. Born 10 May 1910. Home in Ottawa where he worked in the Civic Hospital; enlisted there. 10 April 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 17 May 1940. Promoted AC1, 10 July 1940. To No.4 SFTS, 18 September 1940. Promoted LAC, 1 December 1940. Promoted Corporal, 1 January 1942. Recommended when he was an LAC. Award presented 3 December 1942. To No.17 SFTS, 8 March 1942. Promoted Sergeant, 1 June 1942. To "Y" Depot, 27 September 1944. Taken on strength of No.3 PRC, Bournemouth, 11 October 1944. Repatriated to Canada, 5 September 1945. Released 11 October 1945.

By prompt action on the part of R1706 Sergeant Sinclair, A.E., in bringing fire extinguisher to play upon the blaze at a very close range, with utter disregard for his personal safety, Service crews were able to rock the aircraft off the jacks and get it outside the hangar. He thus prevented total destruction by fire of the hangar and eighteen aircraft. Due to his act of bravery, Sergeant Sinclair suffered severe injuries to his eyes. The above outstanding act took place at No.4 Service Flying Training School, Saskatoon, on 18 June 1941.

\* \* \* \* \*

SINCLAIR, F/L Andrew Lloyd (J17656) - **Distinguished Flying Cross** - No.401 Squadron - Award effective 18 January 1945 as per **London Gazette** dated 26 January 1945 and AFRO 471/45 dated 16 March 1945. Born in Paris, Ontario, 4 March 1919. Home there; educated there, 1925 to 1935, and took correspondence courses, Lasalle Extension School (Chicago), 1937-1940 (accounting). Accountant in Paris, 1935-1940. Enlisted in Hamilton, 11 November 1940. To No.119 (BR) Squadron, 31 December 1940. To No.3 ITS, 21 April 1941; graduated and promoted LAC, 28 May 1941; posted that date to No.4 EFTS; graduated 15 July 1941 and posted to No.9 SFTS; graduated and promoted Sergeant, 25 September 1941. To Embarkation Depot, 26 September 1941; to RAF overseas, 14 October 1941. To No.61 OTU. 16 December 1941. He stated that while at Heston OTU he flew in connection with search for German warships on the "Channel Dash". To No.504 Squadron, 3 March 1942 operating in Northern Ireland against German long range reconnaissance aircraft. Commissioned 22 April 1942. To No.401

Squadron, 10 June 1942. Promoted Flying Officer, 22 October 1942. To Malta, 10 January 1943. To Station Headquarters, Hal Far, 5 February 1943. To No.185 Squadron, 11 March 1943. To United Kingdom, 21 July 1943. Embarked for Canada, 29 August 1943, arriving 3 September 1943. To No.1 OTU, Bagotville, 7 October 1943. Estimates 33 hours on Hurricanes and 50 hours on Harvards while instructing operational flying and gunnery. To "Y" Depot, Lachine, 30 April 1944. Taken on strength of No.3 PRC, Bournemouth, 25 May 1944. Promoted Flight Lieutenant, 18 November 1944. Seriously injured in road accident, 23 December 1944 (driving a 15-cwt truck, hit bridge at Veghel, Holland.. Repatriated 11 March 1945. To No.1 Composite Training School, Toronto, 23 March 1945. To No.1 Air Command Headquarters, Trenton, 15 November 1945. To Station Lachine, 19 November 1945 (liaison officer during repatriation of air and ground crew to Canada). To No.7 (Photo) Wing, Rockcliffe, 21 February 1946. To No.13 (Photo) Squadron, 1 April 1946 (later No.413 Squadron). Remained in postwar RCAF, reverting to Flying Officer on 1 October 1946 (26337). On detached operations, No.11 Photo Detachment, Lac du Bonnet, 2 June to 18 August 1948. He flew about 830 hours on Norseman (floats and skis) establishing photographic points in the Arctic. To No.901 Air Traffic Admin Unit, Rockcliffe, 18 August 1948. To No.1 OTU, St. Hubert, 1 December 1948. To No.410 Squadron, St. Hubert, 11 January 1949. Promoted Flight Lieutenant, 1 June 1950. To Air Defence Group Headquarters, St. Hubert. 6 June 1950. To No.427 Squadron, St. Hubert, 9 October 1952. To No.3 Wing, Zweibrucken, Germany, 23 February 1953 with move there of No.427 Squadron. Promoted Squadron Leader, 10 January 1955. To Flying Instructor School, Trenton, 30 April 1956. To No.2 Advanced Flying School, Portage, 16 August 1956. To Canadian Joint Staff, Washington, 16 August 1959 on exchange to Craig Air Force Base. To Training Command Headquarters, 1 March 1961. Retired 4 March 1966, Died in Winnipeg, 10 January 1980. Following victory compiled fro Directorate of History and Heritage cards plus Chris Shores, **Those Other Eagles** (Grub Street, London, 2004): **28 August 1942**, one FW.190 damaged, Amiens area, Spitfire BS180, No.401 Squadron (Flight Sergeant at the time); **10 June 1943**: one MC.202 destroyed (shared with another pilot), Sicily, Spitfire EN349, GL-C, No.185 Squadron; **7 July 1944**, one FW.190 and one Bf.109 destroyed, Lisieux, Spitfire MK579, No.401 Squadron; **2 October 1944**, one FW.190 damaged, south of Nijmegen, Spitfire MK698, No.401 Squadron;; **5 October 1944**, one Me.262 destroyed (shared with four others); five miles northeast of Nijmegen, Spitfire MK698, No.401 Squadron. .Award presented 1 December 1948.

Flight Lieutenant Sinclair has served in both the Middle East and European theatres of war. While in the Middle East he destroyed at least one enemy aircraft. During the early stages of the invasion of Normandy he distinguished himself by destroying a further two enemy aircraft. In addition his devastating attacks against enemy transport, often in the face of intense fire from the ground defences, have inflicted considerable damage on enemy vehicles. In October 1944, Flight Lieutenant Sinclair attacked and shared in the destruction of an enemy jet propelled aircraft after a long and bitter struggle. More recently

he has led a section of his squadron through heavy anti-aircraft fire in attacks against the enemy's rail communications in Germany and Holland. At all times he has displayed a high degree of courage and devotion to duty.

NOTE: Public Records Office Air 2/9045 has recommendation dated 14 November 1944 when he had flown 278 sorties (313 operational hours). Text slight more detailed than that published.

This officer is an experienced second tour pilot who has proved himself an invaluable asset to the squadron during the Normandy, Belgium and Holland campaigns. On his first tour in the Middle East he destroyed one enemy aircraft and damaged another.

During the early stages of the Normandy invasion, Flying Officer Sinclair distinguished himself by destroying a further two enemy aircraft on one operation shortly after joining the squadron. His devastating attacks against enemy transport, often in the face of intense return fire from the ground defences, have resulted in the destruction or damaging of some 50 enemy vehicles. On October 5th, while on a routine patrol with the squadron over the vital Nijmegen bridge, this officer attacked and shared in the destruction of the first enemy jet propelled aircraft, an Me.262, to be shot down by the Royal Air Force or Royal Canadian Air Force. This was only accomplished after a long bitter struggle.

Lately he has participated and led sections of his squadron through intense flak to dive bomb the enemy's rail communications in Northwest Germany and Holland. Flying Officer Sinclair's aggressiveness and utter disregard of his own personal safety have been major factors in the successful operations of this squadron.

**Notes:** Accident, 28 August 1942, No.401 Squadron, Spitfire IX, serial BS180. Returning from a sweep and had reached England near Beachy Head. Throttle jammed so he force-landed at Friston.. Unable to lower speed, so to avoid hitting other aircraft he lowered flaps but retracted undercarriage to crash-land. Mechanical failure or error by fitter.

Application for Operational Wing dated 1 February 1944 listed sorties as follows:

**No.504 Squadron:**

10 May 1942 - Offence (1.20, one e/a engaged)

12 May 1942 - Defense (1.30)  
22 May 1942 - Defense (45 minutes)  
29 May 1942 - Defense (1.40)  
1 June 1942 - Offense (45 minutes, one e/a engaged)

**No.401 Squadron:**

16 June 1942 - Defence (1.15)  
19 June 1942 - Defence (1.10)  
19 June 1942 - Offense (1.10, Cap Gris Nez)  
20 June 1942 - Offense (1.30, Calais, St. Omer)  
21 June 1942 - Defence (1.05)  
29 June 1942 - Offense (1.25, Hasbrouk)  
1 July 1942 - Defence (1.30)  
5 July 1942 - Defence (40 minutes)  
5 July 1942 - Defence (1.15)  
5 July 1942 - Defence (1.15)  
7 July 1942 - Defence (1.00)  
9 July 1942 - Defence (1.00)  
12 July 1942 - Offense (1.15, St. Omer)  
20 July 1942 - Offense (1.15, St, Omer)  
21 July 1942 - Defence (55 minutes)  
21 July 1942 - Defence (1.20)  
22 July 1942 - Defence (1.30)  
22 July 1942 - Defence (1.30)  
12 August 1942 - Offence (1.30, Dieppe)  
19 August 1942 - Offence (1.30, Dieppe)  
19 August 1942 - Offence (1.25, Dieppe)  
19 August 1942 - Offence (1.15, Dieppe)  
20 August 1942 - Offence (1.40, Amiens)  
27 August 1942 - Offence (1.45, Rotterdam)  
28 August 1942 - Offence (1.40, Amiens)  
29 August 1942 - Offence (1.50, Meaulte)  
31 August 1942 - Defence (1.00)  
1 September 1942 - Defence (1.05)  
6 September 1942 - Offense (1.40, Meaulte)  
7 September 1942 - Offense (1.55, Rotterdam)  
8 September 1942 - Offense (1.25, Dieppe)  
10 September 1942 - Offense (1.05, Dieppe)  
11 September 1942 - Defence (1.30, Dieppe)

16 September 1942 - Offense (45 minutes, Dieppe)  
17 September 1942 - Defence (1.15)  
24 September 1942 - Defence (1.25)  
26 September 1942 - Defence (1.20)  
26 September 1942 - Offense (2.15, Morlaix)  
29 September 1942 - Defence (1.25)  
2 October 1942 - Offense (1.50, Portez)  
8 October 1942 - Defence (35 minutes)  
9 October 1942 - Offense (1.55, Portez)  
21 October 1942 - Offense (1.20, Morlaix)  
24 October 1942 - Defence (1.05)  
24 October 1942 - Offense (1.25)  
25 October 1942 - Offense (1.10, Dieppe)  
27 October 1942 - Defence (55 minutes)  
30 October 1942 - Defence (1.10)  
30 October 1942 - Defence (1.35)  
31 October 1942 - Offense (1.25)  
1 December 1942 - Defence (1.15)  
4 December 1942 - Offense (1.00, St, Omer)  
4 December 1942 - Offense (1.25)  
5 December 1942 - Offense (40 minutes)  
6 December 1942 - Offense (1.30, Lille)

#### **No.185 Squadron**

12 January 1943 - Offense (40 minutes, scramble)  
15 January 1943 - Offense (45 minutes, scramble)  
16 January 1943 - Offense ( 1.15, scramble)  
18 January 1943 - Offense (1.05, Lampedusa)  
25 January 1943 - Offense (45 minutes, scramble)  
28 January 1943 - Offense (1.35, Lampedusa)  
29 January 1943 - Offense (1.05, Pachimo)  
22 February 1943 - Offense (1.00, scramble)  
23 February 1943 - Offense (55 minutes, scramble)  
24 February 1943 - Offense (1.05, scramble)  
25 February 1943 - Offense (1.10, scramble)  
28 February 1943 - Offense (1.10, scramble)  
28 February 1943 - Offense (20 minutes, scramble)  
1 March 1943 - Offense (1.00, scramble)  
2 March 1943 - Offense (1.20, Lampedusa)



2 March 1943 - Offense (1.20, Lampadusa)  
4 March 1943 - Offense (1.00, scramble)  
7 March 1943 - Offense (1.00, scramble)  
8 March 1943 - Offense (1.15, scramble)  
17 March 1943 - Offense (1.05, scramble)  
24 March 1943 - Offense (25 minutes, scramble)  
24 March 1943 - Offense (25 minutes, scramble)  
24 March 1943 - Offense (25 minutes, scramble)  
25 March 1943 - Offense (55 minutes, scramble)  
29 March 1943 - Offense (1.00, scramble)  
29 March 1943 - Offense (55 minutes, scramble)  
5 April 1943 - Offense 1.25 (Porto Emmdolle)  
5 April 1943 - Offense (1.10)  
6 April 1943 - Offense (1.20, patrol over island)  
11 April 1943 - Offense (2.15, Pantellaria)  
12 April 1943 - Offense (1.10, Syracuse)  
20 April 1943 - Offense (1.05, patrol over island)  
22 April 1943 - Offense (10 minutes, scramble)  
26 April 1943 - Offense (1.30, Augusta)  
27 April 1943 - Offense (55 minutes, scramble)  
29 April 1943 - Offense (15 minutes, scramble)  
30 April 1943 - Offense (2.45, Pantellaria)  
7 May 1943 - Offense (15 minutes, scramble)  
8 May 1943 - Offense (1.35, Porto Empcoele)  
12 May 1943 - Offense (2.00, Reggio)  
14 May 1943 - Offense (1.00, Comiso)  
14 May 1943 - Offense (40 minutes, scramble)  
20 May 1943 - Offense (1.40, Lampadusa)  
20 May 1943 - Offense (1.20, Lampadusa)  
25 May 1943 - Offense (55 minutes, Lampadusa)  
26 May 1943 - Offense (45 minutes, scramble)  
26 May 1943 - Offense (40 minutes, Comiso)  
29 May 1943 - Offense (1.00, patrol island)  
29 May 1943 - Offense (15 minutes, patrol and scramble)  
30 May 1943 - Offense (1.20, Gela)  
31 May 1943 - Offense (30 minutes, scramble)  
1 June 1943 - Offense (1.00, island patrol)  
1 June 1943 - Offense (1.05, scramble)  
3 June 1943 - Offense (15 minutes, scramble)  
3 June 1943 - Offense (1.20, scramble)

4 June 1943 - Offense (1.00, scramble)  
4 June 1943 - Offense (50 minutes, search)  
8 June 1943 - Offense (1.00, scramble)  
8 June 1943 - Offense (1.10, scramble)  
9 June 1943 - Offense (1.10, island patrol)  
10 June 1943 - Offense (1.45, Catania)  
10 June 1943 - Offense (40 minutes, scramble)  
15 June 1943 - Offense (50 minutes, scramble)  
18 June 1943 - Offense (1.00, scramble)  
22 June 1943 - Offense (1.05, Comiso)  
26 June 1943 - Offense (1.05, island patrol)  
27 June 1943 - Offense (50 minutes, scramble)  
28 June 1943 - Offense (1.20, Ger Brini)  
29 June 1943 - Offense (50 minutes, island patrol)  
6 July 1943 - Offense (40 minutes, Comiso)  
9 July 1943 - Offense (1.20, Comiso)  
10 July 1943 - Offense (1.45, Air/Sea Rescue)  
10 July 1943 - Offense (1.40, cover for shipping)  
11 July 1943 - Offense (1.15, Catania)  
13 July 1943 - Offense (1.15, cover shipping)  
13 July 1943 - Offense (1.50, Gerisrini)  
14 July 1943 - Offense (1.25, Paterno)  
15 July 1943 - Offense (1.20, patrol Sicily)  
16 July 1943 - Offense (1.45, Paterno)  
17 July 1943 - Offense (1.30, Catania)  
20 July 1943 - Offense (1.50, Catania)  
20 July 1943 - Offense (1.45, Catania)

Application for Operational Wing dated 8 June 1944 claimed 170 sorties (196 hours), 14 March 1942 to 22 July 1943 with Nos,504, 401 and 185 Squadrons.

Application for Bar to Operational Wing dated 7 March 1945 claimed 150 sorties (180 hours), June to December 1944 with No.401 Squadron.

Flying times as of July 1947 were as follows - Fleet (59.55), Harvard (165.10), Spitfire I, II, V, IX and XII (505.30), Norseman (215), Dakota (1.00), Mitchell (2.25), Canso (3.00), Anson (5.30), Master (20 minutes), Magister (2.10), Tiger Moth (1.30) and Hurricane (46.55)

Flying times reported as of 31 December 1955 were as follows - Finch (45.00), Tiger Moth (10.00), Magister (15.30), Harvard (419.00), Master (4.50), Spitfire (600.00), Hurricane (33.00),

Norseman (830.25), Canso (51.00), Mitchell (6.35), Lancaster (6.30), Expeditor (156.25), Dakota (68.25), B-26 (7.50), Vampire (70.00), T-33 (50.30), F-84 (58.40) and F-86 (356.05).

**Training:** Interviewed 16 October 1940 when assessed as High Average - "Very good type. Intelligent and athletic. Well recommended."

Attended No.3 ITS, 22 April to 28 May 1941. Courses in Mathematics (72/100), Armament (68/100), Signals (59/100), Hygiene and Sanitation (34/40), Drill (72/100) and Law and Discipline (37/60). Placed 69<sup>th</sup> in a class of 147. "Excellent type, sincere and responsible. Keen and interested in flying."

Attended No.4 EFTS, 28 May to 15 July 1941. Fleet Finch - 28 hours 45 minutes dual, 31 hours five minutes solo. Was 5.40 on instruments. Logged ten hours in Link. "Progress normal. General flying smooth. A little slow at aerobatics. Instrument flying good. Expresses desire for Fleet Air Arm." (W.S. Wrathall, Chief Flying Instructor). Marked in Airmanship (119/200), Airframes (84/100), Aero Engines (50/100), Signals, practical (94/100), Theory of Flight (50/100), Air Navigation (158/200) and Armament, oral (147/200). Placed 21<sup>st</sup> in a class of 29. "Neat and clean cut appearance, pleasant personality, future commission material. Conduct good."

Attended No.9 SFTS, 15 July to 25 September 1941. Harvard aircraft - 39 hours day dual, 43.50 day solo, 1.55 night dual, 8.30 night solo. Scored 508/750 - "Average pilot." Courses in Airmanship and Maintenance (102/200), Armament, written (64/100), Armament, practical (78/100), Navigation (88/150), Meteorology (36/50 on supplemental), Signals, written (61/100) and Signals, practical (46/50). In ground school considered below average - "lacks ability to apply himself" although deportment good. Placed 48<sup>th</sup> in a class of 53.

Course of 1 December 1948 to 11 January 1949 was Vampire conversion. Scored 96 percent on Vampire Technical paper. Flew in Harvard (22 hours 35 minutes) and Vampire (six hours 30 minutes). "An average pilot who converted to Vampire aircraft satisfactorily."

**Selected Assessments:** "A hard working and capable instructor." (S/L F.B. Foster, No.1 OTU, Bagotville, 22 November 1943).

"During his tour of duty with this squadron this officer has proved himself to be a very keen and efficient flight commander." (S/L W.T. Klersy, No.401 Squadron, 7 January 1945)

"Average pilot and has adapted himself to Northern flying of seaplanes very satisfactorily." (S/L J.A. Wiseman, 28 August 1946). To this is added, "On becoming lost on his first long range flight

over unmapped country displayed common sense and foresight resulting in the aircraft being readily found with no damage. Average officer.” (G/C R.F. Gibb).

“Flight Lieutenant Sinclair has served as a Staff Officer Operations at Air Defence Command Headquarters for the past year and a quarter. He is a capable, loyal and conscientious officer who carries out his duties to the best of his ability. He has just average ability as a staff officer but has shown gradual improvement and makes up for any lack of experience by his conscientious and hard work. He has a rather quiet manner and is popular and well liked by his fellow officers. His private life and financial affairs are in perfect order. He is considered suitable for promotion in turn.” (W/C William M. Foster, ADC HQ, 23 August 1951).

“Flight Lieutenant Sinclair is a capable Flight Commander who has been Acting Squadron Commander of his squadron for over eight months of the past year. A very experienced fighter pilot and gunnery instructor, this officer conducted his squadron in a creditable manner. Flight Lieutenant Sinclair has a tendency to be stubborn. He does, however, carry out to the full the orders of his superior officers. This officer failed the last Flight Lieutenant promotion examinations which has greatly disturbed him since he feels that this is a major set-back in his career.” (W/C C.L.V. Gervais, No.3 Wing, 18 September 1954).

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SINCLAIR, F/L Duncan (J12784) - **Distinguished Flying Cross** - No.249 Squadron (now POW) - Award effective 2 October 1944 as per **London Gazette** dated 10 October 1944 and AFRO 2534/44 dated 24 November 1944. Born 9 July 1922 in Toronto; home there; enlisted there 19 August 1941. To No.1 Manning Depot, 27 August 1941. To No.4 BGS, 13 September 1941. To No.1 ITS, 10 November 1941; graduated and promoted LAC, 3 January 1942; posted that date to No.9 EFTS; may have graduated 13 March 1942 but not posted to No.6 SFTS until 25 March 1942; graduated and commissioned 17 July 1942. To “Y” Depot, 21 July 1942. To RAF overseas, 3 August 1942. Promoted Flying Officer, 11 January 1943. Promoted Flight Lieutenant, 7 June 1944. Reported Prisoner of War, 16 July 1944. Safe in United Kingdom, 9 May 1945. Repatriated to Canada, 1 June 1945. To No.1 Composite Training School, 12 June 1945. To Release Centre, 29 August 1945; retired 1 September 1945. Award sent by registered mail, 13 January 1949. Died 12 November 2005 in Wellington, Ontario as per Royal Canadian Legion “Last Post” website and **Legion Magazine** of March/April 2006.

This officer has led a number of bombing attacks and has destroyed at least two enemy aircraft. He has also destroyed four locomotives and one E-boat as well as causing much damage to enemy motor transports and shipping. As a flight commander Flight Lieutenant Sinclair has achieved much success imparting his own enthusiasm and determination to those under his command. His keenness to engage the enemy on every possible occasion has been an inspiration to all.

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SINCLAIR, FS Frederick Wilson (R59022) - **Mention in Despatches** - No.419 Squadron (AFRO gives unit as No.64 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 17 June 1916. Home in Cayuga, Ontario; enlisted Winnipeg, 29 May 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 19 July 1940. Promoted AC1, 29 August 1940. To No.6 SFTS, 27 November 1940. Promoted LAC, 23 February 1941. Promoted Corporal, 1 January 1942. To "Y" Depot, 19 January 1942. To RAF overseas, 9 February 1942. Promoted Sergeant, 1 October 1942. Promoted Flight Sergeant, 3 September 1943. Repatriated with No.428 Squadron, 10 June 1945. To Release Centre, 25 August 1945. Released 30 August 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation for an MiD dated 14 July 1944 submitted by W/C W.P. Pleasance, CO of No.419 Squadron. Had served 21 months in Canada, 29 months in England. Fitter IIE, NCO in charge of "A" Flight.

Flight Sergeant Sinclair has always been a steady, conscientious worker and leader. His keenness and thoroughness in performing his duties as NCO in charge of "A" Flight has been far beyond the call of normal duty. The thoroughness with which he has trained man men in the performance of their several duties has been instrumental in developing a high percentage of serviceability in his flight and his personality and ability as a leader is beyond praise.

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SINCLAIR, F/L Harold Daniel (C8117) - **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 April 1913. Home in Cranbrook, British Columbia; enlisted in Calgary, 9 May 1941 as Radio Mechanic. To No.2 Manning Depot, 12 May 1941. To University of Manitoba, 5 June 1941. Commissioned 13 September 1941. To No.31 Radio School, 12 December 1941. Promoted Flying Officer, 13 March 1942. To RAF overseas, 19 March 1942. Promoted Flight Lieutenant, 13 September 1943. Repatriated 26 September 1945. Retired 6 November 1945. Known to have been serving at Castle Archdale (Coastal Command) early in 1944.

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SINCLAIR, F/O John Henry (J19013) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45

dated 9 February 1945. Born 15 March 1918 in Vancouver (obituary notice); home there; enlisted 11 October 1941. Granted Leave Without Pay until 5 November 1941 when posted to No.3 Manning Depot. To No.7 SFTS (guard duty), 5 December 1941). To No.4 ITS, 28 February 1942; graduated and promoted LAC, 24 April 1942; posted to No.16 EFTS on 23 May 1942; to No.5 EFTS, 17 July 1942; graduated 1 August 1942 and posted to No.7 SFTS; graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, 4 December 1942. To RAF overseas, 10 December 1942. Commissioned 5 October 1943. Promoted Flying Officer, 5 April 1944. Repatriated 8 July 1945; date on release uncertain. Award presented in Vancouver, 22 October 1949. Died in Edmonton, 30 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." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 5 August 1944 when he had flown 39 sorties (242 hours 40 minutes), 5 September 1943 to 10 June 1944.

Flying Officer Sinclair has completed one tour of operations. He has attacked Berlin, Hanover, Kassel, Frankfurt and many other targets in Germany and France; at all times he has pressed home his attacks with the utmost determination and has always achieved very satisfactory results even under difficult conditions.

On two successive occasions he carried on to the target and completed successful attacks even though his airspeed indicator went completely unserviceable just after the aircraft left the ground. He has always shown himself to be a fearless captain of aircraft.

The sortie list was as follows:

5 September 1943 - Mannheim (7.57)  
6 September 1943 - Munich (9.00)  
15 September 1943 - Mont Lucon (8.30)  
16 September 1943 - Modane (9.00)  
22 September 1943 - Hanover (7.30)  
3 October 1943 - Kassel (7.15)  
8 October 1943 - Hanover (5.53)  
3 November 1943 - Dusseldorf (6.54)  
22 November 1943 - Berlin (8.12)  
3 December 1943 - Leipzig (8.18)  
20 November 1943 - Frankfurt (9.00)  
20 January 1944 - Berlin (6.04)  
28 January 1944 - Berlin (2.53, duty not carried out)

2 February 1944 - Gardening (7.16)  
5 February 1944 - Gardening (7.53)  
11 February 1944 - Gardening (5.24)  
2 March 1944 - Meulon (5.34)  
3 March 1944 - Gardening (7.07)  
9 April 1944 - Lille (5.30)  
15 April 1944 - Gardening (4.25)  
18 April 1944 - Gardening (7.50)  
20 April 1944 - Gardening (5.00)  
22 April 1944 - Laon (5.40)  
25 April 1944 - Gardening (4.35)  
26 April 1944 - Villeneuve (5.55)  
27 April 1944 - Gardening (5.10)  
30 April 1944 - Gardening (4.55)  
3 May 1944 - Gardening (5.05)  
5 May 1944 - Gardening (5.30)  
7 May 1944 - Gardening (4.00)  
21 May 1944 - Gardening (5.05)  
24 May 1944 - Trouville (4.35)  
27 May 1944 - Gardening (4.35)  
31 May 1944 - Boulogne (3.50)  
1 June 1944 - Gardening (3.55)  
3 June 1944 - Gardening (3.20)  
5 June 1944 - Merville (5.35)  
6 June 1944 - Coutances (4.55)  
9 June 1944 - Gardening (5.35)  
10 June 1944 - Gardening (6.00)

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SINCLAIR, F/O Selby James (J28912) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 25 September 1921 in Toronto; home in Montreal; enlisted there 17 July 1942. To No.5A Manning Depot, 2 August 1942. To No.13 SFTS (guard duty), 25 September 1942. To No.5 ITS, 27 December 1942; graduated and promoted LAC, 6 March 1943; to No.9 AOS, 20 March 1943; graduated and commissioned 6 August 1943. To "Y" Depot, 20 August 1943. To United Kingdom, 25 August 1943. Promoted Flying Officer, 6 February 1944. Repatriated 15 January 1945. To No.1 Air Command, 26 January 1945. To No.9 AOS, 26 February 1945. To uncertain posting, 5 April 1945. To No.1 Air Command, 4 May 1945. To Release Centre, 13 September 1945. Retired 30 September 1945. Died in Toronto, 2012. Award presented in

Montreal, 25 November 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." DHist file 181.009 D.1750 (PAC RG.24 Vol.20608) has recommendation dated 21 December 1944 when he had flown 33 sorties (161 hours 30 minutes):

As navigator he has completed a tour involving many heavily defended German targets. Highly skilled, he has directed his aircraft to the target and avoided trouble. Always calm and courageous on operations, he has also been most co-operative in assisting ground training. A good leader and a fine officer. Strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

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SINGER, F/O John Wallace (J89650) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 10 July 1922 in Toronto; home there (despatch clerk); enlisted there 17 June 1942). Granted Leave Without Pay until 24 September 1942 when posted to No.4 Manning Depot. To No.5 ITS, 5 December 1942; graduated and promoted LAC, 20 February 1943 but not posted to No.1 BGS until 20 March 1943; graduated 26 June 1943 and posted that date to No.1 AOS; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943. To United Kingdom, 25 August 1943. Commissioned 18 August 1944. Promoted Flying Officer 18 February 1945. Repatriated 8 April 1945. Retired 23 May 1945. Award presented at Government House, 7 November 1949. Died in Ottawa, 24 January 2012. Photo PL-48156 shows him at Government House after investiture (with F/O A.J. Martel, on left); both were then employed by Trans-Canada Airlines. Photo PL-48161, also taken after investiture, shows him with his wife, mother, and Mr. B.A. Keeling (father-in-law). 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 13 March 1945 when he had flown 31 sorties (178 hours), 16 July 1944 to 22 February 1945.

\* denotes daylight sortie





16 July 1944 - Villeneuve St.George (7.00)  
17 July 1944 - Caen (3.30)  
18 July 1944 - Revigny (5.45)  
20 July 1944 - Courtrai (3.25)  
30 July 1944 - Cahagnes (4.55)\*  
31 July 1944 - Joigny la Roche (5.10)\*  
1 August 1944 - Mont Candon (5.05)\*  
2 August 1944 - Bois de Casson (4.50)\*  
3 August 1944 - Trossy (4.35)\*  
4 August 1944 - Etaples (3.45)  
7 August 1944 - Lorient (9.35)  
9 August 1944 - La Pallice (6.10)  
10 August 1944 - Bordeaux (6.55)  
11 August 1944 - Givors (8.10)  
13 August 1944 - Brest (4.50)  
14 August 1944 - Brest (4.30)  
15 August 1944 - Gilste (3.25)  
16 August 1944 - La Pallice (6.35)  
24 August 1944 - Ijmuiden (3.15)  
15 September 1944 - **Tirpitz** (7.10)  
23 September 1944 - Munster (4.55)  
7 October 1944 - Flushing (3.45)  
17 October 1944 - Westkapelle (2.45)  
29 October 1944 - **Tirpitz** (13.10)  
8 December 1944 - Urft Dam (5.05)  
17 December 1944 - Munich (9.00)  
18 December 1944 - Gyndia (9.20)  
3 February 1945 - Ijmuiden (3.20)  
6 February 1945 - Paderborn (5.40), unsuccessful  
14 February 1945 - Paderborn (6.25), unsuccessful  
22 February 1945 - Paderborn (6.00)

This officer has completed 31 sorties as an Air Bomber. In addition to heavily defended targets in Germany, his targets have included many requiring accurate bombing. He took part in two of the attacks on the battleship **Tirpitz** and was only prevented by sickness from taking part in the last and fatal attack. On the two attacks on the **Tirpitz** Pilot Officer Singer rendered valuable service to his captain and navigator by his accurate map reading. In the actual bombing of his targets, he has always shown the greatest coolness and determination to drop his bombs accurately, even when more than one run on a heavily defended target has been necessary. He has at all times shown great keenness to operate and has proved a valuable member of a very successful bombing crew.

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SINGLETON, F/O Chalmers Melbourne (J20166) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 11 March 1919 in Saskatoon; home in Outlook, Saskatchewan; enlisted in Saskatoon, 12 June 1941. To No.2 Manning Depot, 29 August 1941. To No.5 Personnel Education Unit, 10 October 1941. To No.4 BGS (guard duty), 23 November 1941. To No.7 ITS, 4 January 1942. Graduated and promoted LAC, 25 March 1942 and posted to No.2 EFTS. Ceased training and posted elsewhere, 11 June 1942; to No.7 BGS, 18 July 1942; graduated 11 September 1942; to No.5 AOS, 12 September 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 5 August 1945. Retired 14 August 1945. Died in Woolaston, England, 14 June 2007. Award sent by registered mail, 30 April 1951. 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 17 August 1944 when he had flown 34 sorties (170 hours nine minutes).

27 September 1943 - Hanover (6.35) previous unit  
29 September 1943 - Bochum (6.20) previous unit  
8 October 1943 - Hanover (6.10) previous unit  
15 February 1944 - Berlin (7.50)  
19 February 1944 - Leipzig (7.19)  
22 February 1944 - GARDENING (3.00) incomplete, recalled  
24 February 1944 - GARDENING (7.01)  
25 February 1944 - GARDENING (6.08)  
2 March 1944 - Meulan (5.34)  
6 March 1944 - Trappes (5.28)  
18 March 1944 - GARDENING (4.36)  
22 March 1944 - GARDENING (6.16)  
23 March 1944 - Laon (5.29)  
9 April 1944 - Lille (4.16)  
10 April 1944 - Tergnier (5.05)  
12 April 1944 - GARDENING (4.17)  
18 April 1944 - GARDENING (6.24)  
20 April 1944 - Ottignies (3.59)  
22 April 1944 - Laon (5.08)  
3 May 1944 - GARDENING (3.24)  
2 June 1944 - Trappes (4.55)  
5 June 1944 - Maisy (5.14)  
6 June 1944 - St.Lo (5.08)  
8 June 1944 - Alencon (5.13)  
24 June 1944 - Noyelle en Chausse (3.42)  
25 June 1944 - Montorgueil (3.30)  
27 June 1944 - Mont Candon (3.48)  
4 July 1944 - Domleger (3.54)  
7 July 1944 - Caen (4.16)  
12 July 1944 - Hauts Boissons (3.40)  
17 July 1944 - Caen (4.25)  
20 July 1944 - Chappelle Notre Dame (3.30)  
28 July 1944 - Wann Eickel (5.10)  
2 August 1944 - Foret de Nieppe (3.25)

This officer Air Bomber has now completed his first operational tour of 34 sorties, six of these being raids on German targets, and including a number of mine-laying missions enemy waters. He has obtained a very good photographic record, with many Aiming Point photographs, which reveals tenacity of purpose of high merit and which undoubtedly contributed in no uncertain manner to the general operational success of the squadron.

Flying Officer Singleton's record is one of devoted operational endeavour and his courage, together with his excellent application of skill to his important task, are worthy of high praise, and he is considered fully deserving of the award of the Distinguished Flying Cross.

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SINTON, S/L Clive Baldwin (C1491) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 11 August 1943 as per **London Gazette** dated 27 August 1943 AFRO 2322/43 dated 12 November 1943. Born 11 April 1915 in Bristol; educated there. In 1927 he joined Ganges, the Navy's boys' training establishment. After serving in the South Atlantic and Caribbean he was bought out by his father and worked as a meteorologist in Pembroke, Bermuda (home given as being there). Enlisted in RCAF, Ottawa, 2 January 1940. Trained at No.1 ITS (graduated 19 April 1940), No.1 SFTS (graduated 12 August 1940) and Station Trenton (graduated 15 June 1940). Commissioned 1940. Promoted Flying Officer, 10 August 1940. To No.10 (BR) Squadron, 30 December 1941. Promoted Flight Lieutenant, 1 June 1942. To Eastern Air Command Headquarters, 5 October 1942. To RAF Ferry Command, 12 October 1942. To RAF overseas, 23 December 1942. Before leaving Canada, he stuffed his kit with silk stockings, realising they would be useful when he met the right girl. He soon met, and married, Sally Gordon Dennis. Promoted Squadron Leader, 3 May 1943. Promoted Wing Commander, 16 February 1944. Commanded No.433 Squadron, 9 November 1943 to 30 May 1944. Invested with award by King George VI, 11 August 1944. Photo PL-22704 (ex UK-7560 dated January 1944) shows W/C C.B. Sinton, DFC (Bermuda, Commanding Officer, Porcupine Squadron), F/L H.T. Patterson (Fredericton, centre) and S/L J.G. McNeill (Calgary). RCAF photo PL-26813 (ex UK-7530 dated 25 January 1944) shows W/C C.B. Sinton on return from raid on Berlin; being congratulated by G/C L.E. Wray; centre background is Sergeant L.E. Powell (Chelan, Saskatchewan and New Westminster, flight engineer), and at right, F/L D.W. Simpson, DFC (Stratford, Ontario, navigator). Caption says that Sinton had completed 12 bomber sorties. RCAF photo PL-26814 (ex UK-7531 dated 25 January 1944) shows him having coffee and cigarette on return from Berlin raid. RCAF photo PL-26815 (ex UK-7532 dated 25 January 1944) taken during post-raid interrogation - W/C C.B. Sinton is questioned by F/L George Munro (Stratford, Ontario, intelligence officer); at left is F/L D.W. Simpson, DFC (Islington). RCAF photo PL-32560 (ex UK-13643) taken during investiture. After completing his second tour of operations Sinton was a Staff Officer (Acting Group Captain) when hostilities ceased. Released from RCAF, 23 June

1946. He hitched lifts with the RAF and South African Air Force and opened a flying school and air charter service in Cape Town. The business foundered and he joined Central African Airways, but a short fuse, and a refusal to suffer fools gladly, closed that door. He turned to tobacco farming in Southern Rhodesia, but ill health obliged him to return to Canada where a publishing business fared badly. In 1955 the Sintons returned to Britain, where they settled in two wartime Nissen huts at Winterslow, near Salisbury, on 60 acres of hazel scrubland. A pig enterprise was their most successful venture. But lean years and hard work had taken their toll, and in 1973 the Sintons headed for Spain with a caravan; they travelled widely until his ill health put paid to their plans. Sinton revisited Canada in 1993 for the 50th anniversary celebrations of his Porcupine Squadron. At home he maintained an Air Force link as president of the Salisbury branch of the Air Crew Association.

One night in July 1943, this officer piloted an aircraft detailed for an operation against Essen. Whilst over the target the bomber was hit by anti-aircraft fire, one of its engines was put out of action while the port petrol tank was damaged. Despite this, Squadron Leader Sinton flew the damaged bomber home to an airfield near the coast. Whilst circling the airfield it became apparent that a safe landing could not be effected. The aircraft was rapidly losing height but Squadron Leader Sinton coolly headed the bomber towards the sea where it came down on the water about a mile from the shore. After ensuring that all his comrades were safely out of the aircraft, Squadron Leader Sinton supported one of them until they were rescued half a mile from the shore. This officer displayed great skill and determination throughout and was mainly responsible for the ultimate safety of his crew.

NOTE: Public Record Office Air 2/4995 has recommendation drafted 5 August 1943 when he had flown eight sorties (40 hours 32 minutes).

On the night of July 25th/26th 1943, during the bombing of Essen, the aircraft of which Squadron Leader C.B. Sinton was pilot was struck by heavy flak causing damage to the port engine and petrol tank. He pilot the aircraft back over the North Sea to Cromer on one engine and attempted to land at Coltishall airfield. He was unable to communicate by R/T with the aerodrome and the aerial had been carried away and although repeated signals were sent out they could not be heard. While circling the aerodrome with wheels down, the lights were turned off and Squadron Leader Sinton realised that to attempt to land would be very hazardous. Losing height very rapidly and unable to retract the wheels, he decided to ditch the aircraft in the sea where there was a reasonable chance of the crew coming out alive. He ditched the aircraft about a mile from shore and the crew were uninjured. He saw that all the crew were safely out of the plane

and helped one member who could not swim, towing him for about half a miles when they were picked up.

For skilful airmanship under most trying conditions, his coolness and devotion to duty, this officer is strongly recommended for the immediate award of the Distinguished Flying Cross.

His obituary notice (dated 16 November 1996) described the incident it as follows:

On the night of July 25 1943 Sinton was briefed to attack the heavily defended German industrial city of Essen. He was over the target area when the port wing of his twin-engined Vickers Wellington was hit by heavy flak.

On the return fight, losing fuel from a pierced tank, Sinton shut down one engine to conserve petrol and coaxed the bomber to the Norfolk coast. But his radio no longer functioned and he was unable to alert RAF Coltishall which, suspecting he might be an enemy sneak night intruder, switched off its landing lights.

Worse, the aircraft's starboard and only engine was overheating. With no time to lose, Sinton headed back out to sea and ditched a mile or two off Cromer.

After making sure his five-man crew had escaped he was dismayed to discover that the bomber's dinghy had been holed - they had to swim. Desperately seeking to keep his men together Sinton noticed that the wireless operator could not keep up.

While towing him towards the shore he also had to remonstrate with a crew member who refused to take off his heavy sheepskin flying jacket. It was new that day and the airman's pride and joy.

Ashore, a coastguard notified Cromer lifeboat that he had seen an aircraft come down in the sea and he thought he had heard shouting. Sinton and his crew were rescued by the celebrated coxswain Henry Blogg.

Fitted out at the local Mission to Seamen, they were driven to Coltishall and flown to Skipton-on-Swale, a satellite of RAF Leeming.

\* \* \* \* \*

SISMAN, F/L John Eades (J13141) - **Distinguished Flying Cross** - No.431 Squadron - Award

effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 13 August 1921 in Aurora, Ontario; home there (shoe maker); enlisted in Toronto, 19 August 1941. To No.1 Manning Depot, 27 August 1941. To No.1 BGS (guard duty), 13 September 1941. To No.1 ITS, 23 November 1941. Promoted LAC, 22 January 1942; to No.1 AOS, 14 February 1942. Commissioned 31 July 1942. Posted to No.1 ANS, 26 August 1942. Promoted Flying Officer, 1 May 1943. To "Y" Depot, 4 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Promoted Flight Lieutenant, 31 July 1944. Repatriated to Canada, 5 August 1945. Released 18 September 1945. Died in Burlington, Ontario, 8 May 1996. Award presented in Toronto, 30 November 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C R.F. Davenport dated 12 February 1945 when he had flown 29 sorties (160 hours 37 minutes), 9 June 1944 to 7 February 1945. He had been recommended earlier (13 November 1944) when he had flown 20 sorties (102 hours 40 minutes).

This officer, a navigator, has completed twenty-nine operational sorties over enemy territory, including such heavily defended targets as Stuttgart, Hamburg, Bremen and Brest. Regardless of opposition, he has repeatedly pressed home the attacks, by accurately navigating his aircraft onto the most difficult of targets. He has shown, throughout his tour of operations, outstanding ability and a strong sense of duty. His coolness and exceptional fearlessness in the face of danger has proved a source of confidence to his crew, who have placed their whole trust in his vigilance and skill. In the light of this officer's operational ability and leadership, I strongly recommend that he be awarded the Distinguished Flying Cross.

The sortie list was as follows:

9 June 1944 - Le Mans (5.35)  
14 June 1944 - St. Pol (4.25)  
24 June 1944 - Bemderes (4.05)  
27 June 1944 - Foret d'Eawy (4.45)  
4 July 1944 - Villeneuve (6.15)  
7 July 1944 - Siracourt (5.20)  
7 July 1944 - Caen (4.40)  
18 July 1944 - Caen (4.25)  
20 July 1944 - Le Hey (4.00)  
25 July 1944 - Stuttgart (9.45)  
28 July 1944 - Hamburg (5.55)



3 August 1944 - Bois de Casson (5.00)  
5 August 1944 - St.Leu d'Esserent (5.25)  
7 August 1944 - Caen (4.50)  
8 August 1944 - Foret de Chantilly (5.20)  
9 August 1944 - Acquet (4.35)  
14 August 1944 - Falaise (4.05)  
25 August 1944 - Brest (4.35)  
28 August 1944 - Bremen (5.50)  
26 September 1944 - Calais (3.50)  
4 October 1944 - Bergen (6.55)  
14 October 1944 - Duisburg (5.35)  
16 November 1944 - Julich (5.30)  
30 November 1944 - Duisburg (7.00)  
6 December 1944 - Osnabruck (6.55)  
24 December 1944 - Dusseldorf (6.13)  
5 January 1945 - Hanover (6.08)  
28 January 1945 - Stuttgart (7.40)  
7 February 1945 - Goch (6.05)

\* \* \* \* \*

SISSON, F/O Spurgeon Jasper (J87735) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 9 June 1918 in Perth Andover, New Brunswick; home there (shoe maker). Enlisted in Moncton, 13 January 1940 as Wireless Electrical Mechanic. To No.1 WS, 25 March 1940. Promoted AC1, 29 May 1940. Promoted LAC, 16 August 1940. To RAF overseas, 22 August 1940. Promoted Corporal, 1 November 1941. Promoted Sergeant, 1 July 1942. Remustered to aircrew and repatriated via No.31 Personnel Depot, 26 January 1943. To No.17 EFTS, 19 February 1943. To No.6 SFTS, 1 May 1943. Graduated as pilot, 20 August 1943. To No.2 WS, 3 September 1943. To "Y" Depot, 10 September 1943. To United Kingdom, 12 September 1943. Commissioned 1 July 1944. Promoted Flying Officer, 1 January 1945. Repatriated 8 February 1945. Granted short service commission as pilot and Flying Officer, 1 October 1946 (20453). Granted Permanent Commission, 1 October 1950. Promoted Flight Lieutenant, 1 June 1951. Retired 13 December 1963. Died in Woodstock, New Brunswick, 1 July 2006. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." No file found at DHist, 12 October 1995. Public Records Office Air 2/9050 has recommendation dated 8 December 1944 when he had flown 31 sorties (169 hours) 16 August to 4 December 1944.

16 August 1944 - Stettin  
18 August 1944 - Reime  
29 August 1944 - Stettin  
31 August 1944 - St.Roquier  
5 September 1944 - Le Havre  
6 September 1944 - Le Havre  
7 September 1944 - Le Havre  
10 September 1944 - Le Havre  
12 September 1944 - Frankfurt  
23 September 1944 - Neuss  
26 September 1944 - Calais  
2 October 1944 - Westkapelle  
5 October 1944 - Saarbrucken  
7 October 1944 - Emmerich  
19 October 1944 - Stuttgart  
23 October 1944 - Essen  
25 October 1944 - Essen  
28 October 1944 - Cologne  
30 October 1944 - Cologne  
2 November 1944 - Dusseldorf  
4 November 1944 - Bochum  
6 November 1944 - Gelsenkirchen  
9 November 1944 - Wanne Eickel  
11 November 1944 - Dortmund  
16 November 1944 - Duren  
18 November 1944 - Wanne Eickel  
21 November 1944 - GARDENING  
27 November 1944 - Freiburg  
29 November 1944 - Dortmund  
3 December 1944 - Urft Dam  
4 December 1944 - Karlsruhe

This captain of aircraft is a Canadian officer who has carried out 31 sorties over enemy territory and Germany itself. On several occasions this officer has extricated his aircraft from dangerous situations when faced with heavy enemy opposition and bad weather conditions. These factors have never prevented him from delivering a successful attack with the determination which has characterized all his sorties.

He has a cheerful personality and a great capacity for sustained operational effort and has inspired his crew with his own sense of discipline. For his determination and proved discipline in the face of the enemy he is recommended for the award of the Distinguished Flying Cross.

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SITLINGTON, F/O Lyle William (J37838) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 26 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 16 September 1921 in Watford, Ontario; home there. Enlisted in London, Ontario, 15 October 1942. To No.3 Manning Depot, 1 November 1942. To No.2 WS, 8 January 1943; promoted LAC, 12 February 1943; graduated 18 September 1943 when posted to No.4 BGS; graduated and commissioned 1 November 1943. To "Y" Depot, 15 November 1943. Taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Promoted Flying Officer, 1 May 1944. Repatriated 9 March 1945. To No.1 ITS, 20 March 1945. To No.4 Release Centre, 26 June 1945. Retired 28 June 1945. Award presented 14 June 1949. Postwar he was a part owner of Barnes and Sitlington Egg Grading Station for many years before moving on to become a Canadian Immigration Officer serving in Sarnia, Toronto, and finally London District Office. Died in Watford, Ontario, 13 February 2006 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2006. Cited with F/O Ronald L Cox (RCAF, pilot awarded DFC) and FS Raymond A. Toane (RCAF, AG, awarded DFM). See Cox. above, for citation.

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SKEBO, Sergeant Theodore Herbert (Can 4190A, later C19059) - **Distinguished Flying Medal** - No.408 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2437/43 dated 26 November 1943. Born in Winnipeg, 27 August 1916; home there (butcher); enlisted there 12 November 1936. AC1 and Aero Engine Mechanic as of 1 October 1938. To No.110 (Army Cooperation) Squadron, 16 December 1939. Proceeded overseas; promoted Corporal, 1 September 1940. To No.2 (Fighter) Squadron, 10 January 1941. Promoted Sergeant, 1 July 1942. Remustered to Flight Engineer, 23 September 1942. Promoted

Flight Sergeant, 23 March 1943. Commissioned (C19059), 8 October 1943. Promoted Flying Officer, 8 April 1944. Repatriated with No.405 Squadron, 17 June 1945. To No.408 Squadron, Greenwood, 20 June 1945. To Halifax, 15 September 1945. Retired 26 September 1945. RCAF photo PL-28644 (ex UK-9807 dated 17 April 1944) is captioned as follows: "Operational veterans now instructing. After completing a tour of operations apiece, Flying Officer Graydon 'Pop' Thornton, DFC, Winnipeg and Pilot Officer Ted Skebo, DFM, also of Winnipeg, are teaching novices nowadays at a Heavy Conversion Unit of RCAF Bomber Group overseas. Thornton's line is gunnery; Skebo's flight engineering." Photo PL-32420 is a portrait. Invested with award by King George VI, 11 August 1944. DHist biographical file includes a long interview with him including much information on LMF problems.

Since joining this squadron Sergeant Skebo has completed numerous operational missions. Many of these have been accomplished in the face of heavy opposition and against such targets as Hamburg, Berlin and other strongly defended areas. In the capacity of flight engineer this airman has done much to ensure success on many sorties and has given material assistance in the training of new members of aircraft crew.

Photo PL-22179 (ex UK-5847) dated 25 October 1943 has a most interesting caption:

Flight Sergeant Ted N. Skebo, DFM (Can 4190A), 164 Bertrand Street, Winnipeg, Manitoba, isn't exactly big but he's doing a big job with a squadron of the Canadian bomber group overseas and was well earned the DFM recently awarded to him. Here is the 26-year old Flight Engineer at his panel of gauges in his four-engined bomber. Skebo has completed 28 operational flights over some of the most heavily defended targets in Germany and now flight engineers for a flight commander in his squadron, Flight Lieutenant Alec C. Mair, 81 Nelson Street, Brantford. He recalls on one of his trips how hard he had to work to keep the engines turning over so that they could get their bomber back to base after a raid on Gelsenkirchen. "We were returning from the target at 23,000 feet and the temperature was minus 29 Centigrade," said the active little engineer. "A fighter attacked us and our violent evasive action kinked out our port outer engine. When the prop was fully feathered the kite suddenly went into a dive and we fell from 23,000 down to 5,000 feet before I could get that engine going again. It was almost curtains for us in the North Sea." The icing conditions had made the bomber so heavy it required four engines to keep airborne. Skebo instructed the crew to jettison all extra equipment to lighten the bomber and through his engineering skill they reached the English coast and lobbed down on the nearest 'drome. Skebo enlisted in the RCAF Auxiliary in 1937 [sic] and transferred immediately to active service in September 1939. He went overseas

with the old City of Winnipeg squadron in February 1940 and remustered to aircrew in July 1942. He has been with the same squadron now for 13 months. Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/jd107.html> relates the following incident:

#### HALIFAX JD107 DAMAGED BY FLAK, RETURNED TO LEEMING AIRFIELD

On the night of 13th/14th May 1943 the crew of this 408 Squadron aircraft was undertaking an operational flight to bomb Bochum when they were attacked, but not damaged, by a Junkers Ju-88. The pilot took evasive action and they managed to shake off their attacker. Before they left mainland Europe they were hit by flak which damaged the hydraulics. The pilot made the return to base of Leeming and landed at 05.26hrs.

Pilot - F/Lt Alexander Campbell Mair RCAF (C1635).

Navigator - F/O Wilfred Ronald Eli North, MiD, RAFVR (114391).

Bomb Aimer - P/O Angus Ward Douglas, RAFVR (131827).

Air Gunner - Sgt William George Philpot, RAFVR (1399343).

Flight Engineer - Sgt Theodore Herbert Skebo, RCAF (Can 4190A).

Wireless Operator / Air Gunner - P/O Sidney Arthur Henry Glasspool, RAFVR (133082).

Air Gunner - Sgt Geoffrey Fielding, RAFVR (162606?)

RCAF Press Release No.4536 dated 11 April 1944, transcribed by Huguette Oates, in conjunction with photo UK-9807, from Sergeant John Badger, reads:

WITH RCAF BOMBER GROUP OVERSEAS: -- The ruggedness of the bombers in which Canadians are wrecking the Reich nowadays is hard to credit. It is not just a question of how much bomb-load they can carry, but how much punishment they can take. A typical example, not an exceptional one, is what happened to a Goose Squadron aircraft over Bochum in the Ruhr one night.

Pilot Officer Ted Skebo, DFM, a flight engineer from 164 Bertrand Street, Norwood, Winnipeg, tells the story. "That night, I was flying in a kite skippered by Flight Lieutenant Alex Mair of 81 Nelson, Street, Brantford, Ontario, later promoted to wing commander and now missing," relates lanky, 26-year-old Skebo. "It sure was hot. Flak was wolfing around everywhere. It banged into our kite before we discharged our bombs, and we had to hold on to everything and dive out of the muck."

A broadside of flak fragments tore in one side of the fuselage and out the other, riddling the metal skin as though it were paper. Big chunks just missed that RAF

navigator and the bomb-aimer. Though it had about a hundred small holes in fuselage and wings, the sturdy bomber was able to evade searchlights and flak, make its bombing run and drop its cargo on the target area. Only then did it turn for home. As it was crossing the Dutch coast on the way back, a night-fighter appeared in the port quarter below. It charged the damaged giant, its cannon and machine guns erupting streams of shells and tracers. Mair dived his aircraft 5000 feet to slip out of the attacker's range. He succeeded but shell bursts had wrecked the bomber's hydraulic system beyond repair. By dint of his superb skill and the emergency system, however, a safe landing was effected back in Britain.

Nazis never managed to account for Skebo's aircraft but nature almost succeeded once. At the time, he was flying in the crew skippered by Flight Sergeant, now Flying Officer, Al Ross, DFM, a native of Holland, Manitoba.

The bomber was winging its way to Lorient, Nazi submarine base in France, when the murky night began to rumble with thunder and glare with lightning. Electrical disturbances caused one engine to fail completely and disrupted the operation of the air speed indicator, altimeter and compass. But even though lightning streaks rippled on the wing-edges, the Canadian bomber got through to the target. "Good navigation and good luck did it," admits Skebo. "We got rid of our bombs successfully and saw the target all lit up." On the return flight, the deranged compass caused the boys to lose their way. The night was so black and cloudy that they could not establish their position for some time. Eventually, they found themselves over Britain, landed safely but way from their base.

A good flying record won Skebo his non-immediate Distinguished Flying Medal. For almost three years before the war, he was a "Saturday-nighter" with the now famous No.112 City of Winnipeg Squadron. At present, he is instructing in his trade at a heavy conversion unit of the Canadian Bomber Group overseas.

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SKEE, F/O Ernest Arthur Walter (C89644) - **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 25 November 1910 in Pretoria, South Africa; enlisted in London, Ontario, 23 December 1940 as Aero Engine Mechanic and posted to No.1 Manning Depot, Toronto. To Technical Training School, St. Thomas, Ontario, 1 February 1941. Promoted AC1, 21 June 1941. To No.5 (BR) Squadron, 26 June 1941. Promoted LAC, 1 October 1941. To No.10 (BR) Squadron, 4 May 1942. To Station Gander, 16 August 1942. Remustered to Flight Engineer, 1 November 1942. To No.5 (BR) Squadron, 5 December 1942. Promoted Corporal, 1

January 1943. Promoted Sergeant, 1 May 1943. Promoted Flight Sergeant, 1 December 1943. To "Y" Depot, 29 December 1943. Embarked from New York, 1 January 1944. Disembarked in Britain, 11 January 1944; to No.4 (Coastal) OTU, 22 February 1944. To No.422 Squadron, 12 May 1944. Promoted WO2, 1 June 1944. Commissioned 20 November 1944. Promoted Flying Officer, 29 January 1945. Repatriated 7 August 1945; released 28 September 1945. See DFC entry for J.W.C. Langmuir for account of attack on U-Boat, 4 May 1943. Died in Parkhill, Ontario, 19 April 1981 as per **Legion Magazine** of August 1981.

**Note:** Application for Operational Wing dated 14 December 1944 stated he had flown 105 sorties (950 hours 50 minutes) on operations, 22 January 1942 to 24 October 1944 on Canso and Sunderland aircraft. This was broken down to No.5 (BR) Squadron - 724 hours 30 minutes, 22 January 1942 to 2 December 1943 and No.422 Squadron, 226 hours 15 minutes, 7 June to 24 October 1944.

A form dated 24 July 1945 (on repatriation) put sorties at 106 (the last on 24 April 1945) and flying times at 1,002 hours five minutes on Cansos, 535 hours 15 minutes on Sunderlands.

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SKELDING, FS Robert (Can 6052A) - **Mention in Despatches** - No.436 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 Montreal, 5 September 1916, Home in Montreal although next-of-kin living in East Orange, New Jersey. Enlisted in St.Hubert, 30 August 1937 as Airframe Mechanic with No.115 (Auxiliary) Squadron. Promoted LAC, 1 July 1939. Proceeded overseas with No.1 (Fighter) Squadron, 20 June 1940. Promoted Sergeant, 15 October 1940. Repatriated at uncertain date and posted to Trenton, 22 July 1941. To No.8 (BR) Squadron, 2 August 1941. Promoted Flight Sergeant, 1 October 1941. To Sea Island, 31 March 1942. To "Y" Depot, 19 May 1943. To No.164 (Transport) Squadron, 5 July 1943. To "Y" Depot, 23 August 1944. Taken on strength of No.3 PRC, 29 August 1944. Repatriated 16 November 1945. To No.2 Release Centre, 23 November 1945. Released soon after. No citation in AFRO. DHist file 181.009 D.1769 (RG.24 Vol.20610) has recommendation dated 9 June 1945; NCO in charge of Maintenance.

This NCO is outstanding in his position as NCO in charge Maintenance. During the formation of this unit in India, Flight Sergeant Skelding showed qualities of leadership and organizing ability that was an inspiration to all under his command and it was chiefly through his untiring efforts and devotion to duty that the Maintenance Organization is the pride of the squadron. It is strongly recommended that his distinguished service be recognized by an award of the "Mention in Despatches".

NOTE: Public Records Office document Air 2/9139 has a citation which appears to be of later drafting, as follows:

This airman has been employed as NCO in charge of maintenance. During the formation of his unit in India he showed qualities of leadership and organizing ability that were an inspiration to all and it was chiefly owing to his energy and devotion to duty that the maintenance organization has been so successful. Flight Sergeant Skelding has rendered outstanding service to his unit.

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SKELDING, S/L William (C7930) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 27 October 1904. Home in Ottawa; enlisted in Winnipeg, 3 March 1929 as Aero Engine Mechanic (734). Promoted Sergeant, 1 April 1939. To St. Thomas, 30 October 1939. Promoted Flight Sergeant, 1 January 1940. To No.5 Equipment Depot, 6 March 1940. To Aero Engineer School, 3 July 1940. Promoted WO2, 1 April 1941. Promoted WO1, 1 July 1941. Commissioned 1 October 1941. Reclassified in Aero Engineer Branch, 1 November 1941 and promoted Flying Officer. To Trenton, 10 November 1941. To AFHQ, 30 June 1942. Promoted Flight Lieutenant, 15 June 1942. To "Y" Depot, 26 December 1943. Taken on strength of No.3 PRC, Bournemouth, 1 January 1944. Promoted Squadron Leader, 15 April 1944. Repatriated 19 June 1945 to No.4 Repair Depot. To Scoudouc, 14 July 1945. To Maintenance Command, Uplands, 20 September 1945. Reverted to Flight Lieutenant, 1 October 1946. Still serving as of April 1954 (Technical/AE Branch). RCAF. Retired 1957 as a Wing Commander and joined Rolls Royce. Died in Edmonton, 21 July 2003. Photo PL-30944, captioned 25 July 1944, has the following text:

"Trouble shooters of the RCAF" in France - a repair and salvage unit commanded by Squadron Leader William Skelding of Ottawa recently made history with the intelligence department by going up to within 300 yards of the enemy forward lines and bringing back as their trophy a new Messerschmitt 109, damaged only to the extent of one bullet hole which cut an oil line. In this picture, Sergeant R.A. Edwards of Carberry, Manitoba (left) shows the spinner to his Commanding Officer, Squadron Leader William Skelding, 101 Holmwood Avenue, Ottawa, and Flight Lieutenant Robert Cushley, 31 Lebreton Street, Ottawa.

The following, written by MWO Normand Marion, No.16 Wing, was posted on the Air Force website, 5 October 2009, under the title, AEROSPACE ENGINEERING OFFICER RECOGNIZED:

*"Wing Commander Skelding is the Billy Bishop of the AERE [Aerospace Engineering] Officer occupation,"* said Captain Mark Engelbrecht. *"Or to place*



*him in the context of an Infantry soldier, he's our Sir Arthur Currie."*

Capt Engelbrecht, himself an AERE Officer employed at 8 Air Maintenance Squadron in Trenton, was speaking at a dedication ceremony recognizing the achievements of W/C Skelding at the Canadian Forces School of Aerospace Technology and Engineering (CFSATE) earlier this summer. Speaking to an audience made up primarily of AERE Officers - staff and students, Capt Engelbrecht was setting the stage before the official dedication of the Wing Commander William Skelding Theatre at CFSATE on August 20th. Also in attendance for the dedication were Brigadier-General John Madower, Director General Military Careers (and former Commander 16 Wing), Lieutenant-Colonel Phil Garbutt, Commander 16 Wing, and Mrs Karen Spencer, granddaughter of W/C Skelding, who spoke on behalf of the Skelding family.

*"Throughout his life my grandfather was fascinated by engines and all things mechanical, always taking things apart to see how they work," explained Mrs Spencer. "When my mom asked him what he thought was his most important contribution in all his career, his answer was that it was his approach to systemizing things and making processes out of things. That's what he was the most proud of. He liked making checklists, organizing tools. He never wore a shirt without a pocket because he always needed his pad of paper in there, and to the day he passed away, he would be pulling it out and making notes and checklists," she concluded with a smile.*



During the course of his life W/C Skelding went from being a farm boy in Manitoba to become a senior executive with Rolls-Royce Canada Ltd. In between, he served with the Royal Canadian Air Force from 1929 to 1956, through the years of the Great Depression, the Second World War, and the Korean War, eventually rising to the rank of Wing Commander. Yet it is unlikely that you will find his name in RCAF history books because he didn't shoot down

enemy aircraft nor did he lead front line troops into battle. Like most personnel in the Air Force he worked behind the scene, in his case doing what he liked best, at least for the first part of his career: fixing aircraft engines. He was later-on commissioned and eventually took over the responsibility for training development of RCAF technical trades. Within the world of AERE Officers, his name and, more importantly, his work and leadership have become legendary.

*"He's the man who designed and introduced the Air Force Engineering Orders," said Capt Engelbrecht, "which were the precursor to today's Canadian Forces Technical Orders. But he was also a very personable guy, always talking about maintaining a balance between operational tempo and the welfare of his technicians; it was always a very big concern of his."*

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SKELTON, S/L Neil Kennedy (C1523) - **Mention in Despatches** - Station Dishforth - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Enlisted 27 December 1939 in Trenton. Flight Lieutenant as of 1 October 1940. To No.5 SFTS, 24 July 1941. Promoted Squadron Leader, 15 May 1942. To No.4 WS, 30 August 1943. To "Y" Depot, 23 June 1944. To RCAF Overseas Headquarters, 11 July 1944. Repatriated 16 November 1945. Retired 11 December 1945. Spent four years six months in Canada; as of recommendation (23 January 1945) he had been seven months overseas. No citation in AFRO; recommendation (DHist 181.001 D.225) noted he was Senior Administrative Officer and went on:

This officer is an outstanding administrator and has an excellent record at home and overseas. In his care and effort on behalf of all Station personnel, particularly other ranks, he has rendered service far above the ordinary to the morale and spirit of this station.

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SKENE, S/L Donald Charles (C18818) - **Distinguished Flying Cross** - No.139 Squadron - Award effective 19 May 1944 as per **London Gazette** of that date and AFRO 1296/44 dated 16 June 1944. Born in Toronto, 5 April 1916; home in Kingston. Canadian in RAF, 1937-1943; transferred in London, England, 26 October 1943 in rank of Squadron Leader. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for Tiger Force, 31 July 1945. To No.2 Release Centre, 28 September 1945. Retired 5 October 1945. Recalled to Interim Force, 14 May 1946 at No.1 Air Command. To No.1 Technical Training School, 16 August 1946. Accepted for permanent force, 1 October 1946 in rank of Squadron Leader (20091). Awarded Queen's

Coronation Medal, 23 October 1953 while CO of Station Saskatoon. Promoted Wing Commander, 14 June 1957. Died in Kingston, Ontario, September 18th, 1993. RCAF photo PL-2405 taken in Canada, early 1941. RCAF Photo PL-19524 (ex UK-5015 dated 25 August 1943) has following caption: "Squadron Leader D.C. Skene, a Canadian in the RAF, who is serving with a Mosquito squadron in Bomber Command. Squadron Leader Skene has been on three Berlin raids and five other operations since returning to England late in 1942 after more than three years as an instructor in Canada. His mother and father live at 2427 Madson Avenue, Montreal. His two sisters are in the RCAF Women's Division, Joyce in London and Joan in Winnipeg. Squadron Leader Skene joined the RAF in 1937 and was a staff officer on the first RAF school in Canada after war broke out."

Squadron Leader Skene's operational sorties have often been undertaken and completed in extremely bad weather. The targets and defended areas which he has attacked have been, with few exceptions, the most heavily defended in all Germany. His excellent work in the air has been most commendable.

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SKENE, FS Hamilton Hayes (R54510) - **Mention in Despatches** - No.39 (Reconnaissance) Wing - 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 16 June 1919 at Shigawake, Quebec; educated there to Grade VIII. Night manager in a sandwich shop; enlisted in Montreal, 29 April 1940 as Aero Engine Mechanic; to No.1 Manning Depot, Toronto, 30 April 1940; to Technical Training School, St. Thomas, 24 May 1940. Promoted AC1, 29 July 1940. To No.2 SFTS, Uplands, 25 September 1940. Promoted LAC, 1 December 1940. To No.1 Manning Depot, 18 February 1941. To No.6 Repair Depot, 26 February 1941. To Embarkation Depot, 10 March 1941. Posted overseas 5 April 1941 to serve in No.400 Squadron. Promoted Corporal, 15 August 1941. Promoted Sergeant, 1 October 1942. To No.128 Airfield, 10 July 1943. Promoted Flight Sergeant, 31 January 1944. To No.6430 Servicing Echelon, 1 May 1944. Arrived in France, 30 June 1944. Attached to No.125 Wing, 11 November to 13 December 1944. Repatriated 11 February 1945; to No.1 Air Command, 13 February 1945. To No.6 Surplus Equipment Holding Unit, 15 March 1945. To No.1 Flight Engineer School, 26 March 1945. To Technical and Engineer School, 31 March 1945. To No.4 Release Centre, 30 October 1945; released 1 November 1945. Died in Toronto, 25 December 1969. Certificate sent 11 September 1948.

**Notes:** While overseas he took specialist courses at No.21 School of Technical Training in Allison engines (March 1942) and turbo-superchargers (July 1942).

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SKERIK, F/O William Gordon (J35109) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 7 May 1921 in Stettler, Alberta; home in Creston, British Columbia; enlisted in Calgary, 21 January 1942. Granted Leave Without Pay until 30 March 1942 when posted to No.3 Manning Depot. To No.4 ITS, 21 June 1942; graduated and promoted LAC, 14 August 1942) but not posted to No.5 EFTS until 10 October 1942; To No.7 SFTS, 28 December 1942; eased training 31 March 1943 when posted to No.3 Manning Depot; to No.8 BGS, 1 May 1943; graduated 23 July 1943 but not posted to No.2 AOS until 27 July 1943; graduated and commissioned 3 September 1943. To "Y" Depot, 19 September 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Promoted Flying Officer, 3 March 1943. Repatriated 15 November 1944. To Western Air Command, 10 January 1945. To Tofino, 20 May 1945. To No.6 OTU, 1 October 1945. To Patricia Bay, 16 January 1945. To No.8 Release Centre, 2 July 1945. Retired 11 July 1945. Award presented in Vancouver, 22 October 1949. Died 30 September 2002 in Qualicum, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2003. 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) gives recommendation by W/C A.F. Avant dated 14 October 1944 when he had flown 33 sorties (165 hours 50 minutes), 10 June to 11 October 1944.

This officer as Air Bomber has completed a notable tour attacking a wide variety of French and German targets, including such heavily defended areas as the Ruhr, Stuttgart and Hamburg. At all times by his skill and coolness under fire he has been instrumental in the safe return of his aircraft and crew. Throughout his tour he has displayed great fortitude and courage in pressing home his attacks and his bombing results are a tribute to his fighting qualities. His cheerfulness and eagerness to come to grips with the enemy have been most praiseworthy. He is a valuable crew member.

It is considered that his fine operational record, gallantry and devotion to duty fully merit the award of the Distinguished Flying Cross.

The sortie list was as follows:

10 June 1944 - Versailles (5.15)  
15 June 1944 - Boulogne (3.55)  
16 June 1944 - Sautrecourt (4.20)  
17 June 1944 - Oisemonte (4.40)  
21 June 1944 - Oisemonte (4.00)  
25 June 1944 - Gorenflos (4.00)

6 July 1944 - Siracourt (4.05)  
9 July 1944 - Ardouval (3.55)  
12 July 1944 - Acquet (4.00)  
18 July 1944 - Mondeville (4.20)  
18 July 1944 - Wesseling (5.40)  
23 July 1944 - Danges (6.05)  
25 July 1944 - Stuttgart (8.35)  
28 July 1944 - Hamburg (5.15)  
31 July 1944 - Coquereaux (4.10)  
1 August 1944 - L'Hey (3.50)  
3 August 1944 - Foret de Nuffe (4.20)  
4 August 1944 - Bois de Casson (5.15)  
5 August 1944 - St. Leu d'Esserent (5.30)  
16 August 1944 - Kiel (5.40)  
25 August 1944 - St. Mathieu (5.30)  
27 August 1944 - Marquis (3.45)  
28 August 1944 - Gardening (6.20)  
6 September 1944 - Emden (4.40)  
10 September 1944 - Le Havre (3.55)  
11 September 1944 - Gardening, Kiel Bay (5.25)  
12 September 1944 - Gardening, Oslo (7.00)  
17 September 1944 - Boulogne (3.50)  
27 September 1944 - Sterkrade (5.25)  
28 September 1944 - Cap Gris Nez (4.40)  
4 October 1944 - Gardening, Oslo (7.10)  
6 October 1944 - Dortmund (5.55)  
11 October 1944 - Wanne Eickel (5.25)

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SKILLEN, FS Robert Lyster (R79352) - **Distinguished Flying Medal** - No.427 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 12 November 1943 and AFRO 2610/43 dated 17 December 1943. Born in Montreal, 13 March 1920; home in Arvida, Quebec (chemist). Militia Signals training, April 1937, July 1939 (Lance Corporal), August-September 1940 and discharged from Militia on 10 March 1941. Educated in Montreal including Montreal Technical Institute (1936-1938) and Sir George Williams College (1938-1940). Enlisted in RCAF in Montreal, 21 April 1941 and posted that date to No.1 Manning Depot. To Trenton, 4 May 1941. To No.3 ITS, 9 June 1941; graduated and promoted LAC, 15 July 1941 when posted to No.13 EFTS; ceased training and posted to Trenton, 8 August 1941; to No.9 AOS, 19 September 1941; graduated 20 December 1941 when posted to No.6 BGS; graduated and promoted

Sergeant, 31 January 1942; posted that date to No.2 ANS; graduated 2 March 1942. To "Y" Depot, 3 March 1942; to RAF overseas, 19 March 1942. Disembarked in Britain, 29 March 1942. To No.3 AOS, 11 May 1942. To No.25 OTU, 16 June 1942. Promoted Flight Sergeant, 31 July 1942. To No.427 Squadron, 1 December 1942. Promoted WO2, 31 January 1943. To No.1659 Conversion Unit, 19 April 1943. Promoted WO1, 31 July 1943. Commissioned 20 September 1943. Posted sick, 4 October 1943. To No.427 Squadron, 19 November 1943. To No.1659 Conversion Unit, 28 December 1943. Promoted Flying Officer, 20 March 1944. Promoted Flight Lieutenant, 20 November 1944; posted that date to No.1666 Conversion Unit. Repatriated 22 January 1945. To No.1 Air Command, 2 February 1945. To No.8 AOS, 5 March 1945. To "Y" Depot, 27 April 1945. To United Kingdom, 8 May 1945, arriving 17 May 1945. To RCAF Overseas Headquarters, 31 July 1945. Repatriated 5 August 1945. To No.2 Release Centre, 9 August 1945; retired 20 September 1945. Photo PL-32419 is a portrait. Invested with award by King George VI, 11 August 1944. Died in London, Ontario, 12 April 1996 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of August 1996. No citation in AFRO, "completed many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty".

**Notes:** Uninjured, 20 August 1942 on Wellington T2715, No.25 OTU, crew then-Sergeant B.G. Crew (pilot), R79352 Sergeant R.L. Skilen (observer), R95954 Sergeant H.W. Campbell (air bomber) and R78968 Sergeant J.G. Collinson (WOP/AG). Night bombing training flight. He reported:

We entered thick cloud at 4,000 feet. I decided that it was safe to go down to 2,000 feet to get a fix as I did not know that the ground was 2,400 feet high at that point and while still in cloud we hit a side of a hill. The tail of the aircraft broke off on the first impact and fell apart from the rest, with the air gunner still in it. The remainder of the aircraft came to rest a few yards further on, and although severely shocked, the whole crew were able to get clear as it burst into flames.

Investigators wrote, "Sheer carelessness of the part of the crew," and remarked that nobody seemed to have checked their maps.

Assessed 6 January 1945 for work as Radar Instructor, No.1666 Conversion Unit - "During his period of duty here, this officer has shown outstanding zeal and ability in the performance of his duties and set a very good example to his junior instructors."

On repatriation form dated 10 July 1945 he stated he had flown 28 sorties (174 operational hours), the last on 28 September 1943. He had also flown 264 non-operational hours. Types experienced had been Anson (68.00), Wellington I and III (140), Halifax II and V (205) and

Halifax III (205). Had instructed on radar.

**Training:** Interviewed 7 January 1941 by F/O F.W. McCrea. "Very keen and alert and to me a fine type and should make a good pilot or observer."

Course at No.3 ITS was 9 June to 15 July 1941. Courses in Mathematics (96/100), Law and Discipline (50/60), Armament, written and oral (86/100), Drill (83/100), Signals (100/100), and Hygiene and Sanitation (34/40). Placed third in a class of 143. "Qualified chemist - analytical. Good appearance. Bright and cheery. Older than his years. Intelligent and alert. Very responsive. Good intelligent speech. Deep sense of responsibility. Very good type. Commission."

At No.13 EFTS, 15 July to 1 September 1941. Logged 13 hours 15 minutes dual on Finch and failed; "found to lack judgement on landings. Very keen, would make a good observer."

Course at No.9 AOS was 15 September to 19 December 1941. Anson aircraft - 23.25 as first navigator by day, 25.20 as second navigator by day, 6.20 as first navigator by night, 9.00 as second navigator by night, 2.50 on bombing. Scored 410/500 on air observer work. "Impressed every pilot that he was keen, hard working and a very outstanding pupil." Ground courses in DR Plotting (117/150), DR/DF/WT, written (151/200), Compasses and Instruments (124/150), Signals (75/100), Armament (68/100), Bombing, practical (86/100), Maps and Charts (76/100), Meteorology (68/100), Photography (82/100) and Reconnaissance (88/100). Placed fourth in a class of 20. "Works hard, conscientiously and accurately. Is very well mannered student and is keen to know everything about everything." (S/L K.S. Pitcairn).

Course at No.6 BGS was 11 December 1941 to 31 January 1942. Battle aircraft - 15.20 day bombing, 1.15 night bombing, 8.50 gunnery. "His high level bombing should improve with further practice. His low level bombing is good. His air firing results are satisfactory." Assessed in following fields - Bombing, written (124/150), Bombing, practical (120/150), Gunnery, written (80/100) and Gunnery, practical (70/100).

Course at No.2 ANS was 2 February to 2 March 1942. Anson aircraft - 6.40 as first navigator by day, 6.20 as second navigator by day, 9.20 as first navigator by night, 9.55 as second navigator by night, Overconfident.

Course at No.25 OTU was 16 June to 22 November 1942. Flew 52.35 as first navigator by day, 9.20 as second navigator by day, 34.30 as first navigator by night, 8.30 as second navigator by night. Assessed in following subjects - DR (Above average), Log Keeping (Average), Map Reading (Average), Astro (Above Average). Fired 200 rounds on 25-yard range. "Rather poor at the beginning of the course, this navigator showed great improvement with encouragement. Is

considered now very capable and reliable in the air." (F/L J.P. Lapping)

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SKILLETER, P/O Eric Arthur (J16999) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 1 July 1943 as per AFRO 1724/43 dated 27 August 1943. Born Toronto, 9 September 1919 (published in **War Service Records, 1939-1945**, Canadian Bank of Commerce, 1947); home there; enlisted there 25 October 1940. To No.1 Training Command, 10 December 1940. To No.31 ACS (whatever that is), 10 December 1940. To No.1 ITS, 8 February 1941; graduated and promoted LAC, 16 March 1941 but not posted to No.10 EFTS until 29 March 1941. Ceased training and posted to Trenton, 12 May 1941. To No.4 AOS, 9 June 1941; to No.1 BGS, 1 September 1941; graduated and promoted Sergeant, 11 October 1941 when posted to No.2 ANS; graduated 10 November 1941. To "Y" Depot, 11 November 1941; to RAF overseas, 8 December 1941. Commissioned 9 February 1943. Promoted Flying Officer, 9 August 1943. Repatriated at uncertain date. Taken on strength of No.3 PRC again, 3 August 1944. Promoted Flight Lieutenant, 9 February 1945. Repatriated again, 28 February 1945. To No.1 Air Command, 13 March 1945. To No.16 SFTS, 15 April 1945. To No.4 Release Centre, 29 April 1945; retired 4 May 1945. Invested with award by King George VI, 23 May 1944.

During his operational tour this officer has participated in the daylight attacks on Le Creusot and Milan as well as in attacks on many of the most strongly defended objectives in Germany and Italy. His navigation has been of an exceptionally high standard throughout all his sorties and has earned the praise of his captains. Pilot Officer Skilleter's cheerful courage and devotion to duty, often under heavy fire, have been exemplary.

NOTE: Public Record Office Air 2/8964 has recommendation drafted 26 May 1943 when he had flown 29 sorties (27 successful) in 216 hours 40 minutes. Sortie list and submission as follows:

25 June 1942	Bremen (6.00)
23 September 1942	Wismar (6.40, unable to identify target)
24 September 1944	GARDENING (8.05)
5 October 1942	Aachen (6.20)
6 October 1942	Osnabruck (5.00)
12 October 1942	Wismar (7.15)
13 October 1942	Kiel (6.00)
17 October 1942	Le Creusot (10.05, daylight)
22 October 1942	Genoa (9.00)
24 October 1942	Milan (11.00, daylight)
13 November 1942	Genoa (9.50)



17 November 1942	GARDENING (11.00)
22 November 1942	Stuttgart (8.00)
28 November 1942	Turin (9.15)
16 February 1943	Lorient (6.50, photo two miles from aiming point)
25 February 1943	Nuremberg (8.40)
10 March 1943	GARDENING, Danzig (10.00)
11 March 1943	Stuttgart (3.30, duty not carried out, engine on fire)
22 March 1943	St. Nazaire (6.55, photo, fires)
26 March 1943	Duisburg (5.20, photo, cloud)
27 March 1943	Berlin (7.20, photo, fires)
29 March 1943	Berlin (5.05)
4 April 1943	Kiel (6.50, aircraft hit by flak)
8 April 1943	Duisburg (5.55)
9 April 1943	Duisburg (4.45, large explosion seen)
13 April 1943	Spezia (9.50, photo, aiming point)
14 April 1943	Stuttgart (5.05)
16 April 1943	Pilsen (8.30, photo six miles southwest of aiming point)
18 April 1943	Spezia (9.00, photo of aiming point)

This officer has completed 216 hours operational flying, and throughout his pilots have described his navigation as "exceptional". He has participated in the famous daylight attacks on Milan and Le Creusot as well as night attacks on nearly all the important German and Italian targets attacked from this country. Eleven of his sorties have been over eight hours in duration. His cheerful courage and devotion to duty often under heavy fire have been exemplary. Strongly recommended for the award of the Distinguished Flying Cross.

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SKINNER, Corporal Elgin Arnold (R129825) - **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 5 July 1920; home in Exeter, Ontario; enlisted in London, Ontario, 8 December 1941 and posted to No.1 Manning Depot. To University of New Brunswick, 14 February 1942 to train as Radio Mechanic. Promoted LAC, 12 June 1942. To No.1 Manning Depot, 17 June 1942. To No.31 Radio School, 27 June 1942. To "Y" Depot, 19 September 1942. To RAF overseas, 25 September 1942. Reclassified as Radar Mechanic, 1 July 1943. Promoted Corporal, 21 September 1943. Repatriated 23 October 1945; released 4 December 1945. May have died at Exeter, Ontario, 15 July 1947.

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SKINNER, F/L Frederick Weber (J17092) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 7 July 1919 in Morris, Manitoba; educated there; home there (grocery store clerk and manager); Winnipeg Light Infantry (Machine Gun), 13 August 1940 to 17 March 1941; enlisted in RCAF, Winnipeg, 16 April 1941 and posted to No.2A Manning Dept. To No.37 SFTS (guard), 9 June 1941. To No.4 ITS, 15 July 1941; graduated and promoted LAC, 27 August 1941 when posted to No.3 Manning Depot. To No.2 WS, 15 September 1941; to No.5 BGS, 31 January 1942; graduated and promoted Sergeant, 2 March 1942). To "Y" Depot, 10 March 1942. To RAF overseas, 31 March 1942. Disembarked in Britain, 14 April 1942. To No.1 Wing, RAF Madley, 8 May 1942. To No.22 OTU, 16 June 1942. Promoted Flight Sergeant, 2 September 1942. To No.218 Conversion Flight, 8 September 1942. To No.115 Squadron, 13 September 1942. Promoted WO2, 2 March 1943. Commissioned 10 March 1943. To No.26 OTU, 10 June 1943. Promoted Flying Officer, 10 September 1943. To No.82 OTU, 29 February 1944. Promoted Flight Lieutenant, 15 June 1944. To No.86 OTU, 16 June 1944. Embarked from Britain for leave in Canada, 25 July 1944. Returned to Britain, 25 September 1944. To No.31 Base, 10 October 1944. Attached to No.1657 Conversion Unit, 10 October 1944 to 6 November 1944. This appears to have overlapped attendance at No.14 Radio School, St. Athan, 26 October to 29 November 1944 (Signals Leader Course). To No.76 Base, 6 November 1944. Attached Battle School, Dalton, 6 December 1944 to 7 January 1945. To No.420 Squadron, 7 January 1945. Repatriated 23 July 1945. To No.5 Release Centre, 5 September 1945. Retired 25 September 1945. Award presented 11 June 1949. Died 25 December 1995 in Carman or Elm Creek, Manitoba as per Royal Canadian Legion "Last Post" website. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". See DHist file 181.009 D.1746 (PAC RG.24 Vol.20608); recommended 3 March 1945 when he was Squadron Signals Leader and was on his second tour. First tour (27 sorties) had been 30 September 1942 to 27 May 1943 and had included a low-level raid on Milan (16 April 1943). Second tour had so far run 30 December 1944 to 14 March 1945 (11 sorties), and both totalled 214 hours 30 minutes:

Flight Lieutenant Skinner completed his first tour on Wellingtons, Stirlings and early Lancasters in 1942 to such difficult targets as Essen, Duisburg, Aachen, Osnabruck, Kiel, Genoa, Turin, Stuttgart and Berlin. He then did a non-operational tour as instructor and then returned to a second tour, attacking such targets as Cologne, Ludwigshaven, Essen and Hamburg. In addition to operating, Flight Lieutenant Skinner has been Signals Leader and has done a particularly fine administrative and organizing job in developing a section that is an asset to the squadron in the excellent training given to the crews, and in inspiring leadership with which they are maintained.

The sortie list was as follows:

30 September 1942 - Gardening, Frisian Islands (3.45)  
3 October 1942 - Aachen (6.00)  
6 October 1942 - Osnabruck (4.45)  
9 October 1942 - Gardening, Frisian Islands (4.10)  
13 October 1942 - Kiel (6.55)  
23 October 1942 - Genoa (8.25)  
4 November 1942 - Gardening, La Rochelle (5.30)  
6 November 1942 - Gardening, La Rochelle (7.00)  
18 November 1942 -Turin (7.15)  
22 November 1942 -Stuttgart (7.10)  
28 November 1942 -Turin (9.00)  
22 March 1943 - St. Nazaire (3.40, recalled)  
26 March 1943 - Duisburg (3.20)  
27 March 1943 - Berlin (6.25)  
29 March 1943 - Berlin (7.05, completed, returned on three engines)  
2 April 1943 - Gardening, La Rochelle (5.00)  
3 April 1943 - Essen (3.20)  
11 April 1943 - Gardening, Bordeaux area (6.00)  
16 April 1943 - Pilsen (8.00)  
18 April 1943 - Spezia (2.00, duty not carried out)  
26 April 1943 - Duisburg (3.15)  
28 April 1943 - Gardening, Kiel Bay (6.15)  
4 May 1943 - Dortmund (4.10)  
12 May 1943 - Duisburg (3.00)  
13 May 1943 - Bochum (4.00)  
25 May 1943 - Dortmund (3.40)  
27 May 1943 - Essen (3.30)  
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30 December 1944 - Cologne (6.25)  
2 January 1945 - Ludwingshave (7.10)  
17 February 1945 - Wessel (6.30)  
21 February 1945 - Worms (7.25)  
23 February 1945 - Essen (6.10)  
24 February 1945 - Kamen (6.30)  
27 February 1945 - Mainz (7.00)  
2 March 1945 - Cologne (6.10)  
8 March 1945 - Hamburg (5.50)  
12 March 1945 - Dortmund (6.15)

14 March 1945 - Zweibrucken (6.50)

**Notes:** His application for the Aircrew Europe Star suggests his first sortie was 26 September 1942.

On repatriation form dated 4 July 1945 he stated he had flown 41 sorties (230 hours 35 minutes), the last on 23 April 1945. He had also flown 207 hours 45 minutes non-operational. Types experienced were Halifax (79.15), De Havilland Dominie (4.30), Proctor (6.20), Anson (21.50), Wellington IC (67.40), Wellington III (97.30), Wellington X (56.15), Stirling (26.35), Lancaster II (74.15) and Lancaster X (4.10).

**Training:** Interviewed in Winnipeg, 26 April 1941. "Nice clean type of applicant, should make good aircrew."

Course at No.2 Wireless School was 15 September 1941 to 1 February 1942. Flew one hour 15 minutes in Flying Classroom as First Operator, four hours 25 minutes in Flying Classroom on Listening Watch, seven hours 20 minutes in two-seat aircraft as Sole Operator, Ground courses in Theory (42/50), Radio Equipment (164/250), Morse (175/200), Procedure (182/200), Signals Organization (135/150), Armament (90/100), Drill and PT (32/50). Placed 12<sup>th</sup> in a class of 94. Qualified to wear Wireless Operator Badge, 1 February 1942.

Course at No.5 BGS was 2 February to 2 March 1942. Battle aircraft (six hours 35 minutes). Fired 300 rounds on ground, 400 rounds air-to-ground and 1,400 rounds air-to-air. Registered 1.5 percent hits in Beam Test, eight percent hits in Beam Relative Speed Test and six percent hits in Under Tail Test. Scored 80 percent on written test, 71 percent on practical and oral exam. Rated 170/250 in "Ability as Firer." Placed ninth in a class of 34. "A very keen, intelligent student. Knowledge of gunnery subjects above average."

No.14 Radio School, St. Athan, 26 October to 29 November 1944 (Signals Leader Course). Graded on Leadership (72/100), Written exam on organization, technical knowledge, navigation (68/100), Instructional Technique (38/50), Practical ability (38/50). "A steady worker, sound and defensible. A trifle reserved."

**Selected Assessments:** "An average officer who has just finished a good operational tour" (W/C F.F. Rainsford, No.115 Squadron 19 June 1943 when he had flown 313 hours 35 minutes (95.30 in previous six months)

"An outstandingly keen officer, most reliable." (S/I W.F. Nash, No.26 OTU, 28 February 1944 when he had flown 325 hours 25 minutes (15 hours in previous six months). Endorsed the same day by W/C C.A. Alldis - "This officer is above average and shows great promise."

"Good instructor. Smart officer." (S/L J.H. Temperley, No.86 OTU, 15 July 1944)

"An above average Wireless Air Gunner with high grade technical ability, backed by the operational experience of one and a half tours with Bomber Command, who has ability to impart knowledge." Drafted when he was Squadron Signals Leader with 425 hours flying.

"Flight Lieutenant Skinner is above average as a gentlemanly officer whose ideals and character have a marked effect on the personnel under him." (W/C F.S. McCarthy, 15 April 1945, endorsed on 20 April 1945 by G/C Lecompte).

\* \* \* \* \*

SKINNER, F/L Stuart (J39135) - **Distinguished Flying Cross** - No.150 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December and AFRO 212/46 dated 1 March 1946. Born 11 March 1914 in Stettler, Alberta; home in Edmonton (clerk, salesman); enlisted there 5 May 1941. To No.2 Manning Depot, 14 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.18 EFTS; may have graduated 11 October 1941 but was diverted to instructional duty, being posted to Trenton, 17 January 1942, having been promoted Sergeant on 2 January 1942; to No.16 EFTS 31 March 1942. Promoted WO2, 2 January 1943. May have received service training at No.15 SFTS. Commissioned 8 September 1943. Promoted Flying Officer, 8 March 1944. Promoted Flight Lieutenant, 19 February 1946. Reverted to Flying Officer in postwar RCAF, 1 October 1946 (20302). Promoted Flight Lieutenant, 1 June 1949. At Centralia as of 10 May 1956. To Station Trenton, 3 June 1956. To Advanced Flying School, Saskatoon, 6 October 1956, Released 11 November 1961, retiring to Haney, British Columbia. Died in Vancouver, 7 August 1991. In a letter dated 8 May 1945 he stated he had flown 29 sorties (200 operational hours) and 2,000 non-operational hours. He was then applying for a permanent commission in the RCAF. Award presented 9 July 1949. RCAF photo PL-44749 (ex UK-22187 dated 14 June 1945) shows two Alberta pilots in No.150 Squadron - F/L A.J. Wegren (Bashaw, Alberta, "more than three years in Britain") and on right, F/L S. Skinner (Edmonton, "whose crew damaged two fighters and blew up a third in mid-air when they were attacked three times in one night in bombing Nuremberg."). No citation other than "completed... numerous operations against the enemy in which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/8772 has recommendation dated 4 June 1945 when he had flown 29 sorties (206 hours 42 minutes).

2 January 1945 - Nuremburg  
14 January 1945 - Merseburg  
16 January 1945 - Zeitz  
28 January 1945 - Stuttgart  
2 February 1945 - Weisbaden  
3 February 1945 - Bottrop  
8 February 1945 - Stettin (Poltz)  
13 February 1945 - Dresden  
14 February 1945 - Chemnitz  
23 February 1945 - Pforzheim  
1 March 1945 - Mannheim (day)  
5 March 1945 - Chemnitz  
8 March 1945 - Kassel  
12 March 1945 - Dortmund (day)  
16 March 1945 - Nuremburg  
21 March 1945 - Bremen (day)  
22 March 1945 - Hildesheim (day)  
25 March 1945 - Hanover (day)  
9 April 1945 - Kiel  
10 April 1945 - Plauen  
14 April 1945 - Potsdam  
18 April 1945 - Heligoland (day)  
22 April 1945 - Bremen (day)  
25 April 1945 - Berchtesgaden (day)  
29 April 1945 - MANNA (The Hague)  
30 April 1945 - MANNA (The Hague)  
2 May 1945 - MANNA (Rotterdam)  
3 May 1945 - MANNA (Rotterdam)  
6 May 1945 - MANNA (Rotterdam)

Flight Lieutenant Skinner, a Canadian captain of aircraft, has completed 29 sorties on his first tour of operations comprising 206.42 operational hours. These attacks have been carried out against many targets which have been very heavily defended, for example Merseburg, Nuremburg, Stuttgart, Stettin, Chemnitz and Dresden.

This excellent captain of aircraft has carried out these attacks with consistent skill and courage. Throughout his tour of operations he has set an example of skilful pilotage, cool judgement and inflexible determination in the face of strong enemy opposition, always setting an excellent example to the squadron. His calm, self-effacing manner and his cool judgement against the most hazardous opposition has been invaluable in making his crew a magnificent offensive unit.

In recognition of his complete disregard of danger, his magnificent display of offensive spirit against the enemy under all conditions and his devotion to duty no matter the personal cost, Flight Lieutenant Skinner is recommended for the award of the Distinguished Flying Cross.

\* \* \* \* \*

SKINNER, F/O William Archibald (J87369) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 2 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945. Born 27 November 1919 in Muskoka, Ontario; home in Bracebridge, Ontario (farmer); enlisted in North Bay, 26 May 1942 and posted to No.1 Manning Depot. To No.8 SFTS, 23 July 1942 (guard). To No.3 ITS, 12 September 1942; graduated and promoted LAC, 7 November 1942 but not posted to No.13 EFTS until 5 December 1942; may have graduated 5 February 1943 but not posted to No.2 SFTS until 20 February 1943; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 15 June 1943. To RAF overseas, 24 June 1943. Commissioned 22 June 1944. Repatriated 13 August 1945. To No.4 Release Centre, 21 August 1945. Retired 3 October 1945. Award presented in Toronto, 30 November 1949.

This officer was pilot and captain of an aircraft detailed to attack Munich. On the outward flight trouble developed in the port inner engine. The oil and coolant temperatures rose and flames issued from the exhaust manifold. The propeller had to be feathered. This did not deter Flying Officer Skinner from continuing to the target which, despite fighter interference and opposition from the ground defences, was attacked successfully. The weather was bad but Flying Officer Skinner flew the aircraft back to base. His determination was typical of that which he has shown throughout his tour of operational duty.

RCAF Press Release 8326 dated 22 January 1945 from "C.N.E. (whatever that is) reads:

WITH CANADIANS FLYING IN THE RAF: - Flying Officer W.A. Skinner of Bracebridge, Ontario, flew his Lancaster bomber nearly 1,000 miles on three engines to complete successfully his 27th sortie. Although he had a total of over 151 hours operational flying, the long flight to Munich and back, which he made that night, seemed to him the longest he had ever had to face. It appeared all the more drawn out because of engine trouble. The trip was smooth until he was 250 miles from the target. There were strong tail winds and thick, icy clouds. Then, F/O Skinner's instruments began giving warning. His oil and coolant temperatures rose rapidly and he had to feather one engine because flames were issuing from the exhaust manifold. There were alternative and nearer targets to bomb but Skinner pressed on to the main target. On reaching Munich, fighters were active, searchlights were focused on the cloud base, and ground defences were putting up a heavy barrage; but the bombing was carried out coolly and methodically. Then, the Canadian pilot headed his Lancaster home. The winds had to be fought all the way but the engines performed well and the operation was completed on time. He had flown nearly 1,000 miles with the port-inner engine out of action.

F/O Skinner is 25 and was commissioned in June last year. He has flown Wellingtons, Halifaxes and Lancasters, and has almost completed his tour. His father is Samuel Skinner of Bracebridge, Ontario.

\* \* \* \* \*

SKOLNIK, F/O Joseph (J20919) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 22 February 1913 in Montreal; home there. Formerly four years in Royal Canadian Corps of Signals; enlisted in Montreal, 21 January 1942. To No.5 Manning Depot, 11 February 1942. To No.8 SFTS, 2 March 1942 (guard). To No.3 ITS, 23 May 1942; graduated and promoted LAC, 18 July 1942 when posted to No.8 AOS; graduated and promoted Sergeant, 6 November 1942. Commissioned with effect from 9 November 1942. To "Y" Depot, 20 November 1942. To RAF overseas, 10 December 1942. Promoted Flying Officer, 9 May 1943. Promoted Flight Lieutenant, 9 November 1944. Volunteered for Pacific theatre. Repatriated 5 August 1945. To No.2 Release Centre, 9 August 1945. Retired 21 September 1945. Award presented 27 February 1947. Died in Toronto, 18 July 1996.

This officer has attained a high standard of navigational ability and has played an



important part in the successes obtained by his crew. He has also secured some excellent photographs. On one occasion Flying Officer Skolnik was navigator of an aircraft attacked by a Messerschmitt 110 which was beaten off and damaged. Throughout his operational tour his example of courage and determination has been of a high order and he has proved a very valuable member of his crew.

\* \* \* \* \*

SKOSOV, P/O Morris Norman (J88820) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 25 December 1922; home in Sarnia; enlisted in London, Ontario, 14 April 1942. To No.1 Manning Depot, 1 May 1942. To No.6 SFTS (guard), 29 June 1942. To No.5 ITS, 1 August 1942; graduated and promoted LAC, 10 October 1942 but not posted to No.13 EFTS until 24 October 1942; ceased training and posted to No.1 Composite Training School, 17 November 1942; to No.1 BGS, 8 January 1943; may have graduated 2 April 1943 but not posted to No.4 AOS until 17 April 1943; graduated and promoted Sergeant, 28 May 1943. To "Y" Depot, 11 June 1943. To RAF overseas, 22 June 1943. Commissioned 12 August 1944. Repatriated 28 October 1944. To No.1 Training Command, 11 December 1944. To No.1 WS, 15 December 1944. Promoted Flying Officer, 12 February 1945. To No.4 Release Centre, 19 February 1945. Retired 1 March 1945. Award sent by registered mail, 24 May 1956. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Office Air 2/8882 has recommendation for a DFM dated 15 September 1944 when he was a Flight Sergeant and had flown 36 sorties (143 hours 20 minutes), 9 April to 14 August 1944. Commissioned effective 12 August 1944 as per letter dated 20 September 1944.

9 April 1944 - Lille (4.10)  
10 April 1944 - Tergnier (4.50)  
18 April 1944 - Tergnier (4.35)  
20 April 1944 - Ottignies (3.40)  
30 April 1944 - Acheres (4.30)  
1 May 1944 - Malines (3.30)  
6 May 1944 - Montgassicourt (4.10)  
9 May 1944 - Berneval (3.05)  
11 May 1944 - Trouville (4.15)  
19 May 1944 - Boulogne (3.15)  
22 May 1944 - Orleans (5.10)  
24 May 1944 - Aachen (4.10)  
7 June 1944 - Juvisy (4.35)  
9 June 1944 - Laval airfield (5.00)

12 June 1944 - Amiens (4.10)  
16 June 1944 - Domleger (3.20)  
22 June 1944 - Noyelle en Chaussee (4.40)  
24 June 1944 - Noyelle en Chaussee (3.20)  
25 June 1944 - Montorgueil (3.25)  
27 June 1944 - Mont Candon (3.15)  
28 June 1944 - Blainville (6.35)  
1 July 1944 - St.Martin l'Hortier (3.25)  
4 July 1944 - St.Martin l'Hortier (3.25)  
7 July 1944 - Croixdale (3.55)  
9 July 1944 - Chateau Bernapre (4.00)  
12 July 1944 - Thiverny (4.10)  
23 July 1944 - Kiel (5.15)  
25 July 1944 - Foret de Croc (3.40)  
28 July 1944 - Foret de Nieppe (3.15)  
30 July 1944 - Villers Bocage (4.00)  
2 August 1944 - Foret de Nieppe (3.15)  
3 August 1944 - Foret de Nieppe (3.10)  
5 August 1944 - Foret de Nieppe (3.15)  
9 August 1944 - Foret de Mormal (3.35)  
11 August 1944 - Wemars Cappel (3.20)  
14 August 1944 - TRACTABLE III (4.00)

This non-commissioned officer has completed 36 sorties against the enemy, and flown a total of 143 operational hours. He has carried out attacks against many of the heaviest defended of targets, including Tergnier, Aachan and Kiel.

Flight Sergeant Skosov has successfully carried out the bombing of his target at times under most difficult and trying conditions, and has proved himself to be a man possessing initiative and ability of a very high order. His consistently high record of achievement together with his complete disregard of personal safety has played a large part in the successful completion of his crew's tour of operations.

\* \* \* \* \*

SKUCE, S/L Richard Augustus (C20485) - **Member, Order of the British Empire** - Eastern Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 9 July 1908. Enlisted at Camp Borden, 30 September 1929 as Airframe Mechanic. Sergeant as of 1 April 1939. With No.10 (BR) Squadron

as of 24 October 1939. Promoted Fligh Sergeant, 1 July 1940. Promoted WO2, 1 January 1941. Promoted WO1, 1 April 1942. To Aero Engineer School, 12 August 1942. Commissioned 7 November 1942 with simultaneous promotion to Flying Officer. To No.5 Manning Depot, 8 November 1942. To No.14 SFTS, 27 November 1942. To No.1 Training Command, 6 December 1942. To AFHQ, 28 May 1943. Promoted Flight Lieutenant, 1 October 1943. To No.1 Training Command, 17 October 1943. To No.6 Repair Depot, 23 April 1944. To No.1 Photo Wing, 19 May 1944. To No.1 Training Command, 30 November 1944. To No.6 Repair Depot, 2 December 1944. Promoted Squadron Leader, 1 June 1945. Still at No.6 Repair Depot as of 1 June 1946. Reverted to Flight Lieutenant, 1 October 1946 when on strength of Maintenance Command. To AFHQ, 15 November 1948. Promoted Squadron Leader, 1 January 1949. To Training Command Headquarters, 11 April 1950. To No.14 Tactical Group Headquarters, 6 October 1951. Promoted Wing Commander, 1 June 1952. To No.1 Technical Support Unit, 19 October 1952. To Air Material Command, 18 March 1957. Retired 4 March 1960. Died in Victoria, 27 May 1996. Award presented 9 December 1947. DHist file 181.009 D.3061 (RG.24 Vol.20635) has recommendation for MBE dated 24 October 1942 when he was a WO1, for services with No.10 (BR) Squadron and its high serviceability, 13 April 1941 to 12 August 1942. Died in Victoria, British Columbia, 27 May 1996.

This officer has served in the Royal Canadian Air Force with distinction over a long period. By his keenness and vast technical knowledge he has made marked contributions to the efficiency of his section. He has always proved himself a very efficient officer whose devotion to duty has been most praiseworthy.

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SLACK, Sergeant Norman Clarence (R61405) - **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 13 January 1921; enlisted in Regina, 22 May 1940 as Airframe Mechanic; to Technical Training School, St. Thomas, 28 June 1940; promoted AC1, 22 August 1940; to No.1 SFTS, 6 November 1940; promoted LAC, 1 April 1941. To No.6 Repair Depot, 26 July 1941. To No.10 Repair Depot, 23 August 1941). To "Y" Depot, 23 March 1942; to RAF overseas, 1 May 1942. Promoted Corporal, 1 July 1942. Repatriated 18 June 1945; to No.8 OTU, 19 June 1945; released 14 October 1945.

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SLAUGHTER, FS George Roderick (Can 4135A, later C40327) - **British Empire Medal** - No.3 Bombing and Gunnery School - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Surrey, England, 22 March 1902. Enlisted in Winnipeg, 19 December 1935 as Aero Engine Mechanic with No.112 (Army Cooperation)

Squadron. Promoted Corporal, 2 November 1939. Proceeded overseas with the squadron; promoted Sergeant 1 October 1940. To No.2 (Fighter) Squadron, 11 December 1940. Promoted Flight Sergeant, 1 May 1941. Repatriated via Rockcliffe, 22 July 1941. To No.3 BGS, 2 August 1941 To No.1 Officer School, 1 September 1943. Commissioned with effect from 2 September 1943. To Aero Engineer School, 30 September 1943. To No.3 Training Command, 5 January 1944. Promoted Flying Officer, 2 March 1944. To No.1 Air Command, 15 January 1945. To No.5 Release Centre, 20 November 1945. Retired 22 November 1945. Award presented 16 April 1943.

Flight Sergeant Slaughter has been most assiduous in the execution of his duties as an Aero Engine Mechanic. No assignment has proven too arduous and he has been most unselfish in giving unstintingly of his spare time to assist others. It is in no small measure by the initiative, energy and devotion to duty displayed by this NCO that flying training has been so successfully carried out at this unit. In this manner he has made an extremely valuable contribution to the C.T.N.

\* \* \* \* \*

SLAYDEN, F/O Philip (J20265) - **Distinguished Flying Cross** - No.107 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. American in RCAF. Born 18 May 1921 in Paris, Texas; home in Houston or Brownsville, Texas; enlisted in Windsor, Ontario, 29 August 1941 and posted to No.1 Manning Depot. To No.1 BGS (guard), 13 September 1941. To No.1 ITS, 23 November 1941; graduated and promoted LAC, 22 January 1942 when posted to No.1 EFTS; graduated 27 March 1942; to No.41 SFTS, 29 March 1942; graduated and commissioned, 31 July 1942; to No.32 SFTS, 1 August 1942; to No.1 Flying Instructor School, 29 August 1942. Appears to have been posted briefly to No.12 SFTS before going to No.14 SFTS, 14 October 1942. Promoted Flying Officer, 31 January 1943. To "Y" Depot, 28 January 1944. Taken on strength of No.3 PRC, Bournemouth, 18 February 1944. Promoted Flight Lieutenant, 31 July 1944. Repatriated 3 November 1944. To No.1 Training Command, 20 December 1944. To No.4 BGS, 28 December 1944. To No.4 Release Centre, 18 February 1945, Retired 18 April 1945. Award presented (date uncertain).

This officer has completed many sorties during his current tour. He has always shown the greatest keenness and determination to operate against the enemy. Flying Officer Slayden participated in the recent daylight raid against Arnhem in support of the airborne landings. On approaching the target his aircraft was damaged by anti-aircraft fire and he received slight cuts on the face. Undeterred he continued to the target, pressed home his attack and flew the aircraft safely back to base. Recently while on patrol behind the battle area at night he attacked an ammunition train and sustained slight damage to his aircraft. On another occasion one engine was hit by anti-aircraft fire when over the battle

area in France. He flew the damaged aircraft back to base on one engine and executed a successful landing. Flying Officer Slayden has displayed the greatest keenness and determination which merit high commendation.

NOTE: Public Record Office Air 2/9033 has the original recommendation dated 23 September 1944 when he had flown 47 ½ sorties (166 hours 30 minutes). The text has no new information but differs in some details from the final citation, indicative of how such documents were edited as they progressed through the command structure.

This officer has carried out 47 ½ sorties during his current tour. He has produced some excellent results from the above sorties. Recently while on patrol behind the battle area at night he blew up an ammunition train with his cannon, sustaining slight damage to the aircraft. On another occasion his aircraft was hit by flak in the port engine whilst over the battle area in France at night. He brought the damaged aircraft back on one engine and carried out a successful landing at base.

Flying Officer Slayden took part in the recent daylight raid on Arnhem in support of the airborne landings. When approaching the target area his aircraft was hit by flak and he received slight cuts on the face. In spite of this he carried on, pressed home his attack and brought the aircraft back to base. He has always shown the greatest keenness and determination and possesses the offensive spirit to a high degree. I strongly recommend him for the award of the Distinguished Flying Cross.

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SLED, P/O John Elson (J86976) - **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 11 October 1923 in Lumsden, Saskatchewan; home in Prescott, Ontario; enlisted in Hamilton, 14 March 1942. Trained at No.6 ITS (graduated 28 August 1942), No.7 EFTS (graduated 20 November 1942) and No.1 SFTS (graduated 30 April 1943). Commissioned May 1944. Retired 18 August 1945. Rejoined RCAF, 7 December 1948 (18076); retired 20 April 1971. Continued to fly corporate jets with Exec Air. Died in Cobourg, Ontario, 11 September 2009. Award presented at Government House, 1 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.3456 (RG.24 Vol.20639) has recommendation dated 18 August 1944 when he had flown 38 sorties (184 hours 30 minutes), 15 March to 9 August 1944.

Flying Officer Sled on completion of his first operational tour has proven himself a most skilful pilot and captain of his aircraft. On all his sorties, some of which were the most heavily defended targets in Germany and France, Flying Officer Sled never once failed to reach his objective, and with utter disregard of all defences successfully attacked his target.

His coolness, skilful pilotage and determination in action have been an inspiration to all, and it is recommended that Flying Officer Sled be awarded the Distinguished Flying Cross.

The sortie list was as follows:

15 March 1944 - Stuttgart (8.30, second pilot)  
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)  
22 April 1944 - Dusseldorf (5.10)  
30 April 1944 - Somaine (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 (4.20)  
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 - Bois de Casson (4.25)  
5 August 1944 - St. Hein 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)

**Note:** The Ottawa **Journal** of 28 February 1950 carried a story under the headline, "Storm-Trapped, 12 Aboard, Plane Snags Uplands Tree - Cripple Pancakes Into Snowdrift". It read:

An RCAF Rockcliffe-based Lancaster bomber with 12 aboard, its crew flight-weary and blizzard battered, early on the morning of February 19 cracked down on Uplands airport, shearing off the tip of one tree and running nose-on into another, it was disclosed today.

A service investigation was under way, announced Rockcliffe Air Station Adjutant, Flight Lieutenant C.W. Briggs.

The bomber was piloted by Flying Officer J.E. Sled, DFC, of Ottawa.

It was returning from the search of the Queen Charlotte Islands and Northern British Columbia coastline for 17 missing U.S. Army Air Force personnel who had ditched their aircraft. In this search, "Operation Baker 36", the Lancaster, from Rockcliffe's 408 Photo Squadron, was hunting the five airmen of the 17 still listed as missing.

The plane headed back into Uplands to ride the radio range rather than going into the home base at Rockcliffe in the morning storm.

The big aircraft plowed in through driving snow on the wings of the early morning's blizzard. Storm-tossed, it limped in over Uplands about four a.m.

For more than an hour the crew of the straining aircraft "sat it out" upstairs.

Dimly, brokenly, through the swirling white, the intercom carried the pilot's voice to the control tower, as the aircraft continued to circle, looking for a pocket.

### **Gas Lines Thin**

Muffled through the snow came the pulsating beat of the engine as they fought their way, back and forth, over the field.

Finally, fuel running short, the pilot decided to take his chance. Warily, the big plane bellied down for the run in over the north end of the runway.

Dead ahead, out of the swirl, burst the top branches of the tree. The tired motors gunned. The big plane climbed, but not fast enough. The aircraft wrenched and the crew members saw part of the tail hurtling groundwards.

### **Last Time Around**

The aircraft made a last circle of the field and came in for the final try, with three minutes flying time left. Crew members grabbed sleeping bags as shock-cushions as the big plane sat down heavily in the drifts.

From the hangars, crash-trucks fought out into the snow.

With 30 feet of runway left, the big plane smashed into the drifts, shouldering snow 20 feet in the air. Then it was nose-on in the trees, stopping against the barrier of trunks and branches.

Crew members stepped out unhurt. The aircraft, RCAF investigators said, was heavily damaged.

RCAF personnel were incensed at this story. On 3 March 1950, Air Commodore A.D. Ross (Air Officer Commanding, Air Transport Command) wrote to the Chief of the Air Staff:

The attached article appeared in the afternoon edition of the Ottawa **Journal** of 28 February 1950 and refers to an accident involving a Lancaster aircraft of 408 (P) Squadron. While the author of this article may consider he has a flare for the dramatic, his writing savours that sensationalism common to certain other well known newspapers on this continent and bears little relation to the truth.

The incident in question is being formally investigated by RCAF Station Rockcliffe. However, in the interim the captain of the aircraft has been interviewed by the writer and the following are the facts in this case. The aircraft was cleared into



Ottawa with weather reports of 1,500 foot ceiling and two miles visibility until approximately 20 minutes before arriving at Ottawa at which time the ceiling was reported at 800 feet and visibility one mile. The aircraft was cleared to Rockcliffe but owing to poor visibility caused by blowing snow was unable to land there and proceeded to Uplands. While circling Uplands at a low attitude attempting to land on the runway the pilot momentarily relaxed his attention and allowed the nose to dip, causing the nose of the aircraft to strike the top branches of a tree, bending the pitot head and rupturing the perspex blister on the nose of the aircraft. Immediately following this the pilot landed, the actual touch-down being about three-quarters of the way down the runway and the aircraft came to rest off the end of the runway. The captain states quite emphatically that he did not run into snow drifts, nor did he come to rest against a tree. He states further that at the time of landing he had 168 gallons of gasoline left in his tanks. The aircraft was not seriously damaged as stated in the article and returned to Rockcliffe the following day. Furthermore, the crew were not prepared for crash landing and part of the tail was not knocked off as indicated in the article. The aircraft was not in any way crippled and did not crash land.

Mr. R.V. Dodds, DPR [Directorate of Public Relations] at your HQ, telephoned CstaffO of this HQ twice during the afternoon of 28 February 50 and stated that an article of this nature would be appearing in the evening edition of the Ottawa **Journal**. He was given certain facts relating to the incident and was informed that the complete story could be obtained by the **Journal** by reference to the CO RCAF Station Rockcliffe, or to this HQ. A member of the **Journal** staff later contacted F/O Sled, captain of the aircraft in question, and was informed by him that since the matter was under investigation he was not at liberty to give further information and referred the caller to the CO Rockcliffe or to this HQ. Nothing further was heard until the article appeared in the paper.

This Headquarters and the units making up this Command have been more than cooperative in giving information to the press in the past, either directly or through DPR at your HQ. However, it must be pointed out that incidents of this nature do little to inspire confidence in DPR and the local press. Moreover, they do little to enhance the reputation of this Command or the RCAF as a whole. It is hoped that DPR will do everything possible to ensure that further incidents of this nature will not occur.

Source: RCAF file 900-19, "Public Relations - Aircraft Accidents", National Library and Archives RG.24 Volume 17882.

\* \* \* \* \*

SLEEP, F/L Kenneth Stephen (J9483) - **Mention in Despatches** - No.402 Squadron (deceased) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 19 November 1922 in Lindsay, Ontario; home there. Enlisted in Toronto, 10 April 1941. To No.1 Manning Depot, 4 May 1941; to "S", 22 May 1941; to No.3 ITS, Victoriaville, 2 July 1941; graduated and promoted LAC, 8 August 1941 when posted to No.4 EFTS, Windsor Mills ; graduated 25 September 1941 when posted to No.9 SFTS, Summerside; graduated and commissioned 19 December 1941. To Central Flying School, Trenton, 21 December 1941; to No.13 SFTS, St, Hubert, to instruct, 28 March 1942. Promoted Flying Officer, 1 October 1942. Struck off strength of No.13 SFTS, 28 February 1943 on posting to "Y" Depot. Disembarked in Britain, 4 April 1943. To No.17 (P) AFU, 18 May 1943. To No.53 OTU, 13 July 1943. To No.402 Squadron, 14 October 1943. Promoted Flight Lieutenant, 19 December 1943. With No.402 Squadron he shot down a Ju.88 on 8 February 1945 and shared in half a damaged claim (Me.262 on 25 February 1945). He was credited with 10 MET destroyed and 51 damaged, 12 locomotives destroyed and 25 damaged, and some 1,479 flying hours. Remained with that unit until 2 April 1945 when returned to Britain on completion of tour. To No.58 OTU, 25 April 1945; to No.19 Aircrew Holding Unit, 13 June 1945. To No.411 Squadron, 16 September 1945. Killed in flying accident while CO of "B" Flight, No.411 Squadron, 1 December 1945 (Spitfire NH899). Buried in Germany.

On 3 March 1943, F/L M. Gagnon of No.13 SFTS wrote of him:

This officer is young and needs to be supervised in his work. He has shown great improvement in the last four months and has done nice work as an instructor.

On 23 May 1945 W.C G.W. Northcott wrote of him:

F/L Sleep was Acting C.O. on two occasions for some weeks. During this time he showed outstanding leadership and initiative. He took the extra responsibility with ease and showed great promise as a squadron commander.

On the day of his death he had gone from No.411 Squadron Base, Utersen to collect the unit's mail. He was reported overdue and then the aircraft wreckage was found by a Danish patrol boat close to shore of the island of Rome, north of Sylt. He had apparently overshot Sylt aerodrome from B.174, Utersen and was seen orbiting the dam at Rome at 300 feet. As he set course for the mainland, the nose was seen to drop and the aircraft went into the sea with engine running normally. Visibility was hazy at the time. S/L B.E. Innes wrote, "There is no apparent cause for this accident. A possibly explanation is that the pilot while setting his

compass lost track of height and hit the sea." At the time of his death he was reported to have flown 300 hours on Spitfires and 1,178 hours 50 minutes on all types.

\* \* \* \* \*

SLEMON, G/C Charles Roy (C71) - **Commander, Order of the British Empire** - RCAF Overseas - Award effective 28 May 1943 as per **London Gazette** of that date and AFRO 1459/43 dated 30 July 1943. Born in Winnipeg, 7 November 1904; graduated in engineering from University of Manitoba. In the Canadian Militia as COTC cadet, 1920-1924. Joined RCAF as Provisional Pilot Officer, 1 May 1923, awarded pilot's wing 1924, receiving them at the RCAF's first Wings Parade, Camp Borden, 20 December 1924. Appointed to Permanent Force, 31 March 1925; confirmed as Pilot Officer, 1 April 1925; promoted Flying Officer, 1 April 1926. Posted from Winnipeg to No.4 Photo Detachment, 1 May 1928; Promoted Flight Lieutenant, 1 April 1929; promoted Squadron Leader, 1 July 1936; promoted Wing Commander, 1 September 1939; promoted Group Captain, 29 February 1941. Posted from Camp Borden to Station Winnipeg, 26 May 1925. Granted special leave, 1926 to return to university and obtained a Bachelor of Science Degree in Engineering (1928); attended navigation course (Air Pilotage course), Calshot, England, 17 December 1929 to 12 May 1930; to RCAF Station Winnipeg, 25 May 1930; commanded Nos 4 and 9 Photo Detachments until 8 July 1930 when returned to Station Winnipeg. On command from Winnipeg to Camp Borden, 1 December 1930. Returned to Winnipeg, 1 May 1931. Spent much time on Arctic, sub-Arctic and photographic flying (Temporary Duty, Buffalo Park, 17 June 1931 to 27 September 1931); transferred from Winnipeg Air Station to Camp Borden, 26 January 1933. appointed to Air Operations Staff, AFHQ, 30 September 1935; commanded No.8 (General Purpose) Squadron, 1937; to Courses Abroad, 7 January 1938 to attend RAF Staff College and entitled to "P.S.A." on records. 1937. To RCAF Headquarters on return to Canada, 21 January 1939. To Western Air Command Headquarters, 8 March 1939. Promoted Wing Commander, 1 September 1939. Promoted Group Captain, 25 February 1941. To RCAF Headquarters, 29 October 1941. As Director of Operations. Wartime work initially involved Home Defence (Western Air Command, 1939-1941); sent overseas, 26 July 1942 to help organize No.6 Group and was Deputy Commander and Senior Air Staff Officer for over two years. Promoted Air Commodore, 1 March 1943. Appointed Deputy Air Officer Commanding, Overseas, September 1944; promoted Air Vice Marshal, 22 March 1945. To command RCAF in the Pacific, but war ended. To Eastern Air Command, 8 July 1945. On the Air Council, Ottawa; AOC Commanding Training Command, 1 September 1949-11 January 1953; promoted Air Marshal, 31 March 1953 and served as Chief of Air Staff, 1953-1957, after which he became Deputy Commander-in-Chief, NORAD until his retirement in 1964 (effective 8 June 1965). Photo PL-32412 shows Queen Elizabeth, G/C N.S. MacGregor, Princess Elizabeth and A/C C.R. Slemon. Photo PL-32413 shows a Flight Sergeant Black, Queen Elizabeth, Princess Elizabeth, A/C C.R. Slemon, A/V/M C.M. McEwan, and G/C N.S. MacGregor. PL-32429 shows him with Princess Elizabeth and G/C N.S. MacGregor. PL-32642

(ex UK-13764) taken during Royal visit to Linton-on-Ouse - G/C C.L. Annis escorts Queen Elizabeth while Air Commodore C.R. Slemon escorts Princess Elizabeth. Photo PL-42307 (ex UK-19242 dated 5 March 1945) taken at Headquarters, No.6 Group, at a dinner in which Sir Frederick Handley-Page had been guest of honour and presenter of Handley-Page Trophy signifying minimal accidents in a month; Air Commodore C.R. Slemon (Acting Air Officer Commanding) receives the trophy; Air Commodore J.C. Bryans of Saskatoon and Victoria (Air Officer Administration) at right. PL-42308 (ex UK-19243) taken on same occasion; Slemon receives the trophy. RCAF photo PL-42544 (formerly UK-19531), circa 15 March 1945, has the following caption: "Air Commodore C.R. Slemon, CBE recently visited the Alouette and Snowy Owl squadrons for an inspection parade. From left to right in this photograph, W/C Hugh C. Ledoux of Montreal, Commanding Officer of the Alouette squadron, Air Commodore Slemon and Wing Commander Frank S. McCarthy of Windsor, Ontario (722 Dougall Avenue), the new CO of the Snowy Owl Squadron." Photo PL-42549 (formerly UK19536), registered 15 March 1945 show Air Commodore C.R. Slemon, CBE presenting a silver cigarette box to S/L J.E.G. St. Jean, DFC, a trophy for No.425 Squadron bombing proficiency in January 1945. Died in Colorado Springs, 12 February 1992. The following citation was found in Governor General's Records, RG.7 Group 26, File 190-I (1943 dossier); it indicates that he was recommended for services with Western Air Command.

Group Captain Slemon, as Senior Air Staff Officer of this Command, has been instrumental in organizing the Air Defence of the Pacific Coast and the establishment of additional squadrons necessary for the adequate protection of that area. His energetic manner, reliability and extreme devotion to duty make this officer an outstanding example to all ranks. By the intelligent application of his vast knowledge and exceptional organizing ability this officer has made a valuable contribution to the war effort.

SLEMON, G/C Charles Roy (C71) - **Mention in Despatches** - Overseas Headquarters - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. See CB award for biographical details. Although AFRO gives unit as "Overseas Headquarters", **No.6 Group Monthly Summary of Operational and Training Activities** (June 1943) says No.6 Group Headquarters. No citation to MiD.

SLEMON, A/V/M Charles Roy (C71) - **Mention in Despatches** - Overseas - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 377/45 dated 23 February 1945. See CB entry for biographical details. No citation to MiD.

SLEMON, A/V/M Charles Roy, CB, CBE (C71) - **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. See CB entry for biographical details. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. No citation to MiD.

SLEMON, A/V/M Charles Roy, CBE (C71) - **Companion, Order of the Bath** - Overseas Headquarters. Award effective 1 January 1946 as per AFRO 82/46 dated 25 January 1946.

As one of the senior Royal Canadian Air Force staff officers, Air Vice Marshall Slemon performed outstanding service both at Air Force Headquarters and Western Air Command. He was especially selected for overseas service when No.6 (Royal Canadian Air Force) Bomber Group was in its formative stages. By his unceasing endeavour and his complete understanding, many of the obstacles which face newly created organizations were overcome with little or no difficulty. As Senior Air Staff Officer, he was in no small degree responsible for bringing No.6 Group into early effectiveness and he contributed very greatly toward making 6 Group one of the outstanding formations in Bomber Command. Although his main duties dealt with actual operations, he nevertheless found time to ensure that the welfare of all personnel in 6 Group was maintained at the highest possible level. During his tour of duty at Bomber Command his genial personality and admitted ability contributed to the splendid relations between Bomber Command and his old Group and earned for him the highest respect from his Royal Air Force confreres. As Deputy Air-Officer Commanding-in-Chief, this officer was charged with the responsibility of organizing the Royal Canadian Air Force participation in "Tiger Force". He rendered admirable guidance in the planning phases and due to his outstanding qualifications of leadership and his proven administrative ability, he was selected to command the Royal Canadian Air Force effort in the Far East. A popular leader and an understanding officer, his career has been marked with a zeal and energy, and an exceptionally keen sense of responsibility.

SLEMON, A/V/M Charles Roy, CB, CBE (C71) - **Officer, Legion of Merit (United States)** - Air Force Headquarters - Award effective 17 June 1946 as per **Canada Gazette** dated 13 July 1946 and AFRO 726/46 dated 26 July 1946. NOTE: This was originally announced in AFRO 388/46 dated 12 April 1946, reference **Canada Gazette** dated 6 April 1946. Why republication? No citation in Canadian sources. Public Records Office Air 2/9108 has recommendation.

Air Vice-Marshal Slemon has served overseas since August 1942, first of all as Senior Staff Officer at No.6 (RCAF) Bomber Group until September 1944, then as Deputy Air Commodore, Operations, in Bomber Command until January 1945. He then returned to No.6 (RCAF) Bomber Group as Acting Air Officer Commanding until he was appointed Deputy Air Officer Commanding-in-Chief, RCAF Overseas, where he is at present serving. During these four periods of service, Air Vice Marshal Slemon has been associated with the United States

Army Air Force and the British Air Services and he has, in a very high measure, been instrumental in advancing the cordial relations between these services. This officer, who has an extensive knowledge of strategic bombing, has at all times shown a noteworthy spirit of co-operation and this is indeed one of the characteristics of his success. It is significant that Air Vice-Marshal Slemon has been appointed Canadian Air Force Commander of the Forces to be engaged in the Pacific Theatre and assumes his appointment almost immediately.

SLEMON, A/V/M Charles Roy, CB, CBE (C71) - **Chevalier of the Legion of Honour (France)** - AFRO 485/47 dated 12 September 1947 and **Canada Gazette** dated 20 September 1947

SLEMON, A/V/M Charles Roy, CB, CBE (C71) - **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 Slemon, as Deputy Air Officer Commanding No.6 Bomber Group in England, set an inspiring example to all ranks in this Royal Canadian Air Force Group, which assisted so ably in the liberation of France.

NOTE: RCAF file 821-4, "Trophies for Individuals - McKee Trans-Canada Trophy", Volume 1, National Archives of Canada, RG. 24, Volume 17795 contains a letter dated 20 February 1928 (F/L L.F. Stevenson, Officer Commanding, Winnipeg Air Station) to the Department of National Defence, Ottawa, when nominations for the first award of the Trans-Canada Trophy (McKee Trophy) were being entertained.

There seems to have been no particularly outstanding accomplishment of any officer or pilot of this unit which would warrant his being recommended for the award of the Trans-Canada Trophy. The only event that might be worthy of consideration is as follows:

#### **Pilot Officer C.R. Slemon**

On June 9, 1927, an aircraft crashed in Cross Lake, due to a failure of the lateral control, forcing the pilot to land down a strong wind in rough water. Pilot Officer Slemon, with another aircraft, was flying in company with the aircraft which crashed, and immediately landed and by skilful manoeuvring his aircraft, picked up the four occupants of the wrecked aircraft and taxied them to shore. There were no boats or canoes in the vicinity, and it would have been impossible, or highly improbable that any of the occupants would have reached shore had it

not been for Pilot Officer Slemon's actions.

\* \* \* \* \*

SLESSOR, F/O Edward Charles (J24056) - **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 13 January 1920 in Aberdeen, Scotland (obituary notice); home in Winnipeg (warehouseman); enlisted in Winnipeg, 25 October 1941. To No.3 Manning Depot, 11 November 1941. 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; ceased training and posted to No.1 Composite Training School, 24 September 1942; to No.5 AOS, 24 October 1942; graduated and commissioned 19 February 1943. To "Y" Depot, 5 March 1943. To RAF overseas, 19 March 1943. Promoted Flying Officer, 19 August 1943. Repatriated 8 December 1944. To No.2 Air Command, 20 January 1945. To No.7 AOS, 23 January 1945. Promoted Flight Lieutenant, 19 February 1945. To "Y" Depot, 11 March 1945. Taken on strength of United Kingdom, 18 March 1945. Repatriated 13 June 1945. Retired 4 September 1945. Award sent by registered mail, 7 June 1950. Died in Delta, British Columbia, 8 December 2002 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2003. 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 37 sorties (175 hours ten minutes) from 2 March to 7 August 1944.

This navigator has completed a notable tour of thirty-seven attacks on enemy targets including such heavily defended targets as Stuttgart, Frankfurt, Nuremburg and Dusseldorf. Throughout his tour this officer has shown an enthusiasm for his work which is outstanding. His skill as navigator is outstanding and it is to a great measure due to his skill that the attacks on enemy targets made by his crew have been consistently successful. He has always shown a keen desire to come to grips with the enemy, and his devotion to duty and self-sacrifice have been outstanding.

It is considered that this navigator's record of operations coupled with his skill at his work and his quiet confidence fully merit the award of the D.F.C.

The sortie list was as follows:

2 March 1944 - Merton les Mereaux (5.05)  
15 March 1944 - Stuttgart (7.00)  
18 March 1944 - Frankfurt (5.50)

30 March 1944 - Nuremberg (8.30)  
9 April 1944 - Villeneuve St. George (6.00)  
10 April 1944 - Ghent (3.50)  
18 April 1944 - Le Bourget (4.50)  
19 April 1944 - Lens (4.45)  
22 April 1944 - Dusseldorf (5.15)  
24 April 1944 - Karlsruhe (6.35)  
27 April 1944 - Aulnoye (4.50)  
30 April 1944 - Somain (4.20)  
1 May 1944 - St, Ghislain (4.10)  
10 May 1944 - Ghent (4.05)  
11 May 1944 - Boulogne (3.55)  
19 May 1944 - Le Clipon (3.15)  
24 May 1944 - Aachen (4.30)  
27 May 1944 - Bourg Leopold (5.10)  
31 May 1944 - Au Fevre (4.00)  
5 June 1944 - Merville (4.30)  
6 June 1944 - Conde sur Noireau (5.20)  
15 June 1944 - Boulogne (4.10)  
17 June 1944 - Oisemont (4.45)  
21 June 1944 - Oisemont (4.10)  
25 June 1944 - Gorenflos (4.00)  
27 June 1944 - Wizernes (4.05)  
28 June 1944 - Metz (7.10)  
4 July 1944 - Villeneuve St. George (6.10)  
6 July 1944 - Siracourt (3.50)  
12 July 1944 - Acquet (4.10)  
28 July 1944 - Hamburg (5.00)  
30 July 1944 - Amaye Seulle (4.40)  
3 August 1944 - Foret de Nieppe (3.35)  
4 August 1944 - Bois de Casson (4.45)  
5 August 1944 - St. Leu d' Esserent (5.05)  
7 August 1944 - La Hogue (4.10)

\* \* \* \* \*

SLINGER, S/L Richard Ewbank (C3639) - **Mention in Despatches** - Station Tofino - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Enlisted in Vancouver, 18 January 1941 in Administration Branch. Flying Officer as of 15 February 1941. To Western Air Command Headquarters, 7 December 1941. Promoted Flight



Lieutenant, 15 April 1942. To No.2 Group Headquarters, 1 January 1943. To Western Air Command Headquarters, 4 February 1943. Promoted Squadron Leader, 1 July 1943. To Tofino, 6 March 1945. To No.8 Release Centre, 21 July 1945. Released 23 July 1945. Died in White Rock, British Columbia, 13 May 1991. Recommended for OBE, 23 July 1945.

This officer is a thoroughly reliable and most conscientious administrative officer. He has worked untiringly in the organization of the air defence corp and later in administrative duties with the interests of the service always as his objective. His understanding of personalities and his manner of dealing with individuals has been outstanding and has resulted in his being able to get much more work done and done in a cheerful manner.

\* \* \* \* \*

SLIPEC, F/O Phillip (J25544) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 30 March 1921 in Winnipeg; home in Vancouver (salesman); enlisted there 14 May 1942 and posted to No.3 Manning Depot. To No.7 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942 but not posted to No.3 AOS until 7 November 1942; graduated and commissioned, 16 April 1943. To "Y" Depot, 30 April 1943. To RAF overseas, 26 May 1943. Promoted Flying Officer, 16 October 1943. Promoted Flight Lieutenant, 16 April 1945. Repatriated 26 September 1945. To No.2 Release Centre, 2 October 1945. Retired 29 October 1945. Died in North Vancouver, 4 June 1973. RCAF photo PL-33931 (ex UK-33931 dated 17 November 1944) shows six members of No.427 Squadron who had completed their tour on Remembrance Day, viz - F/O K.M. Stokke (Fort St. John, bomb aimer), F/L H.P. Woodruff, DFC (pilot, Vancouver), F/O Philip Slipee (navigator, Vancouver), F/L Geoffrey Slocombe, DFC (pilot, Vancouver), F/L F.D. Duvernet (Royston, B.C., navigator) and F/L L.R. Van Kleeck, DFC (Vancouver, pilot). Photo PL-33935 (ex UK-16714 dated 17 November 1944) shows the following Vancouver aircrew who completed their first tour on Remembrance Day - F/L Geoffrey Slocombe, DFC (pilot), F/O Phillip Slipec (navigator), F/L H.P. Woodruff, DFC (pilot), and F/L L.R. Van Kleeck, DFC). Award presented in Vancouver, 22 October 1949. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.1729 (RG.24 Vol.20607) has recommendation dated 17 December 1944 when he had flown 33 sorties (173 hours ten minutes), 27 June to 11 November 1944.

This navigator has completed thirty-three heavy operational bombing attacks against the enemy. His work in general has been outstanding and his cheerful confidence has inspired a high standard of morale in his crew.

The sortie list was as follows:

27 June 1944 - Wizernes (4.15)  
28 June 1944 - Metz (7.05)  
4 July 1944 - Villeneuve (6.50)  
6 July 1944 - Siracourt (4.05)  
9 July 1944 - Ardouval (4.20)  
12 July 1944 - Acquet (5.00)  
14 July 1944 - Anderbelck (3.45)  
18 July 1944 - Mondeville (5.05)  
20 July 1944 - Anderbelck (3.15)  
23 July 1944 - Donges (6.20)  
24 July 1944 - L'Hey (3.35)  
25 July 1944 - Stuttgart (8.35)  
28 July 1944 - Hamburg (5.55)  
30 July 1944 - Amaye (4.40)  
12 August 1944 - La Breteque (4.35)  
14 August 1944 - Aisy (4.25)  
15 August 1944 - Soesterburg (3.50)  
18 August 1944 - Connatres (6.35)  
31 August 1944 - Cezembres (5.35)  
3 September 1944 - Volkel (3.45)  
6 September 1944 - Emden (4.10)  
27 September 1944 - Sterkrade (4.30)  
6 October 1944 - Dortmund (5.55)  
12 October 1944 - Wanne Eickel (5.00)  
14 October 1944 - Duisburg (4.45)  
14 October 1944 - Duisburg (6.15)  
16 October 1944 - Wilhelmshaven (4.50)  
22 October 1944 - Gardening (6.15)  
23 October 1944 - Essen (6.20)  
2 November 1944 - Dusseldorf (6.05)  
4 November 1944 - Bochum (5.40)  
6 November 1944 - Gelsenkirchen (5.00)  
11 November 1944 - Gardening (6.55)

\* \* \* \* \*

SLOAN, FS (now P/O) Hugh Card (R194792/J88218) - **Distinguished Flying Medal** - No.578  
Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and

AFRO 2637/44 dated 8 December 1944. Born 26 October 1922 in Cardston, Alberta; home there; enlisted in Calgary, 26 October 1942. To No.3 Manning Depot, 10 December 1942. To No.4 ITS, 1 February 1943; to No.20 Pre-Aircrew Education Detachment, 14 March 1943; to No.2 Air Gunner Ground Training School, 16 April 1943; promoted LAC, 29 May 1943 when posted to No.3 BGS; graduated and promoted Sergeant, 9 July 1943. To "Y" Depot, 23 July 1943; to United Kingdom, 2 August 1943. Commissioned 20 July 1944. Promoted Flying Officer, 20 January 1945. Repatriated 2 August 1945. To No.7 Release Centre, 12 August 1945. Retired 19 September 1945. Award presented 14 June 1947. No citation other than "completed... numerous operations against the enemy in the course of which they have invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9026 has recommendation dated 22 July 1944 when he had flown 33 sorties (169 hours ten minutes) on operations. Sorties were as follows (\* denotes daylight raid):

[www.bombercommandmuseumarchive.com](http://www.bombercommandmuseumarchive.com)

20 January 1944 - Berlin (6.41)  
15 February 1944 - Berlin (6.51)  
19 February 1944 - Leipzig (6.48)  
24 February 1944 - Scheinfurt (8.07)  
25 February 1944 - Augsburg (7.25)  
13 March 1944 - Le Mans (4.42)  
15 March 1944 - Stuttgart (8.07)  
24 March 1944 - Berlin (7.27)  
26 March 1944 - Essen (5.11)  
30 March 1944 - Nuremburg (7.52)  
9 April 1944 - Lille (4.20)  
10 April 1944 - Tergnier (4.53)  
18 April 1944 - Tergnier (5.30)  
20 April 1944 - Ottignes (4.26)  
22 April 1944 - Dusseldorf (4.45)  
24 April 1944 - Karlsruhe (6.26)  
26 April 1944 - Essen (5.10)  
27 April 1944 - Aulmaye (4.06)  
30 April 1944 - Acheres (4.39)  
10 May 1944 - Lens (3.25)  
24 May 1944 - Boulogne (3.19)  
8 June 1944 - Alencon (5.55)  
11 June 1944 - Massy Palaiseau (4.29)  
12 June 1944 - Amiens (4.27)  
14 June 1944 - Douai (3.45)  
15 June 1944 - Foullard (5.30)  
17 June 1944 - St,Martin l'Hortier (4.07)  
\*22 June 1944 - Siracourt (3.42)  
23 June 1944 - Oisemont (3.39)  
24 June 1944 - Le Grand Rossignol (3.28)  
\*27 June 1944 - Marquise Mimoyecques (3.25)  
\*28 June 1944 - Wizernes (3.06)  
3 July 1944 - St.Martin l'Hortier (3.27)

Flight Sergeant Sloan has completed 33 operations totalling 169.10 hours during which he has taken part in many attacks upon targets in such heavily defended areas as Essen, Dusseldorf and Karlsruhe, and three upon Berlin.

This agile and adept Rear Gunner has throughout his operational career taken a great pride in keeping himself, his turret and his guns at the highest peak of operational fitness. Proficient and skilful in action he has the faculty for combining a shrewd assessment of a difficult situation with an instantaneous reasoning of a suitable counter-measure; his deliberate and concise commentary enabled his captain to understand instantly when combat action was necessary. Flight Sergeant Sloan regarded the hazards of operations with an adventurous anticipation which was reflected in his courageous and determined attitude towards enemy action.

To the above the Officer Commanding, RAF Station Burn, added (24 July 1944):

This Air Gunner has just completed an operational tour, culminating in a crash when he was the only survivor of his crew. He was the member of a gallant crew and he consistently showed courage and devotion to duty and contributed in a large manner to the number of successful operations.

\* \* \* \* \*

SLOAT, F/O James Kenneth LeRoy (J20563) - **Commended for Valuable Services in the Air** - No.9 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 Fort William, Ontario, 6 March 1912 (press release announcing award). Attended Brandon College and University of British Columbia. Prewar employment with Canadian Western Lumber Company. Home in New Westminster, British Columbia; enlisted in Vancouver, 5 September 1941. To No.1 Manning Depot, 10 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.3 EFTS until 25 April 1942; may have graduated 3 July 1942 but not posted to No.6 SFTS until 18 July 1942; graduated and commissioned, 6 November 1942. To No.1 Flying Instructor School, 20 November 1942. To No.9 BGS, 13 January 1943. Promoted Flying Officer, 6 May 1943. Promoted Flight Lieutenant, 1 October 1944. To No.8 Release Centre, 14 April 1945. Retired 12 May 1945. Died in Langley, British Columbia, 10 January 1995.

This officer, in charge of drogue flight, has at all times executed his duties efficiently and cheerfully under the most trying conditions. His meritorious

performance of services in every respect has been an inspiration to all his associates.

\* \* \* \* \*

SLOCOMBE, F/L Geoffrey (J9360) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 15 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 29 June 1920 in Vancouver; home there; enlisted there 13 May 1941 and posted to No.2 Manning Depot. To No.1 ANS (guard), 8 June 1941. To No.4 ITS, 2 July 1941; graduated and promoted LAC, 8 August 1941 when posted to No.5 EFTS; graduated 25 September 1941 when posted to No.7 SFTS; graduated and commissioned 19 December 1941. To "Y" Depot, 20 December 1941. To RAF overseas, 8 January 1942. Promoted Flying Officer, 10 October 1942. Promoted Flight Lieutenant, 19 December 1943. Repatriated 15 January 1945. To Western Air Command, 26 January 1945. To No.5 OTU, 5 March 1945. To No.6 ITU, 25 October 1945. To No.1 Instrument Flying School, 14 February 1946. To No.1 Air Command, 16 April 1946. To Trenton, 17 April 1946. Reverted to Flying Officer, 1 October 1946 in postwar RCAF (19698). To No.1 Flying Training School, 11 March 1947. To Aylmer, 9 June 1947. Retired 12 June 1947 to Vancouver. RCAF photo PL-33931 (ex UK-33931 dated 17 November 1944) shows six members of No.427 Squadron who had completed their tour on Remembrance Day, viz - F/O K.M. Stokke (Fort St. John, bomb aimer), F/L H.P. Woodruff, DFC (pilot, Vancouver), F/O Philip Slipec (navigator, Vancouver), F/L Geoffrey Slocombe, DFC (pilot, Vancouver), F/L F.D. Duvernet (Royston, B.C., navigator) and F/L L.R. Van Kleeck, DFC (Vancouver, pilot). Photo PL-33934 (ex UK-16713 dated 17 November 1944) shows five pilots on completion of their first tour - F/L L.R. Van Kleeck, DFC (Vancouver), F/L Geoffrey Slocombe, DFC (Vancouver), F/L H.P. Woodruff, DFC (Vancouver), F/L F.H. Brownell (Westboro, Ontario) and P/O C.J. Ganley (Shaunovan, Saskatchewan). Photo PL-33935 (ex UK-16714 dated 17 November 1944) shows the following Vancouver aircrew who completed their first tour on Remembrance Day - F/L Geoffrey Slocombe, DFC (pilot), F/O Phillip Slipec (navigator), F/L H.P. Woodruff, DFC (pilot), and F/L L.R. Van Kleeck, DFC). Award sent by registered mail, 7 February 1950.

This officer has completed a large number of sorties and throughout has displayed a high standard of determination and devotion to duty. In October 1944 he piloted an aircraft detailed to attack Wanne Eickel. Whilst over enemy territory the aircraft was hit by anti-aircraft fire. One of the petrol tanks was pierced by fragments of shrapnel and most of the contents were lost. In spite of this Flight Lieutenant Slocombe went on to the target and executed his attack by skilfully using his engines on the return flight, thus conserving a quantity of petrol. Flight Lieutenant Slocombe succeeded in flying the aircraft to base. This officer has displayed a high degree of skill, courage and resource.

NOTE: DHist file 181.009 (D.2609), in National Archives of Canada RG.24 Volume 20627 has a detailed recommendation drafted 19 October 1944 when he had flown 26 sorties (130 hours 45 minutes), 24 June to 12 October 1944 (sortie list in file). Text as follows:

This captain has completed 26 heavy operational bombing attacks against the enemy, eight of which have been on major targets.

On the 28<sup>th</sup> July, aircraft was detailed to attack Hamburg and after leaving the target was attacked by enemy fighter and this captain took immediate evasive action and was successful in getting away from the fighter.

On the 25<sup>th</sup> July, aircraft was detailed to attack Stuttgart and the filler cap on the bomb bay overload petrol tank was left off, and pilot, engineer and navigator became ill from petrol fumes. The engineer managed to replace the petrol cap, and the pilot flew his aircraft to the south coast with his bomb doors, windows and hatch open to dry out the petrol that was in the fuselage. They completed their attack and the primary was obtained.

On the 12<sup>th</sup> October, aircraft was detailed to attack Wanne Eickel and 90 miles short of target bomber was hit by flak holing number two petrol tank and most of the petrol from this tank was lost. Pilot completed his attack and by careful engine handling was able to get back to base on the remaining petrol.

This captain's ability to make instant decisions in emergency, skilful pilotage and cool judgement have been an inspiration to all crews. I highly recommend that Flight Lieutenant Slocombe be awarded a non-immediate Distinguished Flying Cross.

The sortie list was as follows:

24 June 1944 - Bonnetot (4.25, as second pilot)  
25 June 1944 - Gorenflos (4.50, as second pilot)  
27 June 1944 - Wizernes (4.15, captain from this time forward)  
28 June 1944 - Metz (7.05)  
4 July 1944 - Villeneuve (6.50)  
6 July 1944 - Siracourt (4.05)  
9 July 1944 - Ardouval (4.20)  
12 July 1944 - Acquet (5.00)  
14 July 1944 - Anderbelck (3.45)  
18 July 1944 - Mondeville (5.05)  
20 July 1944 - Anderbelck (3.15)  
23 July 1944 - Donges (6.20)  
24 July 1944 - L'Hey (3.35)  
25 July 1944 - Stuttgart (8.35)  
28 July 1944 - Hamburg (5.55)  
30 July 1944 - Amaye (4.40)  
12 August 1944 - La Breteque (4.35)  
14 August 1944 - Aisy (4.25)  
15 August 1944 - Soesterburg (3.50)  
18 August 1944 - Connantres (6.35)  
31 August 1944 - Cezernes (5.35)  
3 September 1944 - Volker (3.45)  
6 September 1944 - Emden (4.10)  
27 September 1944 - Sterkrade (4.30)  
6 October 1944 - Dortmund (6.20)  
12 October 1944 - Wanne Eickel (5.00)



RCAF Press Release No. 8094 dated 4 January 1945 from S/L Vic Baker, transcribed by Huguette Oates, reads:

WITH RCAF IN BRITAIN: -- Three of Vancouver's celebrated sons are coming home with just about everything in common except being born triplets.

The three British Columbians wear the DFC, are flight lieutenant pilots, completed a tour of operations with the RCAF's Lion squadron of the Canadian Bomber Group, all became tour-expired on the same day after attacking the same target on the same night. They met at an RCAF Repatriation Depot in Britain on their way back to Canada after three years of service overseas.

First of the three is F/L Geoffrey Slocombe, DFC, of 1894 West 13th Avenue, who worked for the Bank of Nova Scotia in Vancouver before enlisting. He led his crew on a raid of the synthetic oil plant at Wanne-Eichel in the Ruhr Valley. Some 100 miles from the target, their Halifax was hit by a heavy burst of flak which holed one of the main wing tanks. Despite the serious loss of petrol, the skipper led his crew on to the target through heavy defences and just made an airfield in Britain before the petrol supply gave out. Slocombe hopes to join some commercial airline on discharge.

Second of the Vancouverites is F/L Larry R. VanKleeck, DFC., of 2819 West 35th Avenue, who was an inspector with the American Can Company in Vancouver, and hopes to return to the company as a salesman on discharge from the service. He was loud in his praise for his rear-gunner, P/O B.J. Trainor of Victoria Beach, Manitoba, who shot down an ME 210 night fighter during a raid on Brunswick.

Last of the trio is F/L Henry P. Woodruff, DFC., of 1075 West 15th Avenue, who was a clerk with Safeway Stores in Vancouver before enlisting in May, 1941. He hopes to fly with a commercial airline on discharge.

\* \* \* \* \*

SLYWCHUK, P/O Anatoli (J85259) - **Distinguished Flying Cross** - No.50 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 17 March 1916 in Timmins; home there (bus driver); enlisted in Hamilton, 14 March 1942. To No.1 Manning Depot, 29 March 1942. To No.4 Manning Depot, 20 May 1942. To No.5 Manning Depot, 3 July 1942. To No.5 ITS, 15 August 1942; graduated and promoted LAC, 10 October 1942 but not posted to No.10 EFTS until 7 November 1942; may have graduated 10 January 1943 but not posted to No.2 SFTS until 23 January 1943; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 28 May 1943. To RAF overseas, 22 June 1943. Commissioned 3 March 1944. Promoted Flying Officer, 3 September 1944. Repatriated 2

August 1945. Retired 12 October 1945. Award sent by registered mail, 5 April 1946. Died 29 August 1998 as per **Legion Last Post**.

This officer has completed a tour of operations during which he has attacked targets in Germany and occupied territory. In July 1944, while attacking a target at St.Cyr, his aircraft was hit by anti-aircraft fire and an engine set on fire. This did not deter him from pressing home his attack although the fire was not brought under control for some considerable time. His resolute determination and cheerful enthusiasm have set a splendid example to his crew. Pilot Officer Slywchuk has always shown outstanding leadership, courage in the face of the enemy, and tireless devotion to duty.

\* \* \* \* \*

SMALE, Sergeant John Leonard (R112604, later J85132) - **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 Toronto, 2 June 1919; home there (clerk, former member of Royal Canadian Artillery); enlisted there 26 June 1941 and posted to No.4A Manning Depot. To No.3 ITS, 8 August 1941; 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 promoted Sergeant, 27 February 1942. To "Y" Depot, 28 February 1942. To RAF overseas, 19 March 1942. Promoted Flight Sergeant, 28 August 1942. Promoted WO2, 27 February 1943. Promoted WO1, 27 August 1943. Commissioned 1 November 1943. Promoted Flying Officer, 1 June 1944. Repatriated 1 January 1945. To No.4 Release Centre, 10 January 1945. Retired 15 March 1945. Re-engaged at No.1 Air Command, 9 April 1946. To No.1 Composite Training School, 12 April 1946. To No.124 Squadron, Rockcliffe, 10 June 1946. To No.9 Transport Group Headquarters, same date. To No.2 Release Centre, 15 July 1946. Retired 18 July 1946. DFM and DFC presented by King George VI, 8 February 1944.

This airman has taken part in operational sorties against most of the heavily defended targets in Germany and the occupied countries including Nuremburg, Berlin, Hamburg, Kiel and Mannheim. He has always displayed exceptional determination and skill, often under most hazardous circumstances. In May 1943, he was detailed for an attack on Dortmund. Shortly after taking off, the rear turret became completely unserviceable but with great courage and devotion to duty this airman pressed on and completed his mission.

SMALE, F/O John Leonard, DFM (J85132) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1085/45 dated 29 June 1945.

Throughout two tours of operations this officer has proved himself to be a cool and efficient pilot and captain of aircraft. He has completed many operational

sorties against a wide range of heavily defended targets including Berlin, Cologne and Essen. By his cheerful courage, initiative and consistent devotion to duty Flying Officer Smale has set a splendid example to all in his squadron.

DHH file 181.009 D.2610 (Library and Archives Canada RG.24 Volume 20627) has the original recommendation for the DFC; sortie list and submission by W/C G.A. Tambling dated 15 November 1944 as follows:

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

### **First Tour:**

1 February 1943 - Hamburg (3.25)  
4 February 1943 - Turin (7.35)  
7 February 1943 - Lorient (5.25)  
11 February 1943 - Gardening (7.15)  
13 February 1943 - Lorient (5.50)  
14 February 1943 - Cologne (4.50)  
16 February 1943 - Lorient (5.20)  
25 February 1943 - Nuremberg (2.15, duty not carried out)  
26 February 1943 - Cologne (4.05)  
28 February 1943 - St. Nazaire (5.25)  
1 March 1943 - Berlin (7.25)  
3 March 1943 - Hamburg (6.20)  
5 March 1943 - Essen (4.10)  
8 March 1943 - Nuremberg (7.40)  
22 March 1943 - St. Nazaire (4.20)  
27 March 1943 - Berlin (8.20)  
29 March 1943 - Berlin (2.50, duty not carried out)  
4 April 1943 - Kiel (6.45)  
10 April 1943 - Frankfurt (6.25)  
16 April 1943 - Mannheim (6.00)  
20 April 1943 - Rostock (7.30)  
26 April 1943 - Duisburg (4.35)  
12 May 1943 - Duisburg (3.40)  
13 May 1943 - Bochum (5.15)  
23 May 1943 - Dortmund (4.05)  
25 May 1943 - Dusseldorf (4.30)  
29 May 1943 - Wuppertal (5.00)

### **Second Tour**

25 August 1944 - Ferfay (4.35)  
27 August 1944 - Mimoceques (4.10)  
28 August 1944 - Ferme du Grande Bois (4.05)  
31 August 1944 - Ile de Cezembre (5.05)  
6 September 1944 - Emden (5.00)  
11 September 1944 - Le Havre (4.35)  
12 September 1944 - Dortmund (5.55)  
15 September 1944 - Kiel (6.10)

20 September 1944 - Calais (2.30)  
6 October 1944 - Dortmund (6.30)  
9 October 1944 - Bochum (6.10)  
14 October 1944 - Duisburg (5.05)  
14 October 1944 - Duisburg (5.55)  
23 October 1944 - Essen (5.55)  
25 October 1944 - Hamburg (4.55)  
28 October 1944 - Cologne (5.50)  
30 October 1944 - Cologne (6.10)  
1 November 1944 - Oberhausen (5.55)  
2 November 1944 - Dusseldorf (6.30)  
4 November 1944 - Bochum (5.30)  
6 November 1944 - Gelsenkirchen (5.00)

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

This officer has now completed his second tour of operations comprised of 21 trips over well defended targets in Germany and France.

Flying Officer Smale has proven himself to be a most cool and efficient Captain whilst engaged in operations, and his courage, skill and initiative plus his cheerful confidence has inspired a high standard of morale not only in his crew, but throughout the squadron in general.

I consider that by his splendid example and fine record of achievement he fully merits the award of the Distinguished Flying Cross (Non-Immediate).

Public Record Office Air 50/182 has a combat report for sortie of 20/21 April 1943 when he was pilot; mid-upper gunner was Sergeant Wilfred Harold Roach, RCAF (awarded DFM) and rear gunner was Flight Sergeant John Earl Dorie, RCAF, also awarded the DFM, which see for text.

\* \* \* \* \*

SMALL, F/O Lawrence Vernon John (J27491) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 8 July 1919 in Antelope, Saskatchewan; home there (farmer); enlisted in Regina, 12 February 1947. Trained at No.4 ITS (graduated 22 January 1943). To No.2 AOS, 6 February 1943; graduated and commissioned 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Promoted Flying Officer, 25 December 1943. Promoted Flight Lieutenant, date uncertain. Repatriated to Canada, 8 April 1945. To No.2 Air Command, 17 April 1945. Retired 6 June 1945. Reported to have flown two tours (52 sorties). Awarded University Silver Medal, Agriculture, University of Saskatchewan,, 1947. Farmed at Gull Lake, Saskatchewan and wrote a memoire, **It Took All Kinds**, an anecdotal account which paid special tribute to his pilot, Duncan McNaughton. Died in Gull Lake, 1 December 2012. Photo PL-35532 is a portrait. DFC and Bar presented (date 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." Public Records Office Air 2/8831 has recommendation dated 20 November 1944 when he had flown 34 sorties (148 hours 59 minutes), 22 May to 16 November 1944.

22 May 1944 - Le Mans (5.30)  
31 May 1944 - Cherbourg (5.15)  
10 June 1944 - Versailles (5.15)  
16 June 1944 - Soutre Court (4.35)  
21 June 1944 - Oisemont-au-Bois (4.40)  
24 June 1944 - Ronnetot (4.25)  
25 June 1944 - Gorenflos (4.05)  
27 June 1944 - Wizernes (3.45)  
28 June 1944 - Metz (6.30)  
4 July 1944 - Villeneuve St.George (6.00)  
18 July 1944 - Mondeville (4.25)  
18 July 1944 - Kesseling (5.30)  
20 July 1944 - Fermes du Grande Bois (3.35)  
24 July 1944 - L'Hey (3.30)  
25 July 1944 - Stuttgart (8.15)  
28 July 1944 - Hamburg (5.30)  
30 July 1944 - A Moye-sur-Seulles (4.05)  
1 August 1944 - L'Hey (3.05)  
3 August 1944 - Nieppe (3.30)  
27 August 1944 - Homberg (3.05)  
29 August 1944 - Stettin (8.36)  
6 September 1944 - Emden (3.57)  
12 September 1944 - Wanne Eickel (3.23)  
21 September 1944 - Bottrop (3.23)  
30 September 1944 - Bottrop (3.12)  
6 October 1944 - Sterkrade (3.05)  
11 October 1944 - Fort Fredrik Hendrik (2.12)  
14 October 1944 - Duisburg (4.00)  
15 October 1944 - Wilhelmshaven (4.01)  
19 October 1944 - Stuttgart (5.16)  
23 October 1944 - Essen (4.15)  
25 October 1944 - Homberg (3.24)  
28 October 1944 - Walcheren (2.02)  
16 November 1944 - Julich (3.43)

Flying Officer Small is a very capable navigator in a highly successful crew. He has participated in attacks on such heavily defended German targets as Stuttgart, Stettin and Frankfurt. In performing his allotted tasks, he has an exceptionally fine record of achievement and has always carried out his duties with coolness and dogged determination. He is always cheerful and willing to help others which, combined with his ability, makes him a splendid example to other aircrew.

SMALL, F/L Lawrence Vernon John, DFC (J27491) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945.

Since the award of the Distinguished Flying Cross this officer has completed many sorties, often in a special responsible role, and has always displayed coolness and skill under fire. In addition to achieving a fine operational record, Flight Lieutenant Small has taken a keen interest in the training of new navigators. His fine example both in the air and on the ground have been of great value to his squadron.

\* \* \* \* \*

SMALL, F/L Norville Everett (C1379) - **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. Born at Allandale, Ontario, 7 December 1908. Educated at public schools in Hamilton. Enlisted at Camp Borden, 23 May 1928 as Labourer. Remustered to Fitter Assistant, 1 October 1928. Promoted AC1, 1 April 1929. Remustered to Aircraft Hand (Aero Engine), 1 April 1930 and promoted LAC as of that date. Remustered for NCO pilot training. Course lasted 5 January to 29 May 1931 at Camp Borden. Course involved 26 hours 40 minutes dual and 63 hours solo on De Havilland Moth. Officer in Charge of Flying Training (S/L A.B. Shearer) listed tests as follows: 1,500 Foot Landing Test (14 April 1931), 10,000 Foot Landing Test (16 April 1931), Passenger Test (8 April 1931), Forced Landing Test (28 May 1931), Compass Test (19 May 1931), Cross Country Test (4 May 1931), Cross Country Test With Intermediate Landing (24 April 1931) and 70 Hours Flying Completed (17 May 1931). Tested by CFI, 2 June 1931. Awarded wings at Camp Borden, 2 June 1931. Later in month he flew ten hours on Avians and ten on Fleet aircraft. Seaplane Training Course, Station Vancouver, 1 July to 31 October 1931. This entailed flying on the following types: **Moth Seaplane**, 6.05 dual, 62.45 solo, 1.20 on other flights, total 70.10; **Courier Seaplane**, 1.10 dual, 8.30 solo, 1.00 on other flights, total 10.40; **Vedette**, 6.00 dual, 59.55 solo, 5.40 on other flights, total 71.35; **Vancouver**, 1.45 dual, 4.35 solo, total 6.20. Tests covered "Figures of Eight Over Marked Course", "Steering Course by Visual", "Steering Course by Compass", "Glassy Water Landings", "Rough Water Landings", "Taxying, Anchoring, Mooring to Buoys, Docks and Floats, Beaching and use of Drogues", and



"Cross Country Flying". Assessed 83 percent on final test and described as "Keen - Hard working - Has made steady improvement throughout course and is now a reliable seaplane and flying boat pilot." His subsequent RCAF career as an NCO pilot was all at Station Vancouver, with the following Temporary Duty assignments recorded: to Queen's Cove, 26 May 1932 via Bamfield and Nootka, returning to Vancouver 27 May 1932. To Victoria, 1 July 1932, returning 3 July 1932. To Sayward and return, 26 July 1932. To Victoria and return, 6 October 1932. To Bella Bella and return, 4 May 1933. To Ahousat (?) and return, 27 June 1933. To Victoria, 4 April 1934, returning 5 April 1934. To Queen Charlotte Islands, 1 May 1934, returning 15 May 1934. To Esquimalt and back, 18 June 1936. To Victoria and back, 8 September 1936. To Port Alberni, 9 September 1936, returning via Victoria, 8 October 1936. To Prince Rupert, 15 October 1936, returning 21 October 1936. To Gawlland (?) Harbour, 25 February 1937, proceeding to Alert Bay, 8 March 1937 and returning to Vancouver, 25 March 1937. To Alert Bay on detached duty, 1 April 1937, returning 10 April 1937. To Campbell River, 18 April 1937, returning 25 April 1937. To Bella Bella, 28 April 1937 and thence on 18 May 1937 to Prince Rupert. From Prince Rupert to Queen Charlotte City, 8 June 1937, returning to Prince Rupert on 16 June 1937. Returned to Vancouver, 19 June 1937. To Bella Bella, 3 August 1937, returning 30 August 1937. On 31 December 1934, W/C A.B. Shearer (Commanding Officer, No.4 Squadron, Vancouver) reported he had flown 135 hours 40 minutes as pilot in 1934 plus 58 hours ten minutes as passenger. "Has made good progress on instrument and navigation course. Very keen on flying". Severely injured, 4 November 1935, crash of Vedette 803, one mile west of Point Gray; Aircraftman A.P. Whalen uninjured. Conducting Aldis Lamp practice with Vancouver 906 when he was struck in the face by a wild duck. On 31 December 1935, W/C A.B. Shearer reported that in 1935 he had flown 240 hours ten minutes as pilot, 25 hours 55 minutes as passenger in 1935. Described as "A good pilot and very keen. Has made satisfactory progress on Individual Training Scheme subjects. He is a hard worker." On 31 December 1936, W/C A.A.L. Cuffe (Commanding Officer, No.4 Squadron, Vancouver) wrote he had flown 173 hours 30 minutes as pilot, 35 minutes on dual instruction, and two hours 55 minutes as passenger during 1936. He had applied for an Instrument Flying Course. Assessed as "A good reliable pilot. Keen on flying and anxious to improve his flying ability" On 8 September 1937 W/C A.A.L. Cuffe wrote that since 1 January 1937 he had flown 197 hours 55 minutes as pilot, four hours 50 minutes as passenger and was still "A good reliable pilot. Keen on flying and anxious to improve his flying ability". Discharged with effect 8 September 1937 (purchased release). Chief Pilot with Canadian Airways, 1937-1939, in charge of flight operations, radio despatch, and pilot discipline in British Columbia. With Imperial Airways, June to September 1939. Completed course with Imperial Airways Navigation School (July 1939 to 1 October 1939) and then another with Trans-Canada Airlines where he was briefly a "Probationary Captain". With Department of Transport, November 1939. Rejoined RCAF, 21 November 1939, Ottawa, and granted commission with simultaneous promotion to Flying Officer. Posted to No.10 (BR) Squadron, Halifax, 22 December 1939. On 22 March 1940 requested active service overseas, "whenever such an occasion shall arise". On 5 April 1940 delivered Digby 755

from Winnipeg to Montreal. On arrival a slight vibration noted and cause attributed to damaged port airscrew, believed damaged by gravel when taking off from Winnipeg; taking off in cross-wind required a longer take-off run and he had to travel over gravelled portion of runway. Posted to Station Ottawa (Communications Flight), 6 August 1940. Promoted Flight Lieutenant, 1 November 1940. To No.3 Training Command, Montreal, 16 January 1941 (Special Duties Aircrew). Promoted Squadron Leader with effect from 1 April 1942. To No.5 (BR) Squadron, Dartmouth, 8 July 1941; to No.116 (BR) Squadron, Dartmouth, 9 July 1941. Posted to No.10 (BR) Squadron, Gander, 16 February 1942. To No.162 (BR) Squadron, Yarmouth, 18 May 1942. To No.113 (BR) Squadron, Yarmouth, 18 June 1942. Credited with several attacks on U-boats, summer of 1942 including Eastern Air Command's first sinking of a submarine, **U-754**, 31 July 1942. Described on 3 August 1942 as "An outstanding leader who radiates enthusiasm. Tireless worker whose only hobby is his work. He has carried out four submarine attacks within the year, of which two were successful." AFC presented 3 December 1942 Killed in flying accident, 6 January 1943 (Canso 9737). Photos PL-947 (Flying Officer, 1940); PMR 77-177, PMR 77-197, PL-6880 and PL-12610 show him.

Flight Lieutenant Small is an outstanding pilot who has been utilized as an advanced instructor and ferry pilot most of the time since the start of the war. He is extremely keen in all phases of his work. He was picked to captain the Catalina which did a reconnaissance flight around the Labrador Coast, Hudson Strait and Hudson's Bay this fall. During the spring and summer of 1941 he made five ferry flights from Bermuda to the United Kingdom, one of them in record time, and has completed 125 hours of flying on this type of work. He has flown a total of 1,224 hours. This officer's devotion to duty deserves recognition, and I strongly recommend him for the above award.

Recommended for AFC, 23 December 1941 by W/C. S.S. Blanchard (Commanding Officer, No.116 Squadron). Noted he had made six "war flights" as of 31 October 1941 (56 hours 30 minutes) but that his total flying in the period 11 September 1939 to 31 October 1941 had been 1,224 hours of which 125 hours 55 minutes had been on Trans-Atlantic Ferrying. Blanchard wrote:

Flight Lieutenant Small is an outstanding pilot who has been utilized as an advanced instructor and ferry pilot most of the time since the start of the war. He is extremely keen in all phases of his work. He was picked to Captain the Catalina which did a reconnaissance flight around the Labrador Coast, Hudson Strait and Hudson's Bay this fall. During the spring and summer of 1941 he made five ferry flights from Bermuda to the United Kingdom, one of them in record time. This officer's devotion to duty deserved recognition.

On 23 December 1941, W/C B.D. Hobbs, Officer Commanding, Station Dartmouth, added his remarks:

This officer has rendered valuable service both in Operations and Training and is worthy of recognition.

The Air Officer Commanding, Eastern Air Command noted (24 December 1941):

An outstanding pilot of No.116 (BR) Squadron in devotion to duty on Coastal Operations - strongly recommended.

A staff officer at AFHQ noted that the recommendation had been signed by the Chief of Air Staff on 11 March 1942. The following remarks may have been that of the CAS or another officer:

This officer's record as instructor and ferry pilot since the outbreak of the war has been particularly good. He has performed difficult reconnaissance work and has made five ferry flights from Bermuda to the United Kingdom, one of which was made in record time. He has completed 1,200 hours of flying time, and I take pleasure in recommending him for the award of the Air Force Cross.

NOTE: RCAF file 19-6-9, "Eastern Air Command - Reconnaissance and Survey Operations" (National Library and Archives RG.24 Volume 5218) has a detailed report of the survey flight which attracted so much attention. Catalina Z2138 departed Dartmouth at 1315 hours GMT, 27 August 1941 in accordance with Eastern Air Command Operation Order 7/41 dated 19 August 1941. This began as follows:

#### INFORMATION

Since the outbreak of hostilities, air reconnaissance has not been carried out covering that portion of the Coast of Labrador extending from Hamilton Inlet to Cape Wostenholme, and the Esat Coast of Hudson and James Bay. Detailed information on certain Harbours including their suitability for use by surface vessels or aircraft is not available.

It is desired to ensure that no harbours and inlets along this coast are being used by enemy ships or aircraft and that no enemy detachments have been established for meteorological purposes.

#### INTENTION

To carry out an air reconnaissance by one Catalina Aircraft off the Labrador Coast and the East Coast of Hudson and James Bay extending from the Straits of Belle Isle to Moosemee, Ontario.

Although fuel caches existed at Hopedale, Hebron, Port Harrison, Nottingham Island, and Lake Harbour, there were no resources for weather reports. The crew was, among other things, to attempt identification of at least three potential flying boat base sites (which entailed many factors including beaches, area for building, exposure to wind and sea, etc), and to report "all vessels of a suspicious nature". It was to maintain contact with Eastern Air Command, but armament was limited to two machine guns and 500 rounds of ammunition. It would have an F.24 camera.

The crew on this operation consisted of F/L N.E. Small (captain), F/L R.H. Hoodspith (second pilot), P/O R. Jones (navigator), 1063 Sergeant J.F. Langan (wireless operator), R54685 LAC J.G.E. Laflamme (First Aero Engine Mechanic), R7566 AC1 R.E. Brown (Second Aero Engine Mechanic) and R66106 LAC F.A. Lamourne (Airframe Mechanic). Gross weight at takeoff was 32,701 pounds. Due to engine trouble the aircraft was obliged to land at Northwest River at 2045 hours GMT.

At 2000 hours GMT on 30 August the aircraft departed, flying at 2,500 feet to reconnoitre the coastline. It landed at Hopedale (2240 hours GMT) and refuelled.

At 1320 hours GMT of 31 August 1941 the Catalina departed for Hebron, flying at 1,500 feet some five miles inland to view both the coast and head of inlets. Several vessels and settlements seen. They landed at Hebron at 1520 hours GMT, refuelled and departed again at 1730 hours GMT. Ideal weather prevailed and the Catalina flew at 7,000 feet to observe inlets. After rounding Cape Chidley, height was reduced to 2,000 feet. At 2000 hours they alighted to check a site at 65-23 West, 59-47 North. On completion of the survey, they took off for Fort Chimo, arriving 2227 hours GMT. They had to anchor in mid-stream, no moorings being available.

Weather was poor when they departed Fort Chimo at 1400 hours GMT on 1 September but visibility improved as the flight progressed. The aircraft landed at 1500 hours GMT at Twin Mountain Bay (Leaf Lake). Takeoff was at 1645 hours GMT along the coast to Cape Hopes Advance, then along the southern coast of Hudson Strait. They had intended to alight at Wakeham Bay, but the weather was too rough and they went on to Sugluk Inlet, arriving at 2030 hours. A HBC post was reported to be there but in fact there was only a small shack, not easily recognized. Aircraft proceeded to Wolstenholme where weather was so bad that it was not deemed advisable to continue to Nottingham Island. Course was set along the east coast of

Hudson Bay, but owing to fog they found no anchorage until 2240 hours, landing on a small lake at 77-05 West, 60-50 North.

At 1025 GMT, 2 September, they departed for Port Harrison, arriving 1325 GMT. The report for this reads:

In order to refuel it was necessary to anchor exposed to heavy sea and wind, which was now near gale force. Refuelling was completed with considerable difficulty and a decision was made to find a more sheltered anchorage. At 1645 hours GMT aircraft proceeded to the south end of Harrison Island, where a small cove provided shelter from the high wind which blew till early morning.

On 3 September they took off at 1045 hours GMT and flew south along the coast of Hudson Bay. Reaching Richmond Gulf they circled before continuing to Great Whale River (arriving 1315 hours GMT) to refuel. They continued on, with a circuit of the Belcher Islands, arriving Rupert House at 1830 hours. There was only a short stay; they next proceeded to Moosenee. Weather was so uncertain that, rather than alight, they proceeded on to Ottawa, but finally chose to land at Gravenhurst (0010 hours, GMT, 4 September). They went on to Ottawa (arriving at 1530 hours GMT) and thence to Montreal. They departed Montreal at 1435 hours GMT on 5 September, flying directly to Dartmouth (arrival 1810 hours). Total flying time had been 48 hours 30 minutes.

They reported seeing many fishing schooners but only one small steamer (the **Nascopie**). They recommended seaplane bases at 65-25 West 59-47 North (identified only as "Site No.1"), at Fort Chimo Leaf Lake, Sugluk Harbour, Great Whale River harbour, Richmond Gulf harbour and Port Harrison harbour. Curiously, they found Wakeham Bay unsuitable; the old RCAF hangars from 1927 were still visible but exposed to the sea.. Further excerpts from the report read:

### **Communications**

Radio results were good, with the exception of portions of the Labrador coast extending as far north as Cape Chidley and Port Burwell. Here blank areas were experienced, during which time no signals were heard. Results obtained operating with the RCAF station at Hebron were quite good. Once the flight has rounded Cape Burwell conditions improved rapidly and various RCAF stations were heard with good signal strength. At Cape Hopes Advance a wireless station, with the buildings in good repair, neatly kept, was noticed. Inquiries made from the Department of Transport radio operator at Port Harrison determined that this station was no longer in operation. A Department of Transport radio D/F station, it was originally used for communications and D/F

when the Hudson Strait route was used by ships from Port Churchill. It may be possible that this equipment or buildings would be of use to the RCAF if and when operations are carried out in this district. A more detailed report on communications is being submitted by the Squadron Signal Officer, Flight Lieutenant R.B. Hoodspith, who acted as co-pilot during flight.

### **Summary**

With the exception of the area from the south entrance of the Straits of Belle Isle to Hamilton Inlet, the coastline was well covered. In addition to this, inquiries were made of all reliable parties and Eskimoes regarding any strange vessels or unusual activity. Nothing was determined to indicate enemy activity. Quite often lone Eskimo kayaks were seen miles from the nearest post. That these Eskimoes would immediately bring news to the nearest post of any strange aircraft or ships was demonstrated in many ways. At one or two places Eskimoes armed themselves on our approach and were quieted only after assurances from the Hudson Bay Company managers that we were friendly aircraft.

That the various trading posts were alert was proven by the fact that our arrival was anticipated at several points, the post being forewarned through the Hudson's Bay Company radio network or the Department of Transport Stations.

The general terrain of the country is such that it would require considerable shipping and aerial activity to establish a base. The impression is that this is not possible without detection.

SMALL, S/L Norville Everett, AFC (C1379) - **Distinguished Flying Cross** - No.113 Squadron (Canada) - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943.

This officer has displayed outstanding airmanship, courage and devotion to duty on operational flying in the face of the enemy over the sea off the coast of Nova Scotia. During the last few months he has carried out five attacks on enemy submarines carrying armament considerably superior to that of the aircraft. Three of these attacks were successful; two of the successful attacks were made within a recent period of six days on fully surfaced submarines with their decks manned.

In the course of 335 hours operational flying during the last four months, this officer has on several occasions distinguished himself by his initiative and by the completion of difficult tasks under adverse weather conditions; in particular he

has been of prime assistance in effecting more than one sea rescue of survivors of sunken or damaged vessels.

The DFC was initially recommended 16 August 1942. Precisely who raised the submission is not shown on the document, but it may have been G/C N.S. MacGregor (Officer Commanding, Station Yarmouth) who, having made the submission, added further remarks. The first statement of 16 August 1942 was identical to the citation just noted. Group Captain MacGregor's supplemental remarks (also dated 16 August 1942) read:

By his excellent example of enthusiastic devotion to duty the standard of efficiency and general morale of this Station's personnel, both air and ground, has been improved to a marked degree.

A/V/M A.A.L. Cuffe added his comments (no date shown):

By dogged determination and skilful flying he has repeatedly hunted out the enemy, regardless of adverse weather and has courageously pressed home successful attacks from low altitude in the face of enemy submarines with decks manned.

The recommendation was forwarded to England (and particularly to Vincent Massey, Canada's High Commissioner to London) on 29 August 1942. Mr. J.E. Read (who signed the covering letter) mentioned plans to consult with British authorities "especially at earlier stages, for the purpose of maintaining uniformity of standards", suggested discussions with Sir Robert Knox and, having given the recommendation for Small's DFC, concluded:

I would be grateful, therefore, if you would mention this case, with a view to ascertaining whether award of the DFC would be in accordance with the standards followed by the RAF in similar matters.

On 15 September 1942, Massey cabled Ottawa:

Sir Robert Knox point out there is nothing in the particulars of service of S/L Small to show that in fact he was fired on at all or had to fly through enemy fire on any occasion. Nevertheless, taking all circumstances into consideration he thinks S/L Small may be regarded as a suitable candidate for the DFC.

A summary of his attack (Hudson 615, No.113 Squadron, 1450Z) listed the crew as S/L N.E. Small (captain), P/O G.R. Francis (navigator), R97641 Sergeant R.A. Coulter (wireless air gunner) and R70744 Sergeant D.P. Rogers (wireless air gunner). Position given as 43degrees00" North,

64degrees 39" West. Narrative as follows:

**Description of Attack:**

Submarine was sighted on the surface three miles away on a course of 267 degrees T by an aircraft flying at 3,000 feet. The aircraft dived to attack and released four 250-lb depth charges from a height of 50 feet, spaced at 60 feet, which dropped very close to the U-Boat's hull just ahead of the conning tower. The U-boat sank and continued blowing its tanks from the time of the attack until 55 minutes later when a heavy explosion occurred under water causing a much greater upheaval than a 450 D.C.

After the attack, debris and oil came to the surface covering an area of 100 yards. As the aircraft was circling to observe damage the U-boat came to the surface immediately after the attack, exposing the conning tower apparently by force of explosion. An attack was made with machine guns when about 125 rounds were fired. About a minute later the conning tower was thought to be breaking surface again and the second machine gun was made, about 44 rounds being fired. It is thought that the U-boat was of the 740 ton German S.S. class.

**Note:** The crew were caught in the conning tower on approach of attack and were seen to scramble for the hatch.

**Assessment:**

It would appear that this submarine was very seriously damaged if not destroyed.

At 2030 GMT on July 31<sup>st</sup>, at position 43degrees 03" North 64degrees 03 West, HMS **Veteran** sighted large quantities of oil - swirls of oil coming up to the surface. It was therefore concluded that this submarine was probably on the bottom at 360 feet. In view of these reports it appears evident that this can be considered a "kill".

HMS **Veteran** dropped two 450 lb Depth Charges to contact the submarine.

NOTE: The diary of No.5 (BR) Squadron for 5 January 1943 throws light on Small's final projects of extending Canso ranges.

No flying. S/L N.E. Small held a general discussion in the morning with all aircraft



captains. Subject for discussion was largely reduction of equipment weight to enable more gasoline to be carried. Final suggestions eliminated 1,269 pounds from the equipment load. This included changing from 450-lb depth charges to 250-lb Torpex depth charges, removal of bow and tunnel guns and 1,000 rounds of ammunition from each of the blister guns. Other minor equipment deductions were agreed to.

Small took off at 0630 hours local time, 7 January 1943 on Canso 9737 in light snow showers and gusty southwesterly winds (15-20 mph). He intended to go out 600 to 700 miles. His machine was preceded by Canso 9739 piloted by F/L B.H. Moffit, who was airborne from 0615 hours to 1830 hours. It was then discovered that Small was missing. The search began on the 8th, and Small's wreckage was found only four miles away. Flight Sergeant J.E.V. Banning and Sergeant W. Wilson had survived.

\* \* \* \* \*

SMALLWOOD, Sergeant Lawrence Earl (R90786) - **British Empire Medal** - No.1 Clinical Investigation Unit (since moved to No.1 ITS) - Award effective as of 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 11 October 1910 in Moncton, New Brunswick (RCAF press release 4907 announcing award). Attended University of New Brunswick, Dalhousie University and St. Joseph University, New Brunswick (medical studies). In 1930 served with Princess Louise New Brunswick Hussars (Camp Sussex). Employed by Waite Amulet Mines (Noranda) as medical attendant, hospital attendant and mine first aid staff (instruction and administration). While in Noranda he was also acting Medical Sergeant to the Third Pioneer Battalion. Enlisted 30 May 1941 at North Bay, Ontario as Medical Orderly and posted to No.1 Manning Depot, Toronto. To No.1 SFTS, Camp Borden, 15 July 1941 as lab technician. Promoted AC1, 9 October 1941. To No.1 Manning Depot, 6 January 1942. Promoted LAC, 9 January 1942. To be Technical Medical Assistant, 7 March 1942. Promoted Corporal, 1 June 1942. Confirmed as Technical Assistant (Medical), 1 July 1942. Qualified for St. John Ambulance Badge, 23 July 1943. Promoted Sergeant, 1 December 1943. To AFHQ, 30 December 1943. To No.1 ITS, 1 April 1944. To No.1 Composite Training School, Toronto, 9 January 1945. To No.4 Release Centre, 25 September 1945. Retired 22 November 1945. Award presented 17 June 1945. Died 16 August 1994 in Windsor, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of January 1995.

This technical medical assistant has performed highly meritorious service in the execution of his exacting duties. As a field test observer at the Dry Cold Trials of the Committee on Protective Clothing at the beginning of this year, he rendered outstanding service. He has set an example to all ranks by his persistence in arduous duties and by his initiative in the conduct of tests. Many original

observations and methods of testing were initiated by him. He has also made a notable contribution to the development of the Royal Canadian Air Force colour vision lantern. His initiative and keen efforts in his work throughout his career have been praiseworthy.

The recommendation was raised 14 August 1944 by W/C C.B. Stewart (Medical Officer in Charge, No.1 Clinical Investigation Unit) when Smallwood was described as Technical Assistant at the unit; submission as follows:

As a field test observer at the Dry Cold Trials of the Chiefs-of-Staff Subcommittee on Protective Clothing at Prince Albert in January to March 1944, Sergeant L.E. Smallwood rendered outstanding services. He set an example to all ranks in persistence in arduous duties and initiative in the conduct of tests. His Chief Test Officer reported that many original observations and methods of testing came from him.

In previous and subsequent work as a Technical Assistant Medical he has shown the same outstanding qualities, notably in his contribution to the development of the RCAF colour vision lantern.

\* \* \* \* \*

SMART, F/O David Shirley (J16325) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2610/43 dated 17 December 1943. Born in Ottawa, 18 January 1920; home in Ottawa and London, England; enlisted in Ottawa, 10 May 1940. To No.1 ITS, 27 May 1940. Promoted LAC, 21 June 1940 and posted to No.1 WS that date. To No.1 BGS, 9 November 1940; graduated and promoted Sergeant, 15 December 1940. To "H", 25 December 1940. To RAF overseas, 7 February 1941. Commissioned 5 January 1943 with rank of Flying Officer. Repatriated 31 October 1943. To No.2 SFTS, 13 December 1943. To No.1 Composite Training School, 19 January 1944. Seconded to Department of Secretary of State, 23 June 1944. Promoted Flight Lieutenant, 4 August 1944. Returned to RCAF duty, 1 October 1945 and posted to AFHQ. To No.9 (Transport) Group, 2 October 1945. Re-engaged with Interim Force, 16 February 1946. To Trenton, 10 May 1946. To No.1 Air Command, 5 August 1946. To Trenton, 6 August 1946. Retired 22 November 1946. Award presented 12 December 1944. Photo PL-34545 shows him with his father after investiture. and re-engaged for Interim Force until 22 November 1946. Died 29 July 1999 in Ottawa as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2000.

This officer has completed one successful tour of operational duty and part of a

second since he joined his present squadron. He has completed a large number of sorties both in the Mediterranean theatre of war and from this country and in the face of intense enemy action has frequently proved his tenacity of purpose, courage and devotion to duty.

\* \* \* \* \*

SMART, Corporal Howard Albert (R94197) - **Mention in Despatches** - No.9 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 17 October 1921. Home in Montreal; enlisted there 9 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 No.31 Radio School, 21 September 1941. To "Y" Depot, 26 October 1942; to RAF overseas, 11 November 1941. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 April 1943. Reclassified as Radar Mechanic, 12 February 1944. Repatriated 21 August 1945; to No.2 Release Centre, 30 August 1945; released 5 October 1945. No citation.

\* \* \* \* \*

SMART, F/L Joseph Franklin (J27798) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 30 March 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. American in the RCAF. Born 23 September 1921 in Concord, North Carolina; home there; enlisted in Montreal, 3 July 1941 and posted to No.1 Manning Depot. To No.31 BGS, 8 August 1941 (non-flying duty). To No.1 ITS, 13 September 1941; graduated and promoted LAC on 7 November 1941; posted that date to No.15 EFTS; to No.10 SFTS, 3 January 1942; graduated and promoted Sergeant, 8 May 1942. To No.15 SFTS, 23 May 1942. To No.7 SFTS, 19 July 1942. To No.2 EFTS, 21 July 1942 and granted leave without pay while employed as instructor. Commissioned 8 November 1942. To No.7 EFTS, 1 December 1942. Promoted Flying Officer, 18 May 1943. To No.1 SFTS, 11 July 1943. To "Y" Depot; 5 September 1943. Taken on strength of No.3 PRC, 13 October 1943. Promoted Flight Lieutenant, 18 November 1944. Repatriated 18 February 1945. To No.1 Air Command, 13 March 1945; to No.16 SFTS, 22 April 1945; to Central Flying School, 19 May 1945. To Release Centre, 28 June 1945. Released 3 July 1945. Award presented by Canadian Ambassador to the United States, 15 October 1948. Died in Raleigh Wake, North Carolina, 26 December 2002.

One night in December 1944, this officer was pilot and captain of an aircraft detailed for a minelaying mission in narrow enemy waters. Despite adverse weather and in the face of much anti-aircraft fire Flight Lieutenant Smart accomplished his task with his usual skill and determination. This officer has participated in very many sorties and throughout has set a fine example of devotion to duty.

NOTE: DHist file 181.009 (D.2611), in National Archives of Canada RG.24 Volume 20627 has a detailed recommendation drafted by W/C J.B. Millward, 23 January 1945 when he had flown 29 sorties (161 hours 40 minutes). Text as follows:

On the night of 21st December 1944, Flight Lieutenant Smart was captain of an aircraft detailed to lay mines in Oslo Fjord. After taking off in visibility of 300 yards, this officer was forced, due to deplorable weather conditions, to fly at heights below 1,000 feet for the entire sea crossing.

On arrival at the Gardening area he was engaged by concentrated ground defences. However, this did not deter Flight Lieutenant Smart from making two runs over the aiming point to ensure that his mines were accurately placed in the dropping area.

I consider that Flight Lieutenant Smart's performance strongly merits an immediate award of the Distinguished Flying Cross.

His name is also given as James Franklin. There is a sortie list (29 trips, 161 hours 40 minutes), as follows:

3 September 1944 - Volkel (3.25)  
6 September 1944 - Emden (4.10)  
11 September 1944 - Le Havre (3.55)  
12 September 1944 - Dortmund (4.45)  
14 September 1944 - Wilhelmshaven (2.40, recalled)  
15 September 1944 - Kiel (6.00)  
17 September 1944 - Boulogne (4.00)  
20 September 1944 - Calais (3.10)  
25 September 1944 - Calais (2.55)  
27 September 1944 - Sterkrade (5.05)  
28 September 1944 - Cap Gris Nez (4.10)  
6 October 1944 - Dortmund (5.40)  
23 October 1944 - Essen (6.25)  
24 October 1944 - Homburg (5.10)  
30 October 1944 - Cologne (6.00)  
1 November 1944 - Oberhausen (6.00)  
2 November 1944 - Dusseldorf (5.55)  
4 November 1944 - Bochum (5.40)  
6 November 1944 - Gelsenkirchen (5.10)  
18 November 1944 - Munster (5.45)

4 December 1944 - Karlsruhe (6.30)  
5 December 1944 - Soest (6.55)  
6 December 1944 - Osnabruck (5.55)  
18 December 1944 - Duisburg (6.20)  
21 December 1944 - Gardening (6.55)  
26 December 1944 - St. Vith (6.00)  
28 December 1944 - Gardening (6.25)  
29 December 1944 - Oberlar (6.20)  
13 January 1945 - Saarbrucken (7.25)  
16 January 1945 - Gardening (7.15)

\* \* \* \* \*

SMART, P/O Lyle Carman (J96703) - **Mention in Despatches** - No.207 Squadron - Award effective 24 December 1946 as per **London Gazette** of that date and AFRO 17/47 dated 10 January 1947. Born 10 September 1917 in Olds, Alberta. Home in Leduc, Alberta (creamery manager for Burns and Company); militia service in 1940 with 19<sup>th</sup> Alberta Dragoons. Enlisted in Edmonton, 4 September 1941. To No.2 Manning Depot, 19 September 1941. To No.3 Personnel Holding Unit, Macdonald, 15 December 1941. To No.3 WS, Winnipeg, 14 March 1942; promoted LAC, 15 April 1942; graduated 25 September 1942; to No.8 BGS, Lethbridge, 26 September 1942; graduated and promoted Sergeant, 26 October 1942. To "Y" Depot, 28 October 1942. To RAF overseas, 22 November 1942. To No.10 (Observer) AFU, 1 January 1943. Attached to ACRC (whatever that is), 15-16 April 1943. To No.29 OTU, 18 May 1943. To No.1660 Conversion Unit, 27 August 1943. To No.207 Squadron, 4 October 1943. Promoted Flight Sergeant, 26 October 1943; reported POW, 14 January 1944 (Lancaster DV369, No.207 Squadron). Promoted WO2, 26 April 1944. Promoted WO1, 26 October 1944. Safe in UK, 9 May 1945; commissioned that date previous number had been R130552). To Repatriation Depot, 7 July 1945; repatriated to Canada via Lachine, 19 July 1945; to No.5 Repair Depot, Vancouver, 20 July 1945; released 5 November 1945. RCAF photo PL-26861 (ex UK-7199 dated 13 January 1944) shows him on return from raid on Berlin of 3 January 1944 (his eighth to that target); caption quotes him as follows: "Heavy cloud provided cover practically all the way. The condensing mist kept running off the wings and into the turrets." Died 1 September 1960 in Vancouver as per British Columbia Vital Statistics.

On 7 May 1946, G/C M.D. Lister (RCAF Overseas Headquarters) wrote to AFHQ as follows:

The undermentioned RCAF officer is recommended by M.I.9 for the award of Mention in Despatches for his attempts to escape and Intelligence activities whilst a prisoner-of-war. Brief particulars are given in the citation enclosed.

This is accompanied by an undated statement re P/O Lyle Carman Smart (J96703), No.207 Squadron, Bomber Command, RAF:

P/O Smart was captured at Wilhelmshaven on 14<sup>th</sup> January 1944.

In June 1944 he changed identity and went on a working party. On two occasions he escaped with a companion and attempted to steal an aircraft, being recaptured each time within three weeks.

P/O Smart was liberated by Russian troops in April 1945.

The website "Lost Bombers" has details as to his being shot down. Lancaster Mark I, DV369 (EM-D), No.207 Squadron, target Brunswick. The aircraft was delivered to No.207 Squadron in November 1943 and took part in the following operations: 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; Berlin, 23/24 December 1943; Berlin, 29/30 December 1943; Berlin, 1/2 January 1944; Berlin, 2/3 January 1944; Brunswick, 14/15 January 1944 (lost). When lost this aircraft had a total of 140 hours. It was one of four No.207 Squadron Lancasters lost on this operation, along with DV191, EE197, and LM383. Note the nine Berlin operations. Airborne at 1632 hours, 14 January 1944 from Spilsby. Crew consisted of F/O D.C. Balfour, RAAF (killed), Sergeant E.Colwill (second pilot, POW, Camps L6/L4, POW number 1014.), Sergeant E.E.L.Richardson (wounded), Sergeant H.Taylor (POW, Camps 4B/L3, POW number 270087), Sergeant E.V.Yeo (POW, Camps 4B/L3, POW number 270101), Flight Sergeant L.C.Smart, RCAF (POW, Camp 4B, POW number 270082), Sergeant J.F.Potter (POW, Camp 4B, POW number 270072), Sergeant J.H.Fraser, RCAF (POW, Camp 4B, POW number 270032). Flight Sergeant Smart exchanged identity with Pte E.G.Joslin of the Essex Regiment, both being held at Mahlberg.

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interview of 13 May 1945 in which he stated he had flown 14 sorties.

Took off at approximately 1630 hours, arrived at position "B" on time, 2,000 feet [typo?]. Medium flak over Holland. When we arrived north of Hanover we noticed hundreds of searchlights - most of them were not moving. They formed a "D" from Hanover north to Bremen and south to Brunswick. North of Brunswick we noticed some of our aircraft going down due to fighters. The fire of target was concentrated. We reached turning point south of target and turned N.W. Innumerable aircraft were going down in flames. Approximately at Coslar a Lanc above and behind us was attacked and burst into flame. This Lanc illuminated us and we attempted to get out of its path. A rocket was

approaching us on the port side. In a short time we were blinded by the lights and failed to notice the Ju.88 above us which attacked and put our port inner on fire. The Me.210 following the Lanc behind us opened up and got our port outer engine. Both motors were feathered and the fire extinguishers applied but without success. At approximately 17,000 feet the pilot ordered us to abandon aircraft. Each man had to be forced through the front escape hatch and I left through front hatch at 100 feet, [another typo ?] No one was left to force the pilot out; he was carried to his death beneath me. The aircraft crashed southeast of Wilhelmshaven. The Ju.88 on us until we were between 10-12,000 feet.

**Interrogator's Notes:** Not possible to get back to rear escape hatch owing to "G" and oil on floor. Swung badly in chute and landed heavily injuring back.

**Training:** Interviewed in Edmonton, 30 August 1941 when he was already married. "Good clean type and while not fully qualified is recommended as good type for WOAG. Intelligent.

Course at No.3 WS was 15 March to 25 September 1942. Spent one hour 40 minutes in Flying Classroom as First Operator, four hours 20 minutes in Flying Classroom on Listening Watch, and six hours 50 minutes in two-seat aircraft as sole operator. Also spent one hour 30 minutes on turret training. Ground courses in Theory (32/50), Radio Equipment (190/250), Morse, buzzer and lamp (170/200), Signals Organization (118/150), Armament (91/100), Drill and PT (31/50). Placed 39<sup>th</sup> in a class of 75. Another record of his flying shows him logging 12.55 on 11 August 1942 and two hours on 1 September 1942.

Course at No.8 BGS was 28 September to 26 October 1942 in Fairey Battle (nine hours 55 minutes, all gunnery). Fired 1,125 rounds on ground, 400 rounds air-to-ground, 1,700 rounds air-to-air. Spent one hour 40 minutes on turret training. Scored less than one percent in Beam Test, 2.62 percent on Beam Relative Speed Test, 3.75 percent on Under Tail Test. Placed 42<sup>nd</sup> in a class of 51. "Academic work fairly satisfactory. Shows some lack of interest." (S/L G.R.F. Gross, 26 October 1942).

Course at No.29 OTU was 19 May to 15 August 1943. Wellington aircraft (36.55 day, 39.30 night). Fired 200 rounds by day on ground, ten shots with clay pigeon (two hits), 250 rounds at drogue (three percent hits). Tested in Morse Code, MF/DF. "Is a keen operator and quite satisfactory but has found it hard going. Average technical knowledge. Needs operational experience before regrading."

**Notes:** On repatriation he stated he had flown 14 sorties (98 operational hours) plus 160 non-operational hours; stated he had destroyed one Ju.88.

Excerpts from his medical file make fascinating (if disjointed) reading, viz:

Was shot down on his 14<sup>th</sup> operation. All his trips had been sticky - they were shot up seven times. Shot down 14 January 1944 over Brunswick, Germany. Wounded by pieces of cannon shell in left leg, which was glancing wound. Bailed out. Injured on landing. Evaded for five days and was finally captured by railway officials who turned him over to the Luftwaffe. Decently treated. Fed by the Luftwaffe - improved. Stalag IVB. Attempted to escape four times in the next 16 months. Retaken each time. Attempts made in January 1944, June 9-16, 1944, September 21 1944, January 15 1944. First time evaded five days after parachuted, and was captured on train with no reprisals. June 9<sup>th</sup> changed identity and escaped from camp 16 June and was free for 19 days. Attempted to steal an aircraft. Had a rough time with poor diet and near escapes. Attempt to get aircraft failed and was recaptured in a starving condition. Went for routine of "dirty rotten hospitals with no medical attention" September 21<sup>st</sup> escaped again, out 21 days and spent three days in a swamp and was captured on an airdrome. Turned over to Gestapo who found his true identity and beat him up for two days. Was not fed for next three days. Then sent to torture camp where he was jailed with 165 men in a small room with no accommodation, food in a barrel. Had no medical attention. Returned to Stalag IVB after three weeks. Escaped again in January 1945 and was free one day. No punishment. Liberated by Russians from whom he escaped in April 29<sup>th</sup> because of poor food. Worst living conditions he had seen. Missed being shot though others were. Repatriated July 15 1945. [But elsewhere posting home given as slightly later].

\* \* \* \* \*

SMATHERS, F/L Leslie Lewis (J87764) - **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 20 February 1921. Home in Mirror, Alberta; enlisted in Calgary, 28 September 1940. To No.34 SFTS (guard), 25 October 1940. To No.2 ITS, 29 November 1940; graduated and promoted LAC, 3 January 1941 when posted to No.16 EFTS; to No.2 Manning Depot, 15 February 1941; to No.14 EFTS, 4 May 1941; graduated 8 June 1941 when posted to No.11 SFTS; graduated and promoted Sergeant, 20 August 1941. To Embarkation Depot, 21 August 1941. To RAF overseas, 14 September 1941. Promoted Flight Sergeant, 20 February 1942. Promoted WO2, 20 August 1942. Promoted WO1, 1 January 1943. Commissioned 25 May 1944. Repatriated 12 September 1944. To "Y" Depot again, 22 October 1944. Promoted Flying Officer, 25 November 1944. Repatriated 27 September 1945. To No.7 Release Centre, 5 October 1945. Retired 13 November 1945. Died in Red Deer, Alberta, 12 December 2006 as per **Legion Magazine** of May/June 2007. Photo PL-7454, taken 14 April 1942 on troopship to Middle East, shows



Sergeant Pilot A. Cooper (Hamilton), Sergeant Pilot J. McKerroll (Owen Sound), Sergeant G.M. Kruger (Winnipeg), Sergeant Pilot C.B. Stewart (Carleton Place, Ontario), Sergeant Pilot L.K. MacKay (New Glasgow), Sergeant Pilot L.L. Smathers (Mirror, Alberta), Sergeant Pilot R.B. King (Toledo, Ohio) and Sergeant Pilot G.C. Leaf (South Orange, New Jersey).

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SMEATON, P/O George Blakbell (J86213) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 25 February 1916 in Brantford, Ontario; home there; enlisted in Hamilton, 4 March 1942. To No.1 Manning Depot, 12 March 1942. To No.1 SFTS, 7 May 1942 guard). To No.6 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942; to No.4 AOS, 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 24 April 1944. Promoted Flying Officer, 24 October 1944. Repatriated 9 September 1945. To No.4 Release Centre, 11 September 1945. Retired 17 October 1945. Award presented 14 June 1949. Died in Brantford, 6 February 2007 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." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 20 August 1944 when he had flown 32 sorties (177 hours 20 minutes) from 30 January to 9 July 1944.

This officer, navigator of Pilot Officer James' crew, has since January 1944 completed thirty-two operational trips including such heavily defended targets as Berlin (2), Essen (2), Stuttgart (2), Leipzig and Nuremburg, which called for a high degree of navigational ability.

His outstanding record and strong sense of duty have been a constant source of encouragement to his fellow navigators, and his cheerful confidence has inspired a high standard of morale in his crew.

Pilot Officer Smeaton has at all times displayed exceptional fearlessness in the face of intensive enemy opposition and has coolly carried out his work effectively...

The sortie list was as follows:

30 January 1944 - Berlin (7.05)  
15 February 1944 - Berlin (6.30)

19 February 1944 - Leipzig (6.55)  
20 February 1944 - Stuttgart (7.30)  
24 February 1944 - Schweinfurt (7.30)  
15 March 1944 - Stuttgart (8.05)  
18 March 1944 - Frankfurt (5.25)  
26 March 1944 - Essen (5.10)  
30 March 1944 - Nuremberg (7.55)  
9 April 1944 - Villeneuve St. George (5.05)  
11 April 1944 - Kattegat (6.15)  
20 April 1944 - Lens (5.45)  
22 April 1944 - Dusseldorf (5.53)  
24 April 1944 - Karlsruhe (7.25)  
26 April 1944 - Essen (5.30)  
27 April 1944 - Aulnoye (4.00)  
30 April 1944 - Somain (4.25)  
1 May 1944 - St. Nazaire (5.25)  
3 May 1944 - Lorient (4.55)  
9 May 1944 - St. Valerie en Caux (4.10)  
11 May 1944 - Brest (3.40, duty not carried out)  
19 May 1944 - Le Calipon (3.20)  
21 May 1944 - Frisians (4.50)  
27 May 1944 - Le Clipon (3.10)  
6 June 1944 - Conde sur Noireau (1.15, duty not carried out)  
7 June 1944 - Acheres (4.15)  
8 June 1944 - Lorient (6.25)  
14 June 1944 - Cambrai (4.15)  
15 June 1944 - Boulogne (3.55)  
16 June 1944 - Sautrecourt (3.50)  
21 June 1944 - Oisemont (5.25)  
27 June 1944 - Wizernes (4.05)  
9 July 1944 - Ardouval (3.40)

\* \* \* \* \*

SMILEY, F/L Donald Allan Blake (J23876) - **Distinguished Flying Cross** - No.64 Squadron - Award effective 19 April 1945 as per **London Gazette** dated 27 April 1945 and AFRO 918/45 dated 1 June 1945. Born 1922 in Ottawa; home in Perth, Ontario; member of Renfrew Scottish Regiment, 1936-1941 and 32nd Canadian Army Basic Training Centre, 1941-1942; enlisted in Toronto, 26 January 1941. Trained at No.6 ITS (graduated 17 July 1942), No.9 EFTS (graduated 9 October 1942) and No.2 SFTS (graduated 19 February 1943). Commissioned February 1943.

Posted overseas in April 1943. Reportedly saw his first enemy aircraft on 14 January 1945 over Frankfurt and destroyed two. Reportedly saw his first enemy aircraft on 14 January 1945 over Frankfurt when he destroyed two: one FW.190 destroyed plus one Bf.109 destroyed (Mustang KH430). Remained in postwar RCAF (90159). Photo PL-36300 is a wartime portrait. PL-53080 shows him climbing into Sabre, 21 May 1952. PL-82793 is portrait (3 October 1955); PL-103874 is portrait (18 May 1956); PL-131791 is portrait (30 November 1964). Award presented 22 June 1949.

Throughout numerous operational sorties this officer has proved to be a fine fighter

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

pilot. Subsequent to the invasion of Normandy he completed many dawn and dusk patrols over the beachhead, often during appalling weather. He has also taken part in a larger number of low level attacks in the face of intense anti-aircraft fire and has destroyed a considerable number of the enemy's motor transport, trains and barges. More recently Flight Lieutenant Smiley has been engaged in escorting bomber aircraft to the Ruhr Valley and other heavily defended targets in Germany. He has invariably displayed a fine fighting spirit, courage and determination and has destroyed two enemy aircraft.

RCAF Press Release No. 8213 dated 15 January 1945 from P. Linder reads:

WITH RCAF in Britain: -- A Canadian pilot of RAF Fighter Command saw his first German fighters over Frankfurt and shot two. He was flying as part of a Mustang formation which destroyed seven enemy aircraft in this engagement without loss to themselves. The Mustangs had escorted Bomber Command 'heavies' to attack Nazi rail targets but after seeing their charges safely en route for home, the fighters carried out a freelance sweep of their own.

The Canadian was 22-year-old F/O D.A.B. Smiley, from 50 Craigh Street, Perth Ontario, who served from 1940-1942 in the Canadian Army as an instructor before transferring to the RCAF. His squadron found a Ju. Reconnaissance plane being escorted by a mixed formation of Me.109s and FW.190s in the Frankfurt area, and shot down the Ju., seeing it crash into the side of a house. "The Hun fighters made no attempt to protect the Ju. but they certainly mixed it in the following dog fight", said Smiley. "I got my first victim when I saw an Me.109 chasing another Mustang, and came up behind him. After a couple of bursts, the pilot bailed out and his kite went down with pieces flying off it. I got the second, an FW.190, after the dog fight was over, and the Jerry survivors were escaping. I went after the FW. which was flying low down and, after a burst, he went straight into the ground and exploded. Though I have been flying for some time, this was my first crack at German fighters. In all, four F.W.190s and two ME109s were destroyed, and an FW.190 probably destroyed. The remaining victories were scored by N.C.O. pilots of the same squadron. One of them is a 21-year-old Dutchman who was at college in Britain when the war broke out and joined the RAF shortly afterwards.

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SMILEY, P/O Nicholas George (J88967) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 18 October 1920 in Prince George, British Columbia; home in Sudbury,

Ontario (metal worker); enlisted in North Bay, 2 June 1942. To No.3 Manning Depot, 11 August 1942. To No.3 AOS, 25 September 1942 (non-flying duty). To No.4 ITS, 27 December 1942; graduated and promoted LAC, 5 March 1943 but not posted to No.2 AOS until 20 March 1943; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 21 August 1943. To RAF overseas, 25 August 1943. Commissioned 22 June 1944. Repatriated 3 November 1944. To No.1 Training Command, 6 December 1944. To No.4 AOS, 11 December 1944. Promoted Flying Officer, 22 December 1944. To No.4 Release Centre, 7 February 1945. Retired 16 February 1945. He appears at some point to have changed his name from "Smilanich" to "Smiley". Award sent by registered mail 30 March 1949.

Pilot Officer Smiley has completed a tour of operations. He has participated in attacks on Hamburg, Kiel and Osnabruck as well as on targets in France. In August 1944 he was navigator to a crew detailed to attack flying bomb installations in Foret de Nieppe. Shortly after the take off one engine became unserviceable. On approaching the French coast another engine faltered and it was impossible to feather it. Displaying outstanding ingenuity and skill and despite the fact that the aircraft was vibrating intensely, Pilot Officer Smiley directed it to the nearest landing field where a landing was effected safely and without further damage to the aircraft. His steadiness, keenness and devotion to duty are highly commendable.

The original recommendation, drafted by W/C Hugh Ledoux on 13 October 1944, found in DHH file 181.009 D.1633 (National Library and Archives, RG.24, Volume 20603). He had completed 34 sorties (155 hours 20 minutes); sortie list and text as follows:

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 - Bientiques (1.55, duty not carried out)  
24 June 1944 - Bemieres (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)  
12 August 1944 - Foret de Montrichard (5.15)  
14 August 1944 - Bons Tassily (4.10)  
18 August 1944 - Kiel (5.40)  
25 August 1944 - Brest/Cornepailles (4.25)  
27 August 1944 - Marquis de Mimoyecques (3.35)  
28 August 1944 - Ile de Cezembre (3.20)  
31 August 1944 - Ile de Cezembre (5.00)  
13 September 1944 - Osnabruck (4.00)  
15 September 1944 - Kiel (6.00)  
17 September 1944 - Boulogne (3.30)

A navigator of outstanding ability, Pilot Officer Smiley has recently completed a tour of operations. Among the sorties he made over enemy territory were the heavily defended targets of Hamburg, Kiel and Osnabruck as well as the French targets of Aucheres, Cambrai, Bois de Cassan and Lemans.

On the night of August 9<sup>th</sup>, 1944, the crew of which Pilot Officer Smiley was navigator were detailed to bomb a flying bomb site in Foret de Nieppe, France.

Shortly after take-off, the starboard inner motor became unserviceable. This necessitated an immediate setting out for the target so that time might be gained and the target reached on time. On approaching the French coast, the starboard outer engine faltered and it was impossible to feather it. Pilot Officer Smiley, displaying outstanding navigational ingenuity and despite the fact that the aircraft was vibrating intensely due to the unfeathered prop, directed the aircraft to the nearest landing field, where a landing was carried out without loss of life or damage to the aircraft.

On this occasion, as on numerous other sorties, Pilot Officer Smiley exhibited exceptional talent as a navigator. His steadiness, keenness and devotion to duty have been an inspiration to the other members of his crew. I therefore strongly recommend that this act of outstanding courage and efficiency be recognized by the non-immediate award of the Distinguished Flying Cross.

[www.bombercommandmuseum.org.uk](http://www.bombercommandmuseum.org.uk)

On 17 October 1944, G/C W.P. Pleasance (Commanding Station Tholthorpe) added his remarks:

This officer has completed a very successful tour of operations during which some of the most heavily defended targets in Germany and France were attacked. His navigational ability especially during trips in which his aircraft has suffered damage, has been inspiring to his crew and worthy of the highest traditions of his squadron. His outstanding qualities are worthy of recognition and I strongly recommend the award of the non-immediate Distinguished Flying Cross.

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SMITH, P/O Albert (J15771) - **Distinguished Flying Cross** - No.405 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, 12 August 1920; home in Toronto or Dunbarton, Ontario. Enlisted for General Duties, 29 August 1939 and posted to Trenton. Promoted AC1, 29 February 1940. To No.112 (Army Cooperation) Squadron, 29 April 1940. Promoted LAC, 29 May 1940. Remustered to aircrew, 11 November 1940. To No.110 Army Cooperation Squadron, 4 February 1941. To No.405 Squadron, 1 August 1941. Promoted Sergeant, 28 November 1941. Commissioned 31 July 1942. Promoted Flying Officer, 31 January 1943. Received award from King George VI, 23 March 1943. RCAF photo PL-4503 (ex K-239) is captioned as follows: "Five Sergeant Air Gunners belonging to a Canadian Bomber Squadron talk over the forthcoming and previous flights over enemy territory. Left to right they are Sergeant C.E. Hillmer (Toronto), Sergeant B.C. MacNabb (Milton, Ontario), Sergeant W.R. Suggitt (Toronto), Sergeant F.J. Tatro (Toronto), Sergeant A. Smith (Toronto)." Photo PL-15706 shows F/L H.W. Donkersley (left) and P/O Albert Smith outside Buckingham Palace after investiture. Killed in action with No.50 Squadron, 12 June 1943 (Lancaster ED828); buried in Holland.

This fearless air gunner has done much to maintain a high standard of morale, by his high example both in the air and on the ground. In action he is cool and collected and on several occasions his quick appreciation of the situation, when in a perilous position, has undoubtedly saved his aircraft.

The website "Lost Bombers" has the following on his last sortie. Lancaster ED828, No.50 Squadron (VN-S), target Bochum, 12/13 June 1943. ED828 was delivered to No.50 Squadron in April 1943. No other key operations traced. When lost, this aircraft had a total of 117 hours. It was one of three No.50 Squadron Lancasters lost on this operation (the others were ED429 and ED472). Airborne at 2312 hours, 12 June 1943 from Skellingthorpe. Shot down by a night-fighter and crashed at Fleringen (Overijssel), 10 km east-northeast of Almelo, Holland. Crew



were F/L P.J.Stone, DFC (killed); Sergeant A.Hunter (killed); P/O W.J.Glenn, DFM (POW); P/O W.T.Batson, DFM (POW); Flight Sergeant A.J.Mills (killed); F/O M.D.S.Hicks, RCAF (killed); F/O A.Smith, DFC, RCAF (killed).

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SMITH, F/O Albert Ivan (J15203) - **Distinguished Flying Cross** - No.272 Squadron (now retired) - Award effective 10 October 1942 as per **London Gazette** dated 11 June 1943 and AFRO 644/44 dated 24 March 1944. Born 11 August 1916. Home in Islington, Ontario; enlisted in Toronto, 23 August 1940. To Trenton, 30 September 1940. To No.1 ITS, 16 November 1940; graduated and promoted LAC, 8 December 1940 when posted to No.9 EFTS; posting changed on 14 December 19140 to No.10 EFTS; graduated 28 January 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 21 June 1941. To Embarkation Depot, 3 July 1941; to RAF overseas, 5 July 1941. Commissioned 7 February 1942. Promoted Flying Officer, 1 October 1942. Further trained at No.2 (C) OTU, Catfoss, where he was paired with F/O Jack Peter Diaper, RAF, a former employee of Imperial Airways. Repatriated 27 September 1943. Retired 18 January 1944. Smith later changed his name to Robert Malcolm Dunsford. Award sent by registered mail, 9 November 1948. Photo PL-19686 shows A/M Harold Edwards meeting first Canadian-built Lancaster; left to right are A.I. Smith, DFC (personal assistant to Edwards), Mr. C.A. Banks (representing Department of Munitions and Supply), Edwards, Vincent Massey (back to camera) and F.G. Wait (Director of Personnel, RCAF overseas). PL-21644 shows him alone, 6 September 1943. The following victories are listed by Chris Shores in **Aces High** (2nd edition): **11 March 1942**, one Ju.88 destroyed over convoy near Tobruk (No.252 Squadron); **24 July 1942**, one Ju.88 destroyed (No.272 Squadron); **30 September 1942**, one He.111 and one Ju.88 destroyed (No.272 Squadron, Beaufighter "P"); **26 October 1942**, one He.111 destroyed (No.272 Squadron, Beaufighter "U").

This officer has participated in numerous sorties in which he has attacked shipping, petrol barges, road transport and troops. He has destroyed four enemy aircraft and damaged others. Flying Officer Smith's high standard of personal courage and devotion to duty has been an example to the other members of his flight.

NOTE: Public Record Office Air 2/8933 has the earlier text of the recommendation for a non-immediate award, sent on 21 December 1942 from Headquarters, Royal Air Force, Middle East to Air Ministry.

This officer has flown over 170 hours on operations in the Middle East. He has completed sorties which include attacks on shipping, petrol barges, road transport and troops. During the course of these operations he has destroyed

four enemy aircraft and damaged four others. By his high standard of personal courage and devotion to duty he has set a fine example to the other members of his flight.

Public Record Office WO 208/3313 has a remarkable story of evasion involving both Smith and Diaper. They had left Algiers on 5 June 1943; reached Prestwick on 11 June 1943, and were interviewed by MI.9 on 14 June 1943.

We took off from Takali (Malta) about 1615 hours on 10 November 1942 to bomb El Auina, between Tunis and Cathage. Owing to our engine bursting into flames, we had to land our aircraft, a Beaufighter Mk.Ic, on the beach at Bou Ficha (Tunisia) about 1730 hours. After we had burned the aircraft, a crowd of Arabs and French soldiers gathered and we were arrested and taken to the French military camp at Bou Ficha, where the Captain in charge told us we would be interned and that he would send us to Tunis.

We got away from a barrack room in the camp about 0300 hours on 11 November by walking past a guard at the door who was asleep. We had no maps, but started walking north, our idea being to continue to the outskirts of Tunis and then turn west.

After we had covered about 30 miles we were caught by the French Air Force captain who was on his way to Bou Ficha to fetch us. He took us to Tunis, where his superiors told him to help us to get away by providing clothing and maps. The French captain asked the assistance of Mr. Doolittle, the United States Consul, who put us into the unoccupied British Consulate at La Marsa, saying that the Americans would be there in two or three days.

On 13 November the Germans arrived at the house, but we got away through the back door wearing burnouses, which the American Vice-Consul (Mr. Utter) had given us. We then hid in an old Roman well at the bottom of the garden. The well was about 60 feet deep and 15 feet wide, and about ten feet down there was a hole in the wall. The mouth of the hole was about four feet square and the end of it about 12 feet deep. We remained hiding here till some time between 20 and 23 November, the British gardener of the Consulate and his wife bringing us food, bread and oranges at night.

We left the well just after dark on 20 or 23 November, and wearing our burnouses, went to the gardener's house and were joined by a Maltese. Our destination was the cemetery of Le Kram. When we got off the tram the

gardener's talking attracted the attention of Italians who followed us. We went past the cemetery, through some fields, and round the cemetery again, but could not get rid of our pursuers. We then left the gardener, threw our burnouses over the cemetery wall, and ran off with the Maltese. The Italians followed, but we managed to elude them.

The Maltese took us to the house of an old school mistress of his in Kedredine, where we stayed till the next night. The brother of the school mistress then found us shelter with a Frenchman in Kheredine with whom we stayed just over two weeks till 12 or 13 December.

During this time the Maltese was collecting civilian clothes for us. Our helpers thought it would be impossible for us to get through the German control area round Tunis. We decided to take the chance and persuaded our host to take us into Tunis. On the way we were sheltered for a day at Hammam-Lif. While we were there the Maltese brought us news of an organisation that would help us. We were handed over to this organisation and remained in Tunis till the Allied occupation on 8 May 1943.

### **F/O Smith**

About the end of March 1943 I was living in an empty apartment near the docks in Tunis. Having heard that people in the neighbourhood were talking about me, I decided to consult a helper about other accommodation. On my way to this helper's house I was stopped by a German officer who asked me in French for directions. As he was speaking to me he glanced at my desert shoes, which I had had dyed, and, speaking in perfect English, told me I belonged to the Eighth Army. He called two German soldiers, who fetched two other soldiers in a small car. One soldier drove the car and the other, armed with a Tommy gun, sat beside me in the back. I had a small revolver and, presenting it, I picked the gun from the soldier's lap and told him to stop the car. He did so and I made both soldiers get out and walk up the road, covering them with the Tommy gun. They had their revolvers in the car. I got into the car, turned it, and drove towards the city. After a bit I ditched the car and walked into Tunis, returning to the empty apartment.

### **F/O Smith and F/O Diaper**

After interrogation at Tunis early in May 1943, we went to Cairo and reported to Headquarters, 201 Group, RAF and then to Personnel Branch, GHQ Middle East.

We left Cairo on 28 May and travelled via Algiers to Marrakesh. We travelled from Marrakesh to Prestwick by air, arriving on 11 June.

FURTHER NOTE: RCAF Routine Orders dated 12 September 1941 carried the following item under heading "Sentence of District Court-Martial":

1. No.R71686 Leading Aircraftman Albert Ivan Smith, an airman of the Royal Canadian Air Force serving at No.5 Serving Flying Training School, RCAF, Brantford, Ontario, was tried by a District Court-Martial on the 13<sup>th</sup> day of April 1941, and was found guilty on the following charges:

- (a) Foolhardy and dangerous flying contrary to Station Standing Orders.
- (b) Low flying in an unauthorized area without an instructor contrary to Station Standing Orders.
- (c) Practised forced landings in an area not specifically indicated by an instructor contrary to Station Standing Orders.
- (d) Negligently damaging one of His majesty's aircraft when flying too low.
- (e) Being guilty of an act in flying which was likely to cause injury to a person.

2. He was sentenced to forty-one days detention. The finding and sentence having been confirmed by the Air Officer Commanding, No.1 Training Command, Toronto, Ontario, was promulgated to the accused.

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SMITH, F/L Albert John (J21249) - **Mention in Despatches** - No.47 Squadron (deceased) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 15 July 1922 in Brantford, Ontario. Educated at Brantford Collegiate Institute. Home in Port Burwell, Ontario (Neilson candy in Toronto, Sonoco paper machine operator in Hamilton); enlisted in Hamilton, 30 June 1941 and posted to No.4A Manning Depot. To No.9 AOS, 6 October 1941 (guard duty); to No.3 ITS, Victoriaville, 27 October 1941; graduated and promoted LAC, 19 December 1941 when posted to No.21 EFTS, Chatham, 20 December 1941 to 14 March 1942 (although may have passed tests as early as 27 February 1942); at No.14 SFTS, Aylmer, Ontario, 15 March to 24 July 1942 (but qualified as pilot and commissioned 3 July 1942). To No.1 GRS, Summerside, 25 July 1942; to "Y" Depot, Halifax, 11 October 1942. Embarked 27 October 1942; disembarked in Britain, 5 November 1942. Posted to No.15 (P)

AFU, 10 December 1942; promoted Flying Officer, 3 January 1943; to No.132 OTU, 9 February 1943; to No.2 (Coastal) OTU, 23 March 1943. At No.2 Torpedo Training Unit, Castle Kennedy, 17 May to 19 June 1943; to No.304 FTU, 19 June 1943; departed for Middle East, 7 July 1943; attached to No.47 Squadron, 28 July 1943. Posting to No.47 Squadron confirmed, 29 July 1943. Promoted Flight Lieutenant, 3 September 1943. Attached to No.603 Squadron, 24 October to 4 November 1943 and attached to Station Shallufa, 16-20 December 1943, each time returning to No.47 Squadron. Proceeded with that unit to Air Command South-East Asia, 25 March 1944. Killed 21 August 1944 in a flying accident (Beaufighter NE382); buried in Ceylon. No citation. Photos PL-1401 and PL-117562 show him as Flying Officer in 1940.

As of 8 July 1944 his Commanding Officer, W/C W.D.C. Young, assessed him as an average officer in most aspects of administration and initiative. However, he was more generous describing Smith's operational work:

This officer has completed 23 operational sorties, all of which were while serving in this squadron, and many of which were daylight attacks against strongly-defended targets. His proficiency as an operational Beaufighter pilot is above the average and he has been recommended for a Mention in Despatches.

Killed with Warrant Officer L. Grimshaw (RAF) in the course of a cross-country training flight in Ceylon. At the time of his death he had flown 293 hours 50 minutes on Beaufighters and 489 hours 40 minutes on all types. Evidence from native eyewitnesses was that the machine had been flying at a height of "between two and three coconut trees" and one engine had been on fire when the aircraft turned and descended into a lagoon where it crashed. The investigation indicated that Smith had minimal experience in single-engine flying and suggestions were made that Beaufighter crews should have more such training.

RCAF Press Release 2530 dated 22 November 1943 date-lined "Somewhere in North Africa" read as follows:

When Flight Lieutenant Albert John Smith, RCAF, of Brantford, Ontario left Britain for North Africa, flying his torpedo-carrying Beaufighter, he did not have long to wait for his first taste of action. Over the Bay of Biscay he and another Beaufighter were attacked by seven Ju.88s, and it was only by good use of cloud cover that Smith left the Germans searching in vain.

"A spot of excitement to start off with", commented Smith when he was seen in a remote camp in North Africa recently. "We were out only an hour and a half from base in England where we had taken off."

Getting to North Africa safely, Smith joined several other RAF pilots in one of the most famous of RAF squadrons. Formed towards the end of the last war, this unit was the first Beaufighter torpedo squadron to operate in the Mediterranean theatre in this war.

“In the first torpedo attack in which I took part, one of the Canadian pilots then serving in the squadron was shot down,” said Smith, “but we believe he is a prisoner of war. We first attacked a tanker, but missed. When we returned to the attack that tanker was blazing - though who caused the fire we do not know. May have been one of our subs. We made a further attack on other vessels and one of our pilots was shot down by flak. He and his observer, however, were seen to get out of the Beaufighter and into their dinghy. They were only five miles from land and we think it highly probable that they were able to get ashore.”

In all, Smith, whose father, Albert George Smith, now lives at Port Burwell, Ontario, has taken part in nine strikes.

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SMITH, Sergeant Alfred Graham (R91243) - **Distinguished Flying Medal** - No.415 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943. Born in Liverpool, England, 26 April 1919; home in Toronto. Enlisted there 25 January 1941 and immediately posted to No.2 Manning Depot. To No.2 Training Command, 24 February 1941; to No.19 EFTS for guard duty, date uncertain. To No.2 Manning Depot again, 16 April 1941. To No.2 WS, 27 April 1941. Promoted LAC, 28 May 1941. To No.3 BGS, 12 September 1941; graduated and promoted Sergeant, 13 October 1941. To No.31 OTU, 26 October 1941. To RAF overseas, 3 November 1941. Promoted Flight Sergeant, 13 April 1942. Commissioned 6 June 1943. Repatriated 22 June 1944. To No.3 Training Command, 25 December 1944. To No.1 SFTS, 15 January 1945. To No.7 OTU, 12 May 1945. To Debort, 21 July 1945. To Release Centre, 11 September 1945; retired 14 September 1945. Award presented 18 October 1947. See also entry for C.G. Ruttan (press release).

In April 1943, Sergeant Smith was air gunner in an aircraft detailed for a strike against a blockade runner in the Bay of Biscay. During the attack the aircraft was hit several times by anti-aircraft fire, Sergeant Smith being wounded in many places in his right leg. Despite the considerable pain he was suffering, this airman continued taking photographs, which later proved of great value. By his cool courage and fortitude in trying circumstances Sergeant Smith set a fine example of devotion to duty.

NOTE: Public Record Office Air 2/8961 has original recommendation drafted 18 April 1943. Incident occurred on 10 April 1943, at which time he had flown eight sorties (39 hours 30 minutes).

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SMITH, F/L Alistair Angus (J6496) - **Distinguished Flying Cross** - No.441 Squadron - Award effective 8 August 1945 as per **London Gazette** dated 17 August 1945 and AFRO 1507/45 dated 28 September 1945. Born 4 May 1919 in South Vancouver; home there (clerk); enlisted in Vancouver, 18 October 1940. To Trenton, 10 November 1940. To No.1 ITS, 27 January 1941; graduated and promoted LAC, 5 March 1941; posted that date to No.3 EFTS; may have graduated 4 May 1941 but not posted to No.1 SFTS until 16 May 1941; graduated and promoted Sergeant, 30 July 1941; commissioned 31 July 1941. To Embarkation Depot, 31 July 1941; to "Y" Depot, 17 August 1941; to RAF overseas, 20 August 1941. Victories mentioned in citation were with No.152 Squadron and consisted of two Ju.88s destroyed and one (possibly two) Bf.109s damaged. He was a flight commander in No.152 Squadron, 16 November 1942 to 17 April 1943 (attained rank of Flight Lieutenant, 1 January 1943). Subsequently instructed in Middle East and spent leave in Canada. Returned overseas for another tour and joined No.441 Squadron on 24 July 1944. Repatriated 28 August 1945. Retired 13 October 1945. Re-engaged 20 November 1946 (120181) with rank of Flying Officer; promoted Flight Lieutenant 1 January 1948; promoted Squadron Leader 1 June 1949. Award presented in Vancouver, 22 October 1949. Awarded Queen's Coronation Medal, 23 October 1953 (Wing Commander, No.19 Auxiliary Wing). Photo PL-45116 shows the following pilots of No.441 Squadron on Mustang nose: A.A. Smith (Vancouver), F/O G.D. Morrison (Montreal), F/L H.E. Derragh (Sudbury), S/L R.H. Walker (Niagara Falls), F/O G.E. Heasman (Toronto), and F/O J.A. McIntosh (Bobcaygeon, Ontario). PL-45118 shows him alone. Photo PL-85201 shows A.A. Smith receiving key to city of Boise, 11 July 1954.

This officer has completed many sorties. On one occasion on November 26, 1942, in air combat, he destroyed two enemy aircraft and damaged a third but not before his own aircraft was so badly damaged by enemy action that he had to force land it near Megjez El Bab. More recently, Flight Lieutenant Smith has taken part in numerous low level sorties during which considerable damage has been inflicted on the enemy's mechanical transport. Throughout a long operational career this officer has displayed fine leadership and great devotion to duty.

NOTE: Directorate of History and Heritage file 78/323 folio 9 has recommendation drafted by S/L Brad Walker, 5 June 1945 at which time Smith had flown 249 sorties (353 hours 55 minutes)

operational time).

Flight Lieutenant Smith was posted to the North African theatre with No.152 Squadron on December 16, 1942, and while serving in this campaign destroyed two and one-third Ju.88s, and damaged two ME.109s. On November 26, 1942 after destroying two JU.88s and damaging an ME.109 he was hit by an ME.109 but forced landed his burning aircraft safely near Medjex-El-Bab even though he was strafed throughout. On 3 January 1943 he was hit by a Spitfire which tore away his propeller and he forced landed at Beja. On 3 January 1943 he was hit by flak at Ledjanene but landed safely at base.

Flight Lieutenant Smith was Flight Commander with No.152 Squadron from 16 November 1942 until 17 April 1943, and was also Acting Commander Officer for a short time. On his non-operational tour he was Officer Commanding No.324 Training Flight in the Middle East.

After completing this tour he returned to Canada for thirty days' leave and on his return joined No.441 Squadron in Normandy on 24 July 1944. He completed many sorties against the enemy and destroyed a large number of enemy transport. He has acted as Flight Commander since 16 August 1944.

Flight Lieutenant Smith is an exceptionally good Flight Commander and the Flight's score of aircraft and road transport is largely due to his fine leadership in seeking out and destroying the Hun. In view of his fine operational record, which is briefly outlined here, I strongly recommend him for the immediate award of the Distinguished Flying Cross.

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SMITH, F/O Andrew Payton (J10025) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 23 May and AFRO 1380/44 dated 30 June 1944. Born in Lernsford, Saskatchewan, 17 March 1920; home in Sceptre, Saskatchewan; enlisted in Regina, 13 March 1941 and posted to No.2 Manning Depot. To No.11 Equipment Depot, 20 April 1941. To No.2 WS, 22 June 1941; promoted LAC, 24 July 1941; graduated 3 January 1942 when posted to No.2 BGS; graduated and commissioned 2 February 1942. To "Y" Depot, 3 February 1942; to RAF overseas, 23 February 1942. Promoted Flying Officer, 1 October 1942. Shot down and taken prisoner, 24 March 1944. Reported "Safe in U.K.", 17 May 1945. Repatriated 1 June 1945. To No.8 Repair Depot, 12 June 1945. To Release Centre, 14 August 1945. Retired 18 August 1945. Died 7 June 2006 in Kaslo, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2006. 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.5524 (RG.24 Vol.20667) has recommendation dated 15 February 1944 when he had flown 24 sorties (145 hours five minutes), 1 November 1942 to 29 January 1944. Rank given in this document as Flight Lieutenant.

This Wireless Operator Air Gunner has carried out many attacks on the most heavily defended targets of Germany, including three sorties against Berlin.

Flight Lieutenant Smith has at all times displayed an enthusiasm for the attack which has been an inspiration to the crews with whom he has flown and to the wireless operators in his section. His outstanding ability and strong sense of duty and leadership have done much to raise the standard of his men.

It is considered that this officer's fine offensive spirit and devotion to duty, which have been instrumental in the success of his operations, fully merit the award of the Distinguished Flying Cross (Non-Immediate).

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interview of 16 May 1945. He stated that when shot down he had flown 28 sorties. Narrative as follows:

We had a quiet trip to the target (Berlin) except there was a very strong north wind which brought us in over the Reil [?] Canal. The target was bombed on course and time. About 50 miles from the target a direct hit was made on the aircraft by flak. The aircraft bounced considerably and caught on fire, The extinguishers were used and the motor feathered. Inside the aircraft the fire was too large to tackle. The order was given to abandon aircraft. This procedure went very well until F/O Conroy asked for his chute. F/O McIntyre and myself heard this and went back to the rest position to get it. I had just reached the main spar when the aircraft rolled over and exploded. I came to in mid air. My own chute was attached by one lug, the other being broken off. The incident occurred about 15-20 km from Halle. Cuts, bruised through being thrown out. Lost one suede boot.

The website "Lost Bombers" offers the following information on his being captured. Halifax LV914 (AL-V) of No.429 Squadron was lost 24/25 March 1944 in a raid on Berlin. It was one of three No.429 Squadron Halifaxes lost on this operation (the others were LK805 and LW688). Airborne at 1859 hours, 24 March 1944 from Leeming. Pilot was F/O R.F. Conroy, RCAF, who remained at his controls to keep his aircraft stable whilst his crew successfully abandoned and lost his own life. He is buried in the Berlin 1939-45 War Cemetery. He had only recently

returned to operational flying following his successful evasion in the wake of the Dusseldorf raid of 11/12 June 1943 (HE593, when he had been the sole survivor). Other in crew (all taken prisoner) were F/L G.W.McIntyre, RCAF, S/L J.W.Bell, DFC, RCAF, WO2 O.D.McLean, RCAF, F/L A.P.Smith, RCAF, Sergeant L.C.P.Spencer, RCAF, Sergeant G.Wilton. S/L J.W.Bell RCAF was held in Camp L1 (POW number 4131).

\* \* \* \* \*

SMITH, F/L Arthur Ryan (J16237) - **Distinguished Flying Cross** - No.149 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 16 May 1919 in Calgary (obituary notice); home there; Served with 15th Alberta Light Horse; enlisted in Calgary, 18 July 1940. To "E" (Trenton ?), 16 August 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 12 October 1940 when posted to No.8 EFTS; graduated 27 November 1940 and posted next day to No.7 SFTS; graduated and promoted Sergeant 2 March 1941. To Trenton, 5 March 1941; to "P". 10 May 1941; to No.4 BGS, 2 July 1941; to "P"; 18 August 1941; to No.2 ANS, 29 August 1941; to "Y" Depot, 34 November 1941. Commissioned 5 December 1941. To RAF overseas, 8 December 1941. Promoted Flying Officer, 5 June 1943. Promoted Flight Lieutenant, 23 September 1944. Repatriated 21 December 1944. To No.10 Repair Depot, 9 February 1945. To Station Edmonton, 18 February 1945; to Release Centre, 22 April 1945. Retired 27 April 1945. In postwar Auxiliary, Calgary, 1949-1950. Died in Calgary, 30 June 2008. Award presented 11 September 1946. Photo PL-3111 shows the following graduates of No.7 SFTS, March 1941: R69828 H.E. Hallett, R59335 J.D. McIsaac, R54226 J.S. McKeown, R60278 A.R. Smith. 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 2/9038 has recommendation dated 17 October 1944 when he had flown 21 sorties (102 hours 15 minutes). Destinations of "Special Operations" not given on sortie sheet.

# Minelaying sortie (GARDENING)

30 May 1944 - Sept Isles (4.25)#  
2 June 1944 - Ostende/Knocke (3.15)#  
6 June 1944 - Brest area (5.25)#  
7 June 1944 - Brest area (5.00)#  
13 June 1944 - St.Nazaire (7.40)#  
15 June 1944 - St.Malo Bay (4.35)#  
17 June 1944 - Lorient (6.35)  
4 July 1944 - Special Op (5.10)  
5 July 1944 - Special Op (7.00)  
10 July 1944 - Special Op (5.10)

17 July 1944 - Mont Condon (3.35)  
27 July 1944 - Les Landes (3.45)  
2 August 1944 - Mont Condon (3.25)  
7 August 1944 - Gironde River (7.15)#  
17 September 1944 - Boulogne (2.40)  
20 September 1944 - Calais (2.45)  
23 September 1944 - Neuss (4.45)  
5 October 1944 - Saarbrucken (5.35)  
6 October 1944 - Dortmund (5.35)  
14 October 1944 - Duisburg (3.45)  
14 October 1944 - Duisburg (4.55)

As pilot and captain of aircraft this officer has completed a total of 21 operational sorties, comprising minelaying, bombing and Special Operations. He has always roved himself to be a skilful and determined captain, who has led his crew from the beginning of their tour, with the result that they have all developed a very fine offensive spirit.

One night on a Special Operation over France, Flight Lieutenant Smith found very bad weather conditions fifteen miles from the target, cloud base 400 feet, with patches at 100 feet above ground, and visibility poor. Flying below the cloud he nevertheless covered the remaining distance to the target and successfully dropped his load at the correct position.

On another occasion when detailed to bomb a target in Germany, his Air Speed Indicator, altimeter and D.R.Compass all became unserviceable. Even so, Flight Lieutenant Smith continued to the target, arriving so late that the target indicators went out as he neared the target area.

These two instances are typical of Flight Lieutenant Smith's courage, skill and devotion to duty, and I strongly recommend that they be recognized by the award of the Distinguished Flying Cross.

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SMITH, WO Arthur Thornton (R78011) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 12 January 1922 in Toronto; home there (clerk, former member of Royal Canadian Army Service Corps); enlisted there for General Duties, 4 October 1940. Promoted AC1, 4 January 1941. Remustered to aircrew training, 20 February 1941 and reverted

to AC2. To No.1 Coastal Artillery Cooperation Flight, 23 March 1941. To No.3 WS, 10 April 1941. Promoted LAC, 14 May 1941; graduated 27 September 1941 when posted to No.5 BGS; graduated and promoted Sergeant, 7 November 1941. To "Y" Depot, 10 November 1941; to RAF overseas, 12 December 1941. Promoted Flight Sergeant, 9 May 1942. Promoted WO2, 9 November 1942. Promoted WO1, 9 May 1943. Repatriated 15 January 1945. Retired 1 March 1945. Award presented 1 March 1946. Served in Toronto with postwar RCAF with rank of LAC, 15 August 1952 to 14 August 1960. Died in Toronto, February 1995. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation by W/C G.A. Tambling dated 15 November 1944 when he had flown 30½ sorties (239 hours 40 minutes) as WOPAG, 25 June 1942 to 6 November 1944 - actually two tours, 18 sorties from 25 June 1942 to 12 March 1943 (including several anti-submarine patrols) and 20 sorties from 5 August to 6 November 1944. Died in Toronto, 11 February 1995.

This Warrant Officer has now completed his tour of operations comprising of thirty and one half trips over enemy territory and involving a wide variety of well defended targets in Germany and France.

Throughout his tour Warrant Officer Smith has displayed outstanding fortitude and skill, and his splendid example of cheerful courage, co-operation and devotion to duty has been an inspiration not only to his fellow crewmen, but to the squadron in general. This Warrant Officer has flown with many crew throughout his tour and I consider his fine offensive spirit and splendid record of achievement fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

25 June 1942 - Bremen (7.00)  
11 August 1942 - Le Havre (4.35)  
2 October 1942 - Krefeld (5.15)  
13 October 1942 - Kiel (6.45)  
15 November 1942 - Genoa (9.40)  
20 November 1942 - Turin (8.45)  
17 December 1942 - Anti-Submarine Patrol (9.35)  
21 December 1942 - Anti-Submarine Patrol (8.00)  
27 December 1942 - Anti-Submarine Patrol (8.10)  
15 January 1943 - Anti-Submarine Patrol (9.50)  
19 January 1943 - Anti-Submarine Patrol (7.00)

25 January 1943 - Anti-Submarine Patrol (8.40)  
26 January 1943 - Bordeaux (10.10)  
4 February 1943 - Anti-Submarine Patrol (10.55)  
5 February 1943 - Anti-Submarine Patrol (7.25)  
11 February 1943 - Anti-Submarine Patrol (8.35)  
11 March 1943 - Stuttgart (3.55, duty not carried out)  
12 March 1943 - Essen (1.55, duty not carried out)

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5 August 1944 - St. Leu d'Esserent (3.05, duty not carried out)  
7 August 1944 - La Hogue (4.50)  
9 August 1944 - Foret de Croc (3.55)  
12 August 1944 - Falaise (4.00)  
15 August 1944 - Soesterburg (4.20)  
18 August 1944 - Connantre (6.10)  
25 August 1944 - Ferfay (4.20)  
11 September 1944 - Le Havre (4.55)  
20 September 1944 - Calais (2.50)  
23 September 1944 - Domberg (3.40)  
25 September 1944 - Calais (4.25)  
27 September 1944 - Duisburg (5.35)  
28 September 1944 - Cap Gris Nez (4.10)  
4 October 1944 - Bergen (7.20)  
6 October 1944 - Dortmund (6.20)  
9 October 1944 - Bochum (6.50)  
14 October 1944 - Duisburg (5.05)  
23 October 1944 - Essen (6.20)  
1 November 1944 - Oberhausen (6.25)  
6 November 1944 - Gelsenkirchen (5.00)

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york42/w1221b.html> has the following about an incident on his first tour:

#### HALIFAX W1221 DAMAGED BY FLAK, RETURNED TO EAST MOOR AIRFIELD

On the evening of 2nd October 1942 this was one of four 158 Squadron aircraft that were to be used on a raid to bomb Krefeld. One of the four aircraft did not take off leaving three to make the flight. Halifax W1221 took off from East Moor at 18.28hrs, the crew located the target area and released their bomb load from 12,000 feet at 20.45hrs but just prior to releasing the bomb load the aircraft was hit by flak in the starboard outer engine. The bomb load was released but two hung-up in the aircraft and a return to East Moor was safely made, they landed at 23.45hrs.

The damage was repaired but the damaged engine was replaced. The crew for the 2nd / 3rd October 1942 flak incident were: Pilot - Sgt Sydney Henry John White RAFVR (1259712); Flight Engineer - Sgt Nicholas Pringle RAFVR (1211131); Navigator - Kenneth Charles Hammond RAFVR (1380337); Bomb Aimer - P/O Ronald George Woods RAFVR (120667); Wireless Operator - Sgt Arthur Thornton Smith RCAF (R/78011); Mid Upper Gunner - Sgt Thomas Leslie Gray RAFVR (1416025); Rear Gunner - Sgt Henry Berryman Moorshead RAFVR (1339757).

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SMITH, F/O Bernard David (J26325) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 6 April 1921 in Toronto; home there (clerk, truck driver); enlisted there 29 December 1941 and posted to No.1 Manning Depot. To No.1 ITS, 25 April 1942; graduated and promoted LAC, 12 June 1942 but not posted to No.9 EFTS until 13 August 1942; to No.11 SFTS, 10 October 1942. Ceased training 24 November 1942 when posted to No.1 Composite Training School. To No.1 SFTS, 28 December 1942; to No.1 CNS, 23 January 1943; graduated and commissioned 14 May 1943. To "Y" Depot, 23 May 1943. To RAF overseas, 22 June 1943. Promoted Flying Officer, 14 November 1943. Repatriated February 1945. To No.1 Air Command, 13 February 1945. To No.16 SFTS, 22 April 1945. Promoted Flight Lieutenant, 14 May 1945. To Release Centre, 21 May 1945; retired 28 May 1945. Award sent by registered mail 9 February 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 2/9051 has recommendation dated 17 December 1944 when he had flown 32 sorties (139 hours 58 minutes), 29 April to 18 November 1944.

\* denotes mission not completed

29 April 1944 - GARDENING (3.08)  
7 May 1944 - GARDENING (3.17)  
9 May 1944 - Berneval (3.53)  
10 May 1944 - Lens (3.41)  
24 May 1944 - Beaumont (3.29)  
5 June 1944 - Maisy (4.45)  
6 June 1944 - St.Lo (5.14)  
11 June 1944 - Massy-Palaiseau (4.30)  
12 June 1944 - Amiens (4.12)  
14 June 1944 - Evrecy (4.58)  
16 June 1944 - Sterkrade (4.21)  
5 August 1944 - Foret de Nieppe (3.45)  
6 August 1944 - Foret de Nieppe (3.30)  
7 August 1944 - TOTALIZE III (4.20)  
11 August 1944 - Somain (4.35)  
12 August 1944 - Brunswick (5.55)  
31 August 1944 - Lumbres (3.10)\*  
3 September 1944 - Venlo (4.05)  
9 September 1944 - Le Havre (3.30)\*  
11 September 1944 - Nordstern (4.30)  
15 September 1944 - Kiel (5.35)  
17 September 1944 - Boulogne (3.00)  
6 October 1944 - Gladbach (4.40)  
7 October 1944 - Cleve (3.55)  
23 October 1944 - Essen (5.05)  
25 October 1944 - Essen (4.40)  
30 October 1944 - Cologne (5.45)  
31 October 1944 - Cologne (4.50)  
2 November 1944 - Dusseldorf (5.00)  
4 November 1944 - Bochum (5.25)  
16 November 1944 - Julich (4.40)  
18 November 1944 - Munster (4.35)

This officer navigator has now completed his first operational tour consisting of 32 sorties, many of these demanding a high degree of skill and resolution.

His consistently high standard of navigation has enabled his crew to obtain the maximum number of successful sorties, and the crew's splendid photographic records give ample proof that his timing on targets has been excellent. He has led this squadron on numerous occasions and several times other squadrons in addition.

Flying Officer Smith, by his careful regard to detail and his ready willingness to accept responsibility, inspires confidence in everyone with whom he comes in contact, and his record is one of high courage and sustained operational endeavour, in recognition of which he is strongly recommended for the award of the Distinguished Flying Cross.

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SMITH, F/L Bernard Gordon (C3819) - **Mention in Despatches** - No.164 Squadron (Canada), Now with No.168 Squadron. Award effective 1 January 1944 as per **Canada Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 1 December 1919 at Norfolk, Nebraska (RCAF press release 2659 announcing award). Home in Green Bay, Wisconsin; enlisted in Ottawa 21 January 1941 and posted to Rockcliffe. Granted rank of Flying Officer, 19 March 1941. Promoted Flight Lieutenant, 15 May 1942. To No.164 (Transport) Squadron, 21 January 1943. To AFHQ, 31 October 1943. To No.168 (Heavy Transport) Squadron, 14 November 1943. To No.5 Manning Depot, 10 December 1943. To RCAF Overseas Headquarters, 11 December 1943. Promoted Squadron Leader, 1 January 1944. Repatriated at uncertain date. To AFHQ, 3 July 1945. To No.3 Release Centre, 17 September 1945. Retired 19 September 1945. RCAF photo PL-2612 is captioned as follows: " Pilot Officer B.G. Smith of Madison, Wisconsin was a commercial pilot for Mobile Cib Sales at Lake Delton, Wisconsin, and Madison Airways, at Madison. He has 650 hours in the air. He is 21 years of age. He is now stationed at the RCAF station, Picton, Ontario."

This officer has shown exceptional capabilities as a pilot. For the past four months he has continuously flown over a very hazardous route delivering vital supplies to far northern bases, often during very inclement weather. Flight Lieutenant Smith by his example, courage and fortitude has raised his flight to a very high standard.

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SMITH, F/L Carl Olof Person (J29218) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945. Born 15 January 1924 in Ketscoty, Alberta; home in Cloverdale, British Columbia (paint manufacturer); enlisted in Vancouver, 30 May 1942. To No.3 Manning Depot, 7 September 1942. To No.7 ITS, 15 December 1942; graduated and promoted LAC, 19 February 1943; posted next day to No.6 EFTS; graduated 16 April 1943 and posted next day to No.7 SFTS; graduated and commissioned 6 August 1943. To "Y" Depot, 20 August 1943. Taken on strength of No.3 PRC, 13 October 1943. Promoted Flying Officer, 6 February 1944. Repatriated 7 June 1945. To Western Air Command, 20 June 1945. To Sea Island, 25 July 1945. To No.165 Squadron, 9 October 1945. Released at uncertain date. Award presented in Vancouver, 22 October 1949. Served in postwar RCAF as a Chipmunk instructor and pilot in Nos.442 and 443 Squadrons, 1 December 1950 to 31 March 1964, commanding the latter from 1 September 1961 to 31 March 1964. In the Auxiliary he flew Harvards, Vampires, Mustangs, T-33s, Sabres, Expeditors and float Otters. Employed civilly as tower operator at Patricia Bay. Also reported to have flown civilian Cansos in water-bombing role. Died in Saanich, British Columbia, 11 January 2014.

Flight Lieutenant Smith has shown remarkable consistency and steadiness as a pilot and captain of aircraft. On one occasion during an attack on Pforzheim his aircraft was seriously damaged while over the target area. Despite this, Flight Lieutenant Smith flew in safety to base and made a safe landing. He has participated in many successful sorties.

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SMITH, F/O Charles Ross (J28699) - **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 23 May 1910 in Rosenfeld, Manitoba; home in Morris, Manitoba (clerk); enlisted in Winnipeg, 4 September 1942. To No.2 Manning Depot, 22 September 1942; to No.7 ITS, 26 December 1942; graduated and promoted LAC, 5 March 1943; posted next day to No.7 AOS; graduated and commissioned 23 July 1943. To "Y" Depot, 6 August 1943; to United Kingdom, 23 August 1943. Promoted Flying Officer, 23 January 1944. Repatriated 15 November 1944; to No.2 Air Command, 10 January 1945; to No.5 AOS, 13 January 1945; to No.1 CNS, 14 March 1945; to Western Air Command, 22 April 1945. To No.6 OTU, 30 April 1945. To Release centre, 24 October 1945; retired 29 October 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 10 October 1944 when he had flown 34 sorties (186 hours), 31 May to 27 September 1944.

Flying Officer Smith has proved himself to be an outstanding member of a gallant crew and under a calm and quiet manner has shown determination, skill and great devotion to duty. He has flown on 34 sorties with the squadron including such targets as Stettin, Emden, Bremen, Hamburg, Bottrop, Stuttgart, Russelsheim, and Brunswick and his able and skilful navigation, many times in the face of heavy flak opposition, has proved of incalculable assistance to his crew in completing the sortie. For his all round ability and tenacity of purpose I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

31 May 1944 - Mount Couple (3.50)  
1 June 1944 - Gardening (4.10)  
3 June 1944 - Gardening (3.50)  
5 June 1944 - Merville (5.50)  
6 June 1944 - Coutrances (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)  
28 July 1944 - Hamburg (5.15)  
1 August 1944 - Acquet (4.20, day)  
3 August 1944 - Isle Adam, Paris (4.55, day)  
4 August 1944 - Bois de Cassan (4.40, day)  
5 August 1944 - St. Leu d'Esserent (5.10, day)  
7 August 1944 - Mer de Magna, Caen (5.25)  
8 August 1944 - Foret de Chantilly (5.15, day)  
9 August 1944 - Coulouvillers (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 (8.30)  
18 August 1944 - Bremen (5.50)  
25 August 1944 - Russelheim (8.40)  
27 August 1944 - Mimeyecques (3.30, 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 (4.25, day)  
18 September 1944 - Domburg (5.40, day)  
25 September 1944 - Calais (5.10, day)  
27 September 1944 - Bottrop (5.30, day, screened).

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SMITH, S/L Charles Woodward (J8371) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 9 February 1944 as per **London Gazette** dated 22 February 1944 and AFRO 644/44 dated 24 March 1944. Born Windsor, Ontario, 25 February 1918; home there. Used car loot attendant, summer 1937; office jobs with motor car companies, October 1938 to January 1940. In Essex Scottish (militia), 22 November 1940 to 10 December 1940. Enlisted there 10 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 19 February 1941. To No.5 SFTS (guard), 2 March 1941. To No.3 ITS, 3 May 1941; graduated and promoted LAC, 9 June 1941 when posted to No.11 EFTS; graduated 27 July 1941 when posted to No.9 SFTS; graduated and commissioned 24 October 1941. To "Y" Depot, 25 October 1941. To RAF overseas, 14 November 1941. Posted from No.3 PRC to No.5 SFTS, 15 December 1941. To No.51 Group Pool, 25 March 1942 and assigned to No.9 EFTS as flying instructor. May have logged 490 hours there; described on 15 October 1942 as "A loyal and painstaking officer, not afraid of hard work" and "A pleasing type of officer, the plodding and adaptable type." (W/C R.P.P. Pope) Promoted Flying Officer, 1 October 1942. To No.12 (Pilots) AFU, 13 October 1942. To No.23 OTU, 8 December 1942. To No.1659 HC, 25 March 1943. To No.408 Squadron, 11 April 1943. Attached to No.1535 Beam Approach Training Flight, 5-12 June 1943. Attached to No.1679 Conversion Unit, 12-19 June 1943. Promoted Flight Lieutenant, 1 July 1943. Appointed Flight Commander in No.408 Squadron, 27 October 1943, having been described on 1 October 1943 as "Very good officer - able Deputy Flight Commander". Missing, presumed dead, 27/28 January 1944 (Lancaster DS710, No.408 Squadron). Aircraft attacked by a night fighter near Wollseifen. It appears that in the combat the two aircraft collided and the Lancaster broke up in the air. Award presented to next of kin, 27 June 1945.

This officer has completed very many sorties including attacks on most of the enemy's well defended targets. He has invariably displayed skill and courage of a high order and his determination to achieve success has won great praise. He is a most efficient flight commander whose leadership has been most inspiring.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600) has original recommendation by W/C D.S. Jacons drafted 25 January 1944 when he had flown 22 sorties (144 hours 48 minutes); no sortie list but text as follows:

Squadron Leader Smith is nearing the completion of his first tour of operations and his sorties to date include numerous attacks against the enemy's most heavily defended targets. As a Flight Commander he has a fine record of achievement and has set a magnificent example to all crews.

On the night of 13<sup>th</sup> May 1943, while carrying out an operation over Bochum, his aircraft was coned by searchlights for a considerable period of time and subject to an intense concentration of flak. In the course of the subsequent evasive action, his aircraft hit a balloon cable and fell out of control. At an extremely low level, Squadron Leader Smith recovered control of his aircraft and brought the damaged machine safely back to this country. This Captain displayed exceptional skill and coolness in extricating his aircraft from a most perilous situation. I strongly recommend that this officer be awarded the Distinguished Flying Cross.

This was duly supported by the Officer Commanding Station Linton-on-Ouse (26 January 1944) and the Base Commander, No.62 Base (30 January 1944).

The website "Lost Bombers" has the following on his last sortie. Lancaster DS710, No.408 Squadron (EQ-A), target Berlin, 27/28 January 1944. DS710 was delivered to No.426 Squadron on 12 October 1943, transferring to No.408 Squadron three days later. At various times it was coded EQ-H and EQ-A. No sorties with No.426 Squadron. With No.408 Squadron it took part in the following operations: Berlin, 18/19 November 1943; Berlin, 22/23 November 1943; Berlin, 16/17 December 1943; Berlin, 2/3 January 1944; Berlin, 27/28 January 1944 (lost). When lost this aircraft had a total of 58 hours. DS710 was one of three No.408 Squadron Lancasters lost on this operation (the others were DS709 and DS849). Airborne at 1747 hours, 27 January 1944 from Linton-on-Ouse. Crew (all killed) were S/L C.W.Smith, DFC, RCAF ("A" Flight Commander); F/O H.R.Wilson, RCAF (second pilot); Sergeant M.F.R.Sorton; F/O D.MacD. Sim, RCAF; F/O J.D.Teskey, RCAF; F/O T.K.Canning, RCAF; Flight Sergeant C.W.Frauts, RCAF; P/O J.G.Bennett RCAF.

**Training:** Course at No.3 ITS was 4 May to 9 June 1941. Courses and marks were Mathematics (78/100), Armament (78/100), Signals (100/100), Hygiene and Sanitation (31/40), Drill (74/100), Law and Discipline (50/60). "Is outstanding. Very capable. Self confident. Clear, clever and enthusiastic about flying. 20 hours solo."

Course at No.11 EFTS was 9 June to 27 July 1941 in Fleet Finch (31.35 dual, 42.30 solo of which 13.55 on instruments. Also logged 12.10 in Link. "This man had previous solo flying before coming at this station. Excellent instrument pilot. One of the coolest lads to pass at this school.

During his training, while on a solo flight, his engine gave out on him, and this man made a marvelous job of it, and drew the praise of his instructors." (F.M. Boisvert, flight instructor). Ground subjects were Airmanship (148/200), Airframes (98/100), Aero Engines (82/100), Signals (98/100), Theory of Flight (71/100), Air Navigation (177/200), Armament (174/200). "Bright, cool, steady intelligent airman who stands up well under pressure. Excellent conduct." Placed tenth in a class of 39.

Course at No.9 SFTS was 8 August to 24 October 1941 on Harvard aircraft (41.10 day dual, 43.00 day solo, 3.20 night dual, 6.50 night solo - 23.20 on instruments and 20 hours in Link. "Should concentrate on three-point landings and smaller circuits." (F/L E.T. Webster). Ground courses in Airmanship and Maintenance (135/200), Armament, written (68/100), Armament, practical (71/100), Navigation (57/150), Meteorology (44/50), Signals, practical (99/100), Signals, written (38/50). "Average student, slow worker. Has more ability than is shown. Conduct and deportment good." Placed tenth in a class of 61.

Course at No.12 AFU was 14 October to 8 December 1942. Oxford aircraft (3.55 day dual to first day solo, 10.20 day dual, 20.45 day solo, 1.35 night dual to first night solo, 2.55 night dual, 2.10 night solo). Flew 5.40 on instruments and logged 6.30 in Link."Handles aircraft well but airmanship is at present weak. This should improve with more practice when he will make a good all-round pilot. Should make a satisfactory captain of aircraft." (W/C A.H. Abbott, Chief Instructor, 6 December 1942).

Course at No.23 OTU was 8 December 1942 to 8 March 1943 on Wellington aircraft (4.45 dual to first day solo, 13.05 total day dual, 30.05 solo; 2.00 night dual to first night solo, 6.55 night dual, 38.20 night solo). Flying included 4.10 in formation and 9.00 on instruments - also 14.15 in Link. Dropped 40 bombs by day and 31 by night. "A very sound pilot who was an extremely capable captain of a good crew. His training has met with satisfaction throughout the course. He should become a very good operational pilot." (W/C J.A. Roncoroni, 12 March 1943).

Course at No.1535 Beam Approach Training Flight was 6-12 June 1943 - eleven hours in Oxford and five hours in Link. "Good average. Did a good course and shows he understands Standard Beam Approach procedure. Link Trainer average." (F/L John B. Burt, 11 June 1943).

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SMITH, F/O Donne Seymour (J87232) - **Medal for Bravery (Czechoslovakia)** - No.422 Squadron - **Canada Gazette** dated 24 January 1948, AFRO 81/48 dated 6 February 1948. Born in Calgary, 10 May 1921; enlisted in Calgary, 24 March 1942; Posted to No.4 WS, Guelph, 26 May 1941; promoted to LAC, 4 September 1941 and assigned to temporary flying duties with an unidentified squadron; not struck off strength of No.4 WS until 14 March 1942 when promoted

Sergeant and posted to No.3 BGS; left that unit 14 April 1942 and posted overseas, being taken on strength of No.3 PRC, 13 May 1942; attended No.3 RDF School; posted to No.4 (C) OTU, 18 August 1942; Flight Sergeant, 13 October 1942; posted to No.422 Squadron, 26 November 1942; WO2, 13 April 1943; commissioned 21 April 1944; to No.4 (C) OTU, 30 June 1944; Flying Officer, 21 October 1944; to No.5 (C) OTU, 7 November 1944. Repatriated to Canada, 15 January 1945; released 26 March 1945. Worked for John Deere Limited for 34 years, retiring 1982. Died 23 July 2007 in Edmonton. Photo PL-26738 shows parcels of food from Canada being received by personnel of No.422 Squadron, all Wireless Operator/Air Gunners - WO1 D.S. Smith (Calgary), WO1 G.E. Chamney (Provost, Alberta) and WO1 J.D. Stafford (Calgary). This award was related to the sinking of the German blockade runner **Alsterufer**, 27 December 1943; see entry for F/L W.Y. Martin.

Upon being repatriated he reported having flown 61 sorties (773 hours 25 minutes); non-operational and instructional hours given as 461 hours 50 minutes. Last sortie was 24 June 1944.

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SMITH, F/O David Ellis (J14195) - **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 8 October 1920 in Provost, Alberta; home in Toronto; enlisted there 31 October 1941. To No.1 Manning Depot, 7 December 1941, To No.5 SFTS (guard), 21 December 1941. To No.5 ITS, 14 March 1942; graduated and promoted LAC, 9 May 1942 but not posted to No.8 AOS until 23 May 1942; graduated and commissioned, 11 September 1942. To "Y" Depot, 25 September 1942. To RAF Trainee Pool, 27 October 1942. Promoted Flying Officer, 11 March 1943. Promoted Flight Lieutenant, 11 September 1944. Repatriated by air, 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for Tiger Force, 31 July 1945. To Halifax, 6 September 1945. Retired 11 September 1945. In F/L Snelgrove's crew. Award sent by registered mail 13 January 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.3080 (RG.24 Vol.20636) has recommendation dated 10 June 1944 when he had flown 37 sorties (219 hours 45 minutes); no sortie list to give time frame.

Flying Officer Smith is one of the outstanding navigators on the squadron and his keenness and efficiency is an inspiration to his section. He has completed 37 sorties, including three against Berlin. On numerous occasions Flying Officer Smith has flown as spare navigator, usually with new crews, and at all times he has displayed the highest degree of courage. His determination and devotion to duty is outstanding and I recommend the award of the Distinguished Flying

Cross.

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SMITH, Sergeant David MacMaster (R106305, later J96402) - **Distinguished Flying Medal** - No.429 Squadron - Award effective 12 July 1943 as per **London Gazette** dated 27 July 1943 and AFRO 1724/43 dated 27 August 1943. Born Winnipeg, 7 May 1922; home in St.James, Manitoba; enlisted in Winnipeg, 27 May 1941 and posted to No.2 Manning Depot. To No.2 ITS, 11 July 1941; graduated and promoted LAC, 25 August 1941 but not posted to No.19 EFTS until 31 August 1941; graduated 24 October 1941 and posted next day to No.13 SFTS; graduated and promoted Sergeant, 16 January 1942. To "Y" Depot, 13 February 1942. To RAF overseas, 7 March 1942. Disembarked in Britain, 23 March 1942. Attached to Fairwood, 1 May 1942. To No.2 (Pilots) AFU, 21 June 1942. To No.6 (Pilots) AFU, 15 July 1942. To No.22 OTU, 1 September 1942. To No.429 Squadron, 29 December 1942. To East Moor (supernumerary), 10 April 1943. To No.429 Squadron again, 25 April 1943. Detached to No.1659 Conversion Unit, 31 August to 24 September 1943. Missing (Prisoner of War, Stalag Luft 6), 25/26 November 1943. Commissioned 16 July 1944. Promoted Flying Officer, 16 January 1945. Safe in United Kingdom, 6 May 1945. Repatriated 1 June 1945. To No.8 Repair Depot, 8 June 1945. Retired 20 August 1945. Award presented 8 May 1948. Re-engaged in Hamilton, 1 November 1950 as Chipmunk instructor (131529); released 15 August 1953. Died in Fergus, Ontario, 6 March 1997 as per **Legion Magazine** of September/October, 1997. Photo PL-15396, taken 3 February 1943, shows No.429 Squadron mascot (a black and white spaniel) with (back row) Sergeant D.E. Palmcetier of Winnipeg, Sergeant W.C. Cawtham of Welland and Sergeant D.M. Smith of Winnipeg. Front row are Sergeant G.D. Coe of Windsor and Sergeant G.A. Nelson of Edmonton, all preparing to dress for an operational sortie.

This airman was the pilot of an aircraft which attacked Gelsenkirchen one night in June 1943. On the return flight the bomber was attacked by an enemy fighter and sustained damage to the fuselage, the hydraulic system and the wireless equipment, while two of the crew were wounded. A fire broke out in the bomb bay but Sergeant Smith violently dived his aircraft and the flames were extinguished by the force of the wind. On reaching an airfield in this country he effected a successful crash landing. Sergeant Smith displayed great skill and resource in harassing circumstances.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600) has original recommendation by S/L A. Chipling drafted 1 July 1943 when he had flown eight sorties (44 hours 58 minutes); no sortie list but text as follows:

On the night of June 25/26, 1943, when returning from Gelsenkirchen, Sergeant

Smith's aircraft was attacked by an enemy fighter. The enemy opened fire from close range, wounding the Wireless Operator and Bomb Aimer, destroying the hydraulic system and wireless equipment, and severely damaging the fuselage. Fire broke out in the bomb bay and by very prompt action on the part of Sergeant Smith this was extinguished by diving the aircraft.

His ability to make instant decisions in an emergency, skilful pilotage and cool judgement enabled him to crash land the badly damaged aircraft at Hardwick, thereby saving the lives of his crew and much valuable equipment. I strongly recommend that he be awarded the Distinguished Flying Medal (Immediate).

To this, W/C H.M. Carscallen added his remarks on 3 July 1943:

The successful completion of this operational flight was due to the initiative, resourcefulness and skilful airmanship of this N.C.O., and I have no hesitation in strongly recommending that Sergeant Smith be granted the immediate award of the Distinguished Flying Medal.

The website "Lost Bombers" has the following on his being shot down and captured. Halifax LK995 (AL-C of No.429 Squadron), target Frankfurt, 25/26 November 1943. Aircraft delivered by Rootes Securities Ltd. (Speke) between 27 October 1943 and 7 November 1943. LK995 was initially issued to No.434 Squadron and was one of three No.429 Squadron Halifaxes lost on this operation; the others were JD325 and JD411. Airborne at 2327 hours, 25 November 1943 from Leeming. Shot down by a night-fighter from 17,500 feet south of Namur, Belgium. A fire broke out in the bomb bay and the order to abandon was given. It is believed that Flight Sergeant R.H. Davis, RCAF (rear gunner, nine sorties) was killed in the original attack. Others in crew were WO2 D.M. Smith, DFM, RCAF (pilot, POW), Sergeant J.A.Renton (flight engineer, POW), F/O J.J.Thurmeier, RCAF (navigator, 15 sorties, evaded), WO2 D.R.Nelson, RCAF (air bomber, 14 sorties, POW), Flight Sergeant R.T.Abbott (WOP, eleven sorties, POW), F/O M.Rabinovich, RCAF (mid-upper gunner, 28 sorties, POW). Flight Sergeant Abbott was interned in Camps L6/L4 (POW number 2981) with WO2 Nelson (POW number 2977) and WO2 Smith (POW number 2982). F/O Rabinovitch initially evaded until captured in Brussels 10 February 1944. Spent time in St.Gilles Prison before internment in Camp L3 (POW number 3614).

Directorate of History and Heritage file 181.001 D.24 has two documents ("Loss of Bomber Aircraft" questionnaire) based on interview of 11 May 1945 on which he stated he had flown thirteen sorties. The first read:

After setting course I checked D.R. compass with P.P. and found a difference of several degrees from the navigator's figures and we had some difficulty in



getting it settled; upon crossing French coast we were port of track and navigator suggested greater alteration to starboard. When I saw other aircraft crossing in front I resumed course. In 15 minutes we were port of track again when we were attacked. I had every confidence in F/O Thurneir as a navigator and believe that the P.4 compass was unserviceable. We were attacked with only a pip or so from Monica just before being hit. The rear gunner saw and I believed fired in exchange to two bursts from fighter which severed all controls and set incendiaries on fire in centre and port bays. I gave the order to prepare to abandon when attempts to jettison failed (circuit out), then almost immediately I ordered abandon aircraft, to which only navigator was heard to acknowledge as intercom faded out. I had made an attempt to hold aircraft straight and level while others got out but controls absolutely dead and useless. When I stood on right rudder to straighten aircraft something snapped and rudders were useless. There seemed to be some delay as others were waiting to leave and since I had on a seat type chute, I stood up in seat and had fantastic idea of sliding down fuselage. Of course I was gone immediately I felt slipstream. There was only one that I could see left and about to leave aircraft (Warrant Officer Nelson who was last to leave aircraft) when I left. Had had no word from Rear Gunner and call light received no reply. I found my chute split in several places and almost severed when I attempted to stop turning. I landed safely but sprained ankle and wrenched back.

The second document was written in the third person, probably based on several interviews. It includes a curious statement, "The aircraft was airworthy and flying perfectly when abandoned", which conflicts with Smith's account of an aircraft without controls.

On the outward journey the aircraft was off track from Abbeville due to D.R. compass failure. The navigator got back on track by means of Gee and ten minutes later while he was adjusting the switch for Gee (which meant that Monica was switched off), the Halifax was attacked.

There was no moon and it was pitch dark with a layer of 10/10 cloud at 3-4,000 feet. The Halifax was flying at 18,000 feet at about 14 km west of Marche (Belgium, about 15 miles east of Dinant). The attack came from the starboard quarter, below, and the enemy aircraft, which was not identified, was seen only after it opened fire. The Rear Gunner ordered dive starboard, but his voice faded and it is probable that he was wounded since the intercom was OK. The aircraft was hit by the first burst, probably wounding the Rear Gunner and damaging the turret, and the incendiaries were hit and caught fire.

An attempt was made to jettison the incendiaries, but it was not possible to do so and the Captain therefore gave the order to abandon the aircraft. While the navigator was trying to open the front hatch, the Wireless Operator went - probably through the rear door. The navigator had some trouble in breaking off the door of the front hatch, since the door hinge was rusted. He eventually baled out, followed by the Flight Engineer and the Bomb Aimer. No difficulties were encountered, except that the fighter fired a second burst at this time. He landed in trees without injury.

The aircraft was airworthy and flying perfectly when abandoned but the navigator during his descent and when between the cloud and the ground, saw a big explosion take place above cloud. He saw nothing of any of the remainder of the crew but heard that the Mid-Upper and Bomb Aimer left for Spain during January. The Rear Gunner was reported to have been found dead in the aircraft.

**Training:** Course at No.2 ITS was 15 July to 15 August 1941. Courses in Mathematics (58/100), Armament, practical and oral (75/100), Signals (99/100), Drill (75/100), Law and Discipline (46/60) and Hygiene and Sanitation (31/40). Placed 154<sup>th</sup> in a class of 224. "For his age this boy is dependable, applies himself well, has a good sense of responsibility and has the ambition to make good. He will have to keep plugging away on his Maths."

Course at No.19 EFTS was 1 September to 24 October 1941. Tiger Moth aircraft - 38.00 dual, 23.55 solo, ten hours on instruments and 11.30 in Link. "This pupil is a hard worker, slow to learn thorough, progress average, airmanship hood. Department and punctuality good. No bad flying faults." (W.J.M. Fee, Chief Flying Instructor). Ground school marks were in Airmanship (150/200), Airframes (76/100), Aero Engines (85/100), Signals, practical (100/100), Theory of Flight (56/100), Air Navigation (105/200) and Armament, oral (168/200). Graded 130/200 on Qualities as an Officer. Placed 44<sup>th</sup> in a class of 61. "This pupil secured a better grade on Examination than expected. He is very boyish and writes his name all over Class Room tables and such like. He got in wrong with Station Disciplinarian by over sleeping and otherwise offending. Department otherwise satisfactory,"

Course at No.13 SFTS was 27 October 1941 to 16 January 1942. Harvard aircraft - 38.55 day dual, 51.25 day solo, 4.40 night dual, 7.20 night solo. Was 17.50 on instruments and logged 20.15 in Link. "Very low average. Slow reactions, Needs a lot of checking." Ground courses in Airmanship and Maintenance (101/200), Armament written (66/100), Armament practical (85/100), Navigation (77/150), Meteorology (32/50), Signals written (47/50) and Signals practical (195/100). "Average in G.I.S. Not over intelligent nor studious, good natural." Placed 41<sup>st</sup> in a class of 48.

**Notes:** Accident, 28 July 1942 at No.6 (Pilots) AFU; 0345 hours. Oxford II, serial EB982, under instruction of Warrant Officer F.W, Brown. "The instructor was giving dual landings and on the fifth landing, the pupil levelled off too high. The instructor told the pupil to open both throttles to lessen the shock but the aircraft stalled and dropped the port wing. The undercarriage on the port side collapsed."

Accident, 9 November 1942, No.22 OTU, at Stratford, 1937 hours (cross-country flight). Wellington III, serial HF620). "Towards the end of normal takeoff run, 3 ½ pounds boost, 2,500 revs, ASI was still reading 60 mph. I held aircraft down longer and finally opened to full boost and pulled aircraft off ground but not before aircraft hit a fence [hedge] at end of runway. Once clear of fence aircraft climbed easily to 800 feet at 80 mph air speed, Continued to climb aircraft to 4,000 feet and inspected aircraft for damage, undercarriage etc. then called on R/T for advice, Told to inspect undercarriage and flaps again, undercarriage was quite serviceable but flaps would only lower to 30 degrees. Was given permission to land and commenced circuit at 105 mph. Turned on to flare path for landing with only 30 degrees flap registering. Aircraft failed to touch down until well up runway. Took overshoot procedure too late and crashed." Blame placed on faulty ASI and inexperience of pilot.

Accident, 3 April 1943, No.429 Squadron, day test flight - Wellington III, serial Z16670. Details lacking on file but all crew slightly injured and the event was the object of a Court Martial. Aircraft struck an electrical cable.

Application for Operational Wing dated 26 July 1945 listed the following sorties:

On Wellingtons:

26 January 1943 - Lorient (5.40)  
16 February 1943 - Lorient (6.55)  
19 February 1943 - Wilhelmshaven (5.40)  
28 March 1943 - St. Nazaire (6.30)  
29 March 1943 - Bochum (3.15)  
11 June 1943 - Dusseldorf (5.40)  
14 June 1943 - sea search (5.20)  
21 June 1943 - Krefeld (45 minutes)  
22 June 1943 - Mulheim (4.30)  
24 June 1943 - Wuppertal (5.45)  
25 June 1943 - Gelsenkirchen (5.15)  
13 July 1943 - Aachen (5.15)  
25 July 1943 - Essen (2.10)  
27 July 1943 - Gardening, Charhorn (4.50)  
29 July 1943 - Hamburg (5.50)

2 August 1943 - Hamburg (5.55)  
3 August 1943 - Gardening, St. Nazaire (5.10)

On Halifaxes:

27 September 1943 - Hanover (3.00)  
22 October 1943 - Kassel (7.00)  
25 November 1943 -Frankfurt (2.40, missing).

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SMITH, FS Desmond Evelyn (R53094) - **British Empire Medal** - No.31 GRS - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Born 22 August 1902. Raised in Dublin, Ireland. Employed in office work in a coal company, Regina, 1930-31; store manager for Safeway, Winnipeg, 1931-1933; self-employed in mining contracting, 1934-1937; Master Mechanic at Straw Lake Gold Mine, Straw Lake, Ontario, 1937-1939. Enlisted Montreal, 7 November 1939 as Master Motor Mechanic. Posted to Rockcliffe. 13 January 1940. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. To No.3 Training Command, 13 November 1940. Promoted Corporal, 29 November 1940. Promoted Sergeant, 1 July 1941. To No.31 GRS. 28 February 1942; on same date reclassified as Tractor Operator. Promoted Flight Sergeant, 1 March 1942. Reclassified as Foreman of Works, 25 January 1943. To Eastern Air Command, 10 August 1943. Promoted WO2, 1 November 1943. To No.33 SFTS, 15 January 1944. To No.3 BGS, 11 April 1944. To No.3 SFTS, 18 February 1945. To No.3 Reserve Equipment and Maintenance Unit, 1 March 1945. To No.3 SFTS, 22 April 1945. To No.4 Release Centre, 28 September 1945. Retired 15 October 1945. Award presented 7 June 1944. Died in Marathon, Ontario, 11 February 1982 as per **Legion Magazine** of June 1982.

Flight Sergeant Smith, since the inception of this unit, has been responsible for the snow compaction and, while only a Leading Aircraftman at that time, displayed a thorough knowledge of his work and successfully overcame all difficulties, in connection with his duties, incidental to the setting up of a new unit. By his complete knowledge of the work and his extreme devotion to duty, this NCO commands the respect and admiration of all personnel of the unit. The excellent manner in which Flight Sergeant Smith has kept the aerodrome runways serviceable under most trying conditions has largely contributed to the high record of flying hours creditable to this unit.

**Notes:** Although he was often recommended for a commission, this never transpired and there is nothing on his file to indicate why. It was noted that he worked at Airfield Maintenance and was for a time an Acting Airfield Inspector and Foreman of Works in Nos.2 and 4 Air Commands. On release it was noted, "A number of his inventions have been accepted by Air Ministry and

used in the war effort." The following demonstrates his accomplishments. On 13 June 1942, F/O J.A. Keard (Aerodrome Maintenance, RAF Station Charlottetown) wrote to the Station Commander, recommending him for a commission, and saying, in part:

This NCO has been employed as NCO in charge Aerodrome Maintenance under my jurisdiction for approximately 18 months. During this period he has demonstrated above the average qualities of leadership and organizing ability and a capacity for conscientious devotion to duty. He is a quiet, well spoken man of good education who has held in civilian life, prior to enlistment, positions of considerable trust and responsibility.

It is considered that this NCO would be of more value to the service as an Administration officer than as an NCO and it is therefore strongly recommended that he be appointed to commissioned rank.

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SMITH, FS Donald (R64101) - **British Empire Medal** - No.10 Squadron (RCAF) - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 16 December 1914. Home in Hamilton Beach, Ontario; enlisted in Hamilton, 9 April 1940 as Armament Assistant. To Trenton, 7 May 1940. Promoted AC1, 9 July 1940. To No.4 Repair Depot, 19 August 1940. Promoted LAC, 9 October 1940. Promoted Corporal, 15 March 1941. Promoted Sergeant, 1 July 1941. To No.10 (BR) Squadron, 30 July 1941. Reclassified as Armourer (Bombs), 31 October 1941. Promoted Flight Sergeant, 1 September 1942. To Eastern Air Command Headquarters, 31 January 1944. To Mountain View, 26 February 1944. To No.1 BGS, 5 July 1944. To No.4 Release Centre, 9 January 1945. Retired 2 February 1945. Award presented 8 May 1948.

Flight Sergeant Smith has been the non-commissioned officer in charge of the Squadron Armament Section and has shown exceptional skill in the organization of his section and in instructing both aircrew and ground crews in the use of arms. His devotion to duty has been of the highest order and set working hours have been a secondary consideration. His spirit and whole attitude have been an example to all the men under him.

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SMITH, F/O Donald George (J35778) - **Mention in Despatches** - No.405 Squadron (deceased) - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Born in Saint John, New Brunswick, 28 May 1922. Home in Halifax, enlisted there 15

August 1942 in ground crew (wireless) trade. At No.5 MD, Lachine, 10 November 42 to 21 January 1943. At Station Mountain View, 22 January to 6 February 1943. To No.6 ITS, Toronto, 7 February 1943. Promoted Leading Aircraftman, 16 April 1943; to No.1 BGS, Jarvis, 16 May 1943; to No.9 AOS, 8 August 1943. Graduated 17 September 1943 and commissioned. Posted again to No.1 BGS, 3 October 1943; to "Y" Depot, Halifax, 13 November 1943. Embarked from Canada, 24 November 1943; arrived in Britain, 1 December 1943. To No.7 (O) AFU, 7 March 1944; promoted Flying Officer, 17 March 1944; to No.82 OTU, 25 April 1944; to No. 61 Base, 16 July 1944; attended No.1664 CU, 16 July to 15 August 1944. To No.431 Squadron, 15 August 1944; to No.405 Squadron, 8 November 1944. Missing in action, 15 March 1945 (Lancaster NE119, 15 March 1945). At the time he had flown on 34 sorties (185 operational hours). Died as a POW, 17 March 1945.

Lancaster NE119 was shot down, apparently by flak, about 2125 hours some two kilometres northeast of Bad Grund. Flight Lieutenant L.N. Laing may have been shot while attempting to avoid capture. Flying Officer D.G. Smith and Flight Sergeant F.J. Marsh were captured, interrogated by local police and subsequently handed over to Nazi Kreidleitung who shot them in cold blood.

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SMITH, Sergeant Donald Victor (R70152) - **Distinguished Flying Medal** - No.7 Squadron - Award effective 25 June 1943 as per **London Gazette** dated 6 July 1943 and AFRO 1582/43 dated 13 August 1943. Born in Beeton, Simcoe County, Ontario, 10 August 1921; moved to Toronto in 1936. On 16 June 1936 he joined the 2<sup>nd</sup> Divisional Signals, Royal Canadian Corps of Signals (Non-Permanent Militia), Spadina Avenue Armoury, training in 1936, 1937, 1938 and 1939 (Regimental Number 1470). Also took a Basic Training Course with No.110 Squadron at Cawthra Square, Toronto. In a 1978 letter to Colin Hanson (New Zealand) he wrote "Although I was too young to join the RCAF Reserve, I was allowed to take this course thanks to the Commanding Officer S/L W A Curtis (later Air Marshal) and S/L A H K Russell, the Adjutant.". Attended the second class at the Government sponsored Aircraft School at Galt Ontario. (April to August). Graduated as an Aero Engine Mechanic. Enlisted in RCAF at Galt, 28 August 1940. To Trenton, 10 October 1940 (possibly an early posting to No.6 Repair Depot). To No.1 Manning Depot, 18 February 1941. Posted to No.6 Repair Depot, Trenton, 26 February 1941 where he installed engines on Avro Ansons. To Embarkation Depot for overseas duty, 10 March 1941. Promoted LAC, 1 April 1941. Sailed 15 April 1941 on MV **Georgic** to Scotland and posted to No.402 Squadron; serviced aircraft assigned to P/O L.S. Ford. He volunteered for Flight Engineer duties and trained at St.Athans, Wales (August-September 1942). Promoted Sergeant, 7 October 1942 on classification as Flight Engineer. Posted to No.75 Squadron, October 1942 (five sorties to Italy, submarine pens in France and mining in Baltic). To No.7 Squadron, January 1943 and completed 13 sorties, mostly to German targets. Shot down on 19th wartime sortie

(20/21 April 1943) near Korsor, Denmark while returning from Stettin. Evaded capture and escaped on 1 May 1943 to Sweden in a two seat kayak with Officer Cadet Lars Troen of the Danish Army. Safe in UK as of 12 May 1943. Given one months furlough back in Canada. Sailed on the **Queen Mary**. On strength of Canada, 17 June to 19 July 1943. Overseas again, 7 August 1943 on **Aquitania** and posted to No.1679 Conversion Unit (Eastmoore and Wombleton), instructing on Lancaster II aircraft. First RCAF flight engineer decorated. He received the DFM at a Buckingham Palace investiture. Commissioned 23 September 1943 as C.18587. Promoted Flying Officer, 23 March 1944. Repatriated 1 September 1944 on **Empress of Scotland** (formerly the **Empress of Japan**). To No.5 OTU, Boundary Bay, 17 July 1944 to instruct pilot and flight engineers on Mitchells and Liberators; became Flight Engineer Leader at the unit. Discharged 25 September 1945. After discharge from the RCAF joined Turbo Research (Crown Company formed to design a jet engine). Worked as a Lab Assistant under Mr Hal Blakeney. In 1946 Turbo Research was taken over by A V Roe and moved to the old Victory Aircraft Plant in Malton. He was given the job of setting up a high temperature investment (Precision) casting department to see if it was possible to make turbine stator blades by the lost wax process. They were successful in making the turbine stator blades of Vitallium (cobalt-chromium alloy) and the Inlet Guide Vanes out of aluminium. These were used in Canada's first jet engine, the Chinook. When A V Roe was split into two companies, he became part of Orenda Engines. The work here consisted of development of high temperature alloys for the new ORENDA engine that was being designed for the CF-100. This job expanded into setting up an experimental aluminum and a magnesium foundry to make prototype castings for the Orenda engine. Other work developed was the use of plastic patterns to replace wax when making turbine stator blades and the development of induction brazing aluminium aircraft parts. Meanwhile (1949) he joined No.218 Squadron of the Royal Canadian Air Cadets as a CIL Officer (Number 300517). Served with the Squadron until November 1954. When in 1955 the Hawker Siddeley Company bought out Canadian Steel Improvement (Forging shop) he moved to their plant on Evans Avenue. Etobicoke. Here he set up an investment casting department to make turbine stator blades for the new Iroquois engine and the Flying Saucer. In 1963 he joined Union Carbide Canada Limited as Manager of Quality Control at their pilot investment plant, 805 Davenport Road, Toronto. At this plant they made vacuum cast turbine rotor blades for the GE J85 engine which were being built by Orenda Engines. In 1964, due to the downturn in business, Union Carbide gave up the idea of going into investment casting business. He was transferred to their Graphite Electrode plant in Welland. His initial work there was the start up of new facilities until 1971 at which time he was promoted to Production Superintendent. In 1967 he joined No.23 Squadron, Royal Canadian Air Cadets, in St Catharines and served as Supply Officer, Training Officer. Admin Officer and Commanding Officer. In 1977 he was awarded the Queen's Jubilee Medal for work in the air cadet movement. As of 5 November 1978 he retired from the Armed Forces with the rank of Major. As of that year he was Chairman of the Ontario Provincial Committee of the Air League of Canada looking after the eight Squadrons in the Niagara region. Total career awards were Distinguished Flying Medal, 1939-1945 Star, Air Crew Europe,

Defence Medal, Canadian Volunteer Service Medal and Overseas Service Clasp, War Medal, Queen's Jubilee Medal (1977), Canadian Forces Decoration and Clasp, Pathfinder Badge, Flight Engineers Wing, Operational Tour Wing. In DFM announcement, cited with P/O H.J. Jennings and S/L L.E. Logan (DFCs, No.405 Squadron). Received award from King George VI, 12 October 1943. Photo PL-19710 shows six Ontario personnel following investiture - Sergeant D.V. Smith (Toronto), P/O R.B. Charters (Brampton), P/O F.R. Zulauf (Milverton), P/O R. Dorland (Islington), F/L C.D. Perkins (Fonthill) and FS H.J. O'Connor (Napanea). Photo PL-19712 taken 5 November 1943 shows the following after investiture at Buckingham Palace: **Front Row** Warrant Officer W.G. Evan of Makinak, Manitoba (no award but accompanying friends), FS H.J. O'Connor DFM of Napanea, Sergeant D.V. Smith DFM of Toronto, Warrant Officer E.A. Taylor DFM of Vancouver, FS D.J. McCoy DFM of Carruthers, Saskatchewan, P/O F.R. Zulauf DFM of Milverton, Ontario; **Back Row**: P/O R.B. Charters DFM of Brampton, Ontario, P/O E.H. Thomas DFM of New Westminster, P/O R. Dorland DFM of Islington, Ontario, F/L C.D. Perkins DFC of Fonthill, Ontario, P/O D.R. Pearce DFM of Edmonton, P/O E.C. Stewart DFM of Camrose, Alberta, and P/O R.A. Shannon DFM of Winnipeg. Photo PL-19772 shows Sergeant Donald Smith, DFM (left) and WO2 Len Willis (New Westminster, air gunner) at Knights of Columbus hotel, RCAF Reception Centre in England, having just returned from one month's leave in Canada following an operational tour. PL-24511 is a portrait.

In air operations, Squadron Leader Logan, Pilot Officer Jennings, and Sergeant Smith displayed courage, fortitude and devotion to duty.

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 D.V. Smith including how he was shot down and evaded capture, from which the following are excerpts:

On April 20, 1943 crew were assigned to mark target at Stettin. On first run we were hit by ack-ack which knocked out port inner engine. Mission had to be abandoned on second run as H2S and bomb sight would not function. On way north the Bomb Aimer dropped bombs visually on an airdrome near Peenemunde, hitting hangars and other buildings. When crossing Denmark we were shot down by Unteroffizier Berg of 7/NJG53 who was stationed at Kasrup.

After being shot down I headed in a northeasterly direction towards Copenhagen. After three days I managed to get some civilian clothes from a Mr. G. Rasmussen. Had dinner on Easter Friday with Mr. and Mrs. Sorensen who lived near Tastrup. My next helper was a Mr. Petersen who put me in touch with a school teacher who spoke English (Mr. Marborg). He took me by train to



Helsingor. He had to leave but after two days I was befriended by another couple (Dalsborg) who had some contact with the Resistance. For the next couple of days I stayed with Mr. and Mrs. Baumgarten in Copenhagen. His code name was "The Pilot". After a tour of Copenhagen I was taken to the police station to be given instructions and to meet an Officer Cadet who would be going with me (Lars Troen). That night we were taken up the coast to Skodsberg. The kayak they had assembled had a hole in it so the trip was postponed. That night I slept at the home of Ejner and Sylvia Tjorn. Sylvia was an active member of the Resistance and went by the code name of "Greta". The following night we went up the coast again; the two-seat kayak was ready and at 11 p.m. we set out for Sweden. Arrived at 0300 on May 1.

Public Record Office Air 2/4974 has recommendation drafted by W/C H.H. Burnell, Commanding Officer, No.7 Squadron, 12 June 1943. He had flown three sorties (times unknown) with a previous unit, and 14 sorties (88 hours 17 minutes) with No.7 Squadron. This figures do not agree with previous remark that he was shot down on his 19<sup>th</sup> sortie. The recommendation was submitted with an MI.9 report (not available to transcriber). Sortie list for No.7 Squadron and submission as follows:

23 January 1943 - Lorient (4.52)  
26 January 1943 - Lorient (5.11)  
4 February 1943 - Turin (7.37)  
7 February 1943 - Lorient (5.14)  
13 February 1943 - Lorient (4.51)  
14 February 1943 - Cologne (4.47)  
8 March 1943 - Nuremburg (8.03)  
9 March 1943 - Munich (7.41)  
11 March 1943 - Stuttgart (6.49)  
29 March 1943 - Berlin (8.59)  
10 April 1943 - Frankfurt (7.03)  
14 April 1943 - Stuttgart (6.39)  
16 April 1943 - Mannheim (6.16)  
20 April 1943 - Stettin (4.15)

This Non-Commissioned Officer was Flight Engineer of an aircraft detailed to attack a target at Stettin one night in April 1943. After the target was reached and successfully attacked and the aircraft was en route for home, it was attacked by two night fighters. Sergeant Smith's conduct in the harassing and trying circumstances that ensued was in keeping with the very highest traditions of the Service.

Public Record Office WO 208/3313 has his MI.9 Report based on interviews of 14 May and 15 May 1943. The aircraft was Stirling R9261. He reached Leuchars on 13 May 1943.

I was flight engineer in the crew of a Stirling aircraft which took off from Oakington about 2000 hours on 20 April 1943 to bomb Stettin. We were acting as Pathfinders but, owing to trouble with the port inner engine and the bomb sight, we did not drop our bombs. After turning back from Stettin we went North-Northwest and were shot down about 0200 hours on 21 April over Korsor, on the west coast of Zealand (Denmark).

The other members of the crew, who (I was later informed by Danes) were killed in the aircraft, were:-

F/L Parish (captain);  
P/O [E.R.] Vance (navigator) [RCAF]  
FS [J.S.] Marshall (bomb aimer) [RCAF]  
Sergeant [L.] Krulicki (wireless operator) [RCAF]  
Sergeant Farley (mid-upper gunner)  
Sergeant Lees (rear gunner), and  
a Squadron Leader (name unknown) (second pilot)

I baled out at about 800 feet and landed on a field which had just been sown with grain. The field was some distance Northeast Korsor and near the sea. I hid my parachute and Mae West in a mud hole and covered them with bushes. I was on the north bank of the river which runs southwest into Musholm Bay. I walked northeast along this river and crossed a railway and a road. I then left the river and hid beside a water hole in a clump of trees from about 0530 hours. A farmer was working in a field about 20 or 30 feet from my hiding place, but he did not see me and I did not speak to him.

About noon when the fields were empty I went to a small empty house about 300 yards away and lay down to sleep in the attic. I stayed in the house till about 1730 hours and then went to a farm nearby and asked the way to Copenhagen. I was in battle dress, but had cut off my badges and the pockets of my blouse. The woman at the farm pointed out the town of Slagelse, about two and a half miles to the southeast. She did not give me any other help, perhaps because she did not understand me and perhaps also because there were some men working nearby.

I kept walking east across the fields making use of any cover there was. I crossed two main roads, and about 2100 hours approached a farmer in a field and asked him the way to Copenhagen. He could not understand me. His wife came out and I explained by signs that I was a British airman. She took me into the house and gave me bread, eggs, coffee and milk. The farmer pointed out the way to Soro.

On leaving the farm I kept on walking till I reached a large wood beside a railway. I hid in this wood from just after midnight til about 0430 hours (22 April). Leaving the wood, I kept along a railway track and skirted Soro on the south to avoid marshes and some small lakes. I went to a small isolated farm and asked for water. I was given breakfast and shown where the town of Ringsted lay.

I continued along a river which ran southeast and reached a farm about a mile due south of Ringsted. Here I was given a bottle of beer. I skirted Ringsted on the south and, walking through thick forest, went northeast. After crossing the main Ringsted-Rode road I stopped at a small empty stable near the village of Dalby (?). My feet were badly blistered and I sat down to try to cut the tops off my flying boots. As I was doing this a Dane who was out walking with his wife and children saw me. I asked him how to get to Copenhagen and explained that I was English. Although he could not speak English, he understood me. He told me to hide in the stable and pointed out on his watch that he would be back at 2100 hours. He did, in fact, return then, bringing me a jacket, a pair of plus-four trousers, a sweater, a pair of rubber boots, and a hat. I spent the night in the stable.

About 0530 hours next day (23 April) my helper took me to his home in the village of Dalby for breakfast. He gave me a Shell motor map marked with a route for Copenhagen, 20 kroner, a clasp knife and a shaving mirror (I had a safety razor with me.) In return for this help I gave the Dane, who was obviously very poor, the 1,500 French francs contained in the purse issued before leaving my station. He then took me down to the main Ringsted-Kode road and left me. I walked along this road and just short of Kode took a bypass road which runs northeast to the coast road. On this bypass road I went into a farm and was given coffee and bread and cheese. After reaching the coast road I took a branch road which runs inland to Taastrup.

At Taastrup I found a farm where the people spoke a little English. They gave me supper and marked on my map a route which would enable men to avoid the police. They said that there was no good my going to Copenhagen, and

suggested I should make for Helsingor. From this farm I continued through Taastrup, but as there were a good many Germans about, I cut off into the fields again. I rested for about two hours in a swamp and finally, about 2030 hours got to a farm near Glostrup. Here, with the aid of an English dictionary, I was able to explain who I was. The people at the farm telephoned for a friend, possibly a school master, who spoke English. It was arranged that I should meet the school master in the main street of Glostrup at 0700 hours next day. I spent the night in a barn, there being six children in the farmhouse from whom I had to be concealed.

Next morning (24 April) the people at the farm gave me a supply of sandwiches and five or six kroner, and I walked into Glostrup about six kilometres away. The school master bought tickets for Helsingor and conducted me there via Copenhagen. The journey from Glostrup to Copenhagen lasted about half an hour, and we had a wait of about an hour between trains in Copenhagen. We reached Helsingor about 1030 hours.

In Helsingor we looked everywhere for a boat, but could not find one. The school master left me about noon without having put me in touch with anyone who could help me. After he had left I walked north along the coast looking for a boat, but could not find one. At night I went to a house on the main road north of Helsingor where the people spoke English. They gave me supper, and I stayed until we had listened to the BBC 9 o'clock news. I went back along the main road towards Helsingor and spent the night in a small furnished summer house on the beach. This house was empty. During the night a Danish policeman looked in but did not do anything.

Next morning (25 April) I walked two or three times up and down the coast between Helsingor and Hellebaek. Finally I went into a house in Hellebaek, where I was given food and allowed to rest. The inhabitants of the house put me in touch with an organization which arranged my journey to the United Kingdom.

The website "Lost Bombers" provides the following on his being downed. Stirling R9261, No.7 Squadron (MG-M), target Stettin, 20/21 April 1943. Aircraft was delivered to No.10 Maintenance Unit, 29 November 1942, to No.32 Maintenance Unit on 29 December 1942, to No.7 Squadron 31 December 1942. Airborne at 2100 hours 20 April 1943 from Oakington. Shot down by a night-fighter (Uffz Berg, 7./NJG3) and crashed 0200 into the Musholm Bugt off Kongsmark, 10 km WNW of Slagelse in Denmark. Those killed are buried in Svino Churchyard. Sergeant Smith RCAF was the first Bomber Command airman to make a successful evasion from Danish territory, making his way into Sweden where he spent a brief period of internment

before being returned to England. Crew consisted of F/L C.W.Parish (killed), S/L W.A.Blake (killed), Sergeant D.V.Smith, DFM, RCAF (evaded), Sergeant E.R.Vance, RCAF (killed), Sergeant J.S.Marshall RCAF (killed), Sergeant L.J.Krulicki RCAF (killed), Sergeant D.C.Farley (killed), Sergeant J.Lees (killed).

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SMITH, G/C Douglas McCully (C154) - **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 26 June 1911 in New Westminster, British Columbia (RCAF Press Release 4907 announcing CBE); educated at UBC; enlisted as Provisional Pilot Officer in Vancouver, 8 June 1931; awarded wings, 28 May 1935. At the outbreak of war he was with an East Coast Army Cooperation Squadron. Promoted Wing Commander, 1 June 1941. Commanded No.414 Squadron, August 1941 to July 1942. Attended RAF Staff College in 1942. Promoted Group Captain, 16 June 1943 and then assumed command of No.39 Wing, Repatriated to Canada, 22 February 1944. To AFHQ, 26 March 1944. To Western Air Command, 31 March 1944 where he was appointed Chief Staff Officer. Promoted Air Commodore, 3 April 1944. To AFHQ, 12 June 1946, when he was appointed Assistant Chief of the Air Staff. To Canadian Joint Staff, London, 26 December 1947. To AFHQ, 12 December 1948. Promoted Air Vice-Marshal, 1 November 1949. Awarded the Queen's Coronation Medal, 30 October 1953, as Air Vice Marshal and Air Member for Technical Services, AFHQ. To Canadian Joint Staff, London, 7 July 1954. Retired in Ottawa, 16 February 1963. Died in Cobble Hill, British Columbia, 20 June 1979. RCAF photo PL-4719 (ex UK-461) shows Duke of Kent talking to three pilots who had just staged a formation flight for him during his visit to an RCAF Army Cooperation Squadron - F/O Frank Greenwood (Montreal), F/L J.D. Pattison (Toronto) and P/O F.E. Clarke (Calgary). W/C D.M. Smith (Vancouver and squadron CO) accompanies the Duke. Photo PL-7845 shows him relaxing in a field (17 June 1942); PL-5501 is portrait with no hat (29 May 1941); PL-10956 taken while commanding No.414 Squadron at time of taking possession of Dunsfold Aerodrome. PL-104599 is postwar portrait. No citation. DHist file 181.009 D.2531 (RG.24 Vol.20625) has Western Air Command correspondence indicating that WAC was contemplating an award for him as of April 1944 but were being advised by AFHQ that it was too late to have him in the Birthday Honours List; it would have to wait for New Year's. However, the correspondence includes three letters from overseas that may have been the basis of an overseas recommendation resulting in this Mention in Despatches. The first, dated 19 February 1944, was from A/V/M W.F. Dickson (AOC No.83 Group) to RCAF Overseas Headquarters:

The above noted officer has handed over the command of No.39 Reconnaissance Wing after a long period in this unit. I would have recommended him for the award of an OBE for the excellent work he has done. The OBE is not in wartime an appropriate award to officers of the rank of Group Captain and I have no

other suitable awards open to me for which I can recommend him. I wish, however, to place on record with your Headquarters that Group Captain Smith has proved himself to be a good administrator and has built his wing up from nothing to the complete and efficient organization which it now is. During the process many problems had to be solved and much constructive work was necessary. His wide experience and administrative capacity made him particularly suitable for the task which he performed so efficiently and keenly. He established extremely good relations between his Wing and the First Canadian Army with which it worked. He is fully qualified to command an operational station and to fly modern aircraft.

The second letter, dated 2 March 1944, is signed by W/C L. Wright on behalf of A/C E.E. Middleton (RCAF Overseas Headquarters) to the Secretary, Department of National Defence for Air (Ottawa), referring to Dickson's letter and suggesting that an OBE or CBE might be recommended from Canada. The third letter, dated 27 March 1944, is from A/V/M W.A. Curtis (AMAS) to Assistant Chief of Air Staff:

Group Captain Smith commanded No.414 Squadron for a considerable time during the long period that they were stationed at Croydon. This unit, under his command, was most efficient. Later, when a Wing was formed with the Canadian Army, Group Captain Smith relinquished command of No.414 Squadron and took over the task of organizing a Canadian Army Co-operation Wing, working in conjunction with the Canadian Army and acting as advisor to General McNaughton. This organization was carried out most successfully, and was of considerable service to the Canadian Army in giving them a full appreciation of air support during their many manoeuvres in 1943.

When No.83 Composite Group was formed, Group Captain Smith took over the formation of the Fighter Reconnaissance Wing and developed it into a very efficient organization. In my opinion, his work strongly merits recognition in the form of a CBE. As No.83 Group have not been in full operation against the enemy, it is possible that the whole AEF may have been granted a small quota of decorations and the chances for a decoration for Smith may have been very small. Whether the decoration comes from Canadian or British quota, I heartily endorse Air Vice-Marshal Dickson's recommendation.

SMITH, A/C Douglas McCully (C154) - **Commander, Order of the British Empire** - Western Air 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. When recommended (11 August 1944) he had flown 1,220 hours, of which 22 hours 40 minutes had

been in previous six months; he had flown 190 hours as instructor, and 37 hours 40 minutes on operations overseas (18 sorties). For more on this award, see MiD entry for this officer. Award presented 16 May 1945.

This officer has served with distinction throughout a lengthy career in the Royal Canadian Air Force. During the present war he commanded a squadron overseas most efficiently, relinquishing command to undertake the task of organizing successfully the Canadian Army Co-Operation Wing. He later took over the formation of a fighter reconnaissance wing and developed it into a very efficient organization. Since returning to Canada he has rendered outstanding service as Chief Staff Officer of Western Air Command. During his various appointments, this officer has performed his duties most efficiently and displayed exceptional leadership and outstanding devotion to duty.

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SMITH, S/L Edward Enos (C3354) - **Member, Order of the British Empire** - Canadian Joint Staff, Washington - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born in Toronto, 4 March 1913; educated in Toronto technical schools and University of Toronto. Enlisted in Toronto, 2 July 1936. Served in postwar RCAF; awarded Queens Coronation Medal, 6 November 1953 while on strength of AFHQ. To No.1 Air Division, 18 August 1955. Retired as a Group Captain, 4 June 1966, apparently to Ocean Park, British Columbia. Died in Vancouver, 16 November 1993. Award presented 29 February 1944. Photo PL-133167 is portrait taken 13 June 1960 as Group Captain (9554).

This officer has discharged his duties at the Canadian Joint Staff Headquarters, Washington, in a very outstanding manner. His remarkable diligence and perseverance in a highly technical capacity, combined with his ingenuity and dependability, necessitated by his duties, are most remarkable. He has spared no effort in acquiring a comprehensive knowledge of American equipment as it relates to the Royal Canadian Air Force, and his work in this connection has been invaluable. He has at all times been instrumental in furthering the harmonious relations existing between the Canadian and American forces.

SMITH, W/C Edward Enos, MBE (C3354) - **Officer, Legion of Merit (United States)** - CJS Washington - Award effective 2 August 1946 as per **Canada Gazette** dated 17 August 1946 and AFRO 845/46 dated 30 August 1946. Presented 2 August 1946 by Brigadier M.C. Gow, USAAF.

Wing Commander Edward Enos Smith, Royal Canadian Air Force, distinguished himself as Senior Equipment Officer on the Canadian Joint Staff Mission in the

United States from May 1942 to September 1945. He made available to the United States Army Air Forces information pertaining to research and development of flying clothing and equipment. His assistance contributed materially toward further the success of the Army Air Forces.

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SMITH, Sergeant Edward George Sheldon (R59078) - **Mention in Despatches** - No.419 Squadron (No.64 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 625/45 dated 12 April 1945. Born 4 March 1921. Home in Brandon, Manitoba; enlisted there 3 June 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 17 July 1940. Promoted AC1, 23 November 1940. To No.6 SFTS, 27 November 1940. Promoted LAC, 1 April 1941. To No.6 Repair Depot, 30 August 1941. To "Y" Depot, 27 November 1941. To RAF overseas, 12 December 1941. Attained rank of Sergeant, 1 December 1942. Repatriated 21 December 1944. To No.2 Air Command, 31 December 1944. To No.5 Release Centre, 28 February 1945. Retired 7 March 1945. No citation in AFRO. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation for an MiD dated 14 July 1944 submitted by W/C W.P. Pleasance, CO of No.419 Squadron. Had served 18 months in Canada, 31 months in England. Fitter IIA.

Sergeant Smith was posted to this squadron on 13th January 1942 as an LAC. His dependability and good workmanship earned him Sergeant's rank, where his outstanding qualities of leadership and infinite capacity for hard, accurate work have been instrumental in maintaining a high degree of serviceability of the aircraft. His quiet sincerity and earnestness, plus the great number of extra hours he has worked, have made him a most valuable NCO.

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SMITH, F/L Edward Victor Campbell (J10218) - **Mention in Despatches** - Cranwell - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 7 May 1913. Home in London, Ontario, but had been a civil servant in Ottawa for about six years. Enlisted first in Royal Canadian Artillery, going from private to Lieutenant. Joined RCAF in Ottawa, 23 June 1941 and posted to No.1 Manning Depot. To No.1 ITS, 8 August 1941; graduated and promoted LAC, 13 September 1941 when posted to No.9 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, 28 March 1942. Promoted Flying Officer, 1 October 1942. Attained rank of Squadron Leader, 1 November 1944. Repatriated 8 July 1945. To No.4 Release Centre, 12 August 1945. Retired 29 August 1945. No citation.



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SMITH, F/L Edward William (J16164) - **Distinguished Service Order** - No.424 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 11 November 1920 at Metis Beach, Quebec; home there. Educated at Radio College of Canada and O'Sullivan Business College. Enlisted in Sherbrooke, Quebec, 20 July 1940. Trained at No.2 ITS (graduated 30 September 1940), No.10 EFTS (graduated 11 December 1941), and No.4 SFTS (graduated 21 February 1941). Went overseas in March 1941. Commissioned November 1942. Flew a tour with No.103 Squadron (Whitleys and Halifaxes) during which he was shot down and rescued from Channel. DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 31 December 1944 which further adds that the first tour consisted of ten Whitley sorties (12 August 1941 to 11 September 1941 including ditching on 29 August 1941 after raid on Frankfurt and shot down by intruder over England, 11 September 1941. On this latter occasion he handled his aircraft superbly and effected a crash landing. In this landing he had badly burned legs, hands and head and a broken jaw. He became one of the Guinea Pigs at East Grinstead Hospital under W/C Tilley. His story is told in the book **As for the Canadians - The Remarkable Story of the RCAF's Guinea Pigs of World War II** by Rita Donovan (Buschek Books). Halifax sorties continued, 1 January 1942 to 6 June 1942 - 16 sorties including returns on three engines, 8 March 1942 (Turin) and 1 June 1943 (Essen). After first tour he spent two years instructing at an OTU. Attended Empire Central Flying School, graduating September 1944. Second tour was 21 sorties (20 September to 17 December 1944). Total operational flying was 297 hours 15 minutes. On return to Canada he took instrument flying course at Trenton, then went to CEPE where he flew the original "Rockcliffe Ice Wagon" (single-finned Liberator). He also commanded the glider detachment of Operation MUSKOX - the first person to pilot a glider above the Arctic Circle. Served in postwar RCAF; he was first RCAF Exchange Officer to serve in USAF Air Transport Command, March 1947 to June 1949 (flew 50 or 54 trips on C-54s in Berlin Airlift, attended A-Bomb tests in Pacific, flew Skymasters, Stratocruisers, Constellations, Globemasters) and with No.412 Squadron captained RCAF's first round-the-world flight carrying Lester B. Pearson (1949). In March 1950 to AFHQ with Directorate of Air Operations. In June 1951, newly promoted to Squadron Leader, made Regular Force assisting postwar Auxiliary on Pacific coast (No.442 Squadron and No.19 Wing HQ); awarded Queen's Coronation Medal, 23 October 1953 (Squadron Leader, No.19 Auxiliary Wing). Attended an All-Weather OTU, August 1954 to January 1955; appointed CO of No.428 Squadron (CF-100s, Uplands), 4 January 1955 with rank of Wing Commander; served in that post to 26 April 1957. As of May 1957 reported to have flown 7,000 hours on almost 60 types of aircraft. He worked for the Department of Energy, Mines and Resources as Director of Security, and for Statistics Canada as a Senior Labour Force Survey Interviewer after leaving the RCAF. He also earned a degree in Political Science. He married Jane Smith. Their two sons, Donald and Kevin graduated from RMC and their daughter Rosemary graduated from McGill

University. Died in Ottawa, 30 September 2000. Photo PL-41315 shows him with F/L A.P. Fawley (navigator) of North Battleford; PL-48355 taken as he commenced global tour flight with L.B. Pearson - shown are Sergeant A.E. Statham (Ottawa), LAC T.E. Andrews (Rockcliffe), F/L E.W. Smith, Corporal C. Martin (Hull), LAC D.M.M. Johnstone (Ottawa) F/L K.C. Murphy (Ottawa); PL-48356 also taken prior to Pearson flight and shows Sergeant W.I. Staples (flight engineer) and F/L E.W. Smith checking itinerary. PL-57221 is portrait with hat (June 1953); PL-101914 in flight gear; PL-137282 is portrait with hat, 11 October 1961. RCAF photo PL43074 (ex UK-20058, 9 April 1945) has the following caption: "Awarded a DSO after completing two tours of operations on Whitley and Halifax bombers, F/L E.W. Smith, Metis Beach, Quebec was snapped in front of this Lancaster bomber. A pilot with the Tiger Squadron, F/L Smith has had his share of thrills in this war. While flying Whitleys with an RAF Squadron during his first tour, his aircraft was shot down by an enemy intruder over its home base and the entire crew killed with the exception of F/L Smith and the rear gunner. On two other occasions he was obliged to ditch in the English Channel, but luckily the entire crew were saved and brought safely back to England."

This officer has completed two tours of operational duty. He has attacked some of the enemy's most important and heavily defended targets. On one occasion his aircraft was shot down by enemy action and another time he was forced down on to the sea. Flight Lieutenant Smith has consistently flown in adverse weather and in the face of intense enemy opposition but he has never let that deter him from completing his missions. Throughout his operational career this officer has displayed the highest standard of courage, determination and devotion to duty.

DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 31 December 1944 when he had flown 46 sorties (297 hours 15 minutes).

## First Tour

### Whitley Aircraft

12 August 1941 - Kiel (8.00)  
14 August 1941 - Hanover (7.55)  
17 August 1941 - Bremen (9.40)  
26 August 1941 - Cologne (7.40)  
29 August 1941 - Frankfurt (9.00) - ditched  
31 August 1941 - Essen (6.05)  
2 September 1941 - Frankfurt (9.10)  
5 September 1941 - Stuttgart (10.00)  
7 September 1941 - Berlin (9.05)  
11 September 1941 - Frankfurt (7.00) - shot down

### Halifax aircraft

1 January 1942 - Bremen (6.10)  
2 February 1942 - Cologne (5.20)  
12 February 1942 - Essen (4.50)  
20 February 1942 - Berlin (8.00)  
28 February 1942 - Bremen (6.55)  
2 March 1942 - Frankfurt (6.10)  
8 March 1942 - Turin (9.00) - three engines  
12 March 1942 - Duisburg (4.50)  
20 March 1942 - Wilhelmshaven (6.00)  
24 March 1942 - Emden (4.20)  
25 March 1942 - Vichy (7.05)  
30 March 1942 - Duisburg (5.45)  
31 March 1942 - Berlin (8.10)  
30 May 1942 - Cologne (5.15)  
1 June 1942 - Essen (5.35) - three engines  
6 June 1942 - Bremen (6.10)

## Second Tour

### Halifax aircraft

20 September 1944 - Cap Gris Nez (3.05)  
25 September 1944 - Calais (4.20)

27 September 1944 - Sterkrade (5.35)  
28 September 1944 - Cap Gris Nez (4.05)  
4 October 1944 - Bergen (6.35)  
6 October 1944 - Dortmund (6.00)  
9 October 1944 - Bochum (6.15)  
14 October 1944 - Duisburg (6.00) Day  
14 October 1944 - Duisburg (5.35) Night  
15 October 1944 - Kattegat (6.10) gardening  
22 October 1944 - Essen (6.40)  
25 October 1944 - Hamburg (4.55)  
28 October 1944 - Cologne (5.50)  
30 October 1944 - Cologne (6.00)  
1 November 1944 - Oberhausen (6.00)  
2 November 1944 - Dusseldorf (5.50)  
18 November 1944 - Munster (5.40)  
27 November 1944 - Frederickstadt (6.55) gardening  
30 November 1944 - Duisburg (6.15)  
6 December 1944 - Osnabruck (6.30)  
17 December 1944 - (5.25)

This officer has now completed two very successful tours of operations.

His first tour, constituting 26 sorties, was carried out against such remote and heavily defended targets as Berlin (3), Stuttgart, Frankfurt and Turin. On the night of 29<sup>th</sup> August 1941 after a raid on Frankfurt he was forced to ditch his aircraft. Two nights later he carried out a successful sortie against Essen. On the night of September 11<sup>th</sup>, 1941 he was shot down over England by an intruder aircraft. By superb handling of the aircraft he made a successful crash landing. He completed his first tour on four engine aircraft and on two occasions proceeded to and bombed the target on three engines.

His second tour is outstanding for the smoothness and success with which it has been carried out. He has operate consistently under the most adverse weather conditions and against the most heavily defended targets with never an abortive sortie. In one period of less than 24 hours he carried out two successful sorties against German targets.

Throughout both tours this officer has always displayed the highest standard of courage, determination and devotion to duty. His example has been a real inspiration to all aircrew and I strongly recommend the non-immediate award of the Distinguished Service Order.

SMITH, F/L Edward William, DSO (19827) - **Croix de Guerre with Bronze Star (France)** - Award as per 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:

Flight Lieutenant Smith completed two outstanding tours of operations as captain of aircraft, many sorties being against enemy installations in occupied France. He was a splendid example to his squadron.

NOTE: Ottawa **Citizen** of 25 March 1998 has a long piece by Jacob Berkowitz, "The English Patients: Burnt and Disfigured, 178 Canadian Airmen Learned How to Cope During Their Stay at an English Hospital". This describes his final crash with No.103 Squadron and subsequent treatment at East Grinstead. Excerpts below' see also entry for Ross Tilley:

After the war at a Commonwealth Aircrew Reunion in Winnipeg, Mr. Smith met someone who had watched the crash from the ground. Mr. Smith's Whitley bomber was returning to the Topcliffe aerodrome in Yorkshire. The aerodrome as well as the Whitley were blacked out for fear of intruders, German fighter

planes waiting for returning bombers. The Whitley approached the aerodrome using only radio contact. At the last possible moment the landing strip lights were turned on. The bomber was on its approach. The German fighter attacked. The Whitley plunged into the ground.

"The fellow said he saw me come walking out of the fire", Mr. Smith says, "then I collapsed and the tail gunner put out the fire (on his clothes) with a jacket..."

When Ed Smith arrived at East Grinstead in early January 1942, he knew immediately the stories he's heard about East Grinstead were true. "I remember going into Ward 3, the hut. Then someone came up and said, 'Would you like a beer ?' I'd just come from an RAF hospital which was very disciplined . And I walk into this hospital and the first thing I'm asked is 'Would you like a beer ?' And I said, 'I'd love one'..."

He had joined the Royal Canadian Air Force on July 4, 1940 [sic], on the spur of the moment on his way home for lunch from his accounting job in Sherbrooke, Quebec. He was 18, intelligent and confident. Mr. Smith was chosen for pilot training.

"The amazing this is, I'd never driven a car", recalls Mr. Smith. "I'd ridden a bicycle and could drive a team of horses and here they were going to make a pilot out of me."

He'd chosen the air force because his father, a First World War veteran, had told his oldest son to stay away from the army and the trenches he imagined would once again characterize the war. But Mr. Smith's father could not imagine the horror that awaited his son and other allied airmen in the skies over Germany.

Ed Smith didn't have to wait long to experience the terrors of air warfare. The log entry for his first mission reads, "Kiel, August 12, 1941. Intense heavy flak, clamped [caught in search lights] for 30 minutes, shit scared, glad to get back."...

Ed Smith holds his flight logs and grabs the bulk of the pages firmly in his left hand. I can thank East Grinstead for all that flying", he says.

A career as a pilot that depended on a firm left hand to fly almost 80 types of planes. A life in the air that saw Mr. Smith fly more than 10,000 hours, including 50 humanitarian supply trips into West Berlin during the 1948 Soviet blockade of the city and the command of the RCAF's first round-the-world flight carrying

then External Affairs minister Lester Pearson to the premier Commonwealth Conference in New Delhi in 1950.

FURTHER NOTE: Obituary by Buzz Bourdon in Ottawa **Citizen**, 8 October 2000 included the following statements:

A veteran of 60 dangerous missions over the heart of Germany as a bomber pilot during the Second World War, Edward Smith of Ottawa survived two crashes. The second left him badly burned and a member of the famous Guinea Pig Club of burn victims.

Flying a Whitley bomber with the Royal Air Force's 103 Squadron, Mr Smith, a retired Wing Commander who died in Ottawa last week aged 79, was returning from a raid over Germany when he was jumped by a German night fighter on September 11, 1941.

As the runway lights were turned on briefly to let him land at the Topcliffe aerodrome in Yorkshire, the German Ju.88 fighter pounced, blowing off the plane's right rudder and setting the port engine on fire. The Whitley was only 150 metres off the ground, too low for the crew to bale out.

The bomber's co-pilot, navigator and wireless operator all died in the crash. Mr. Smith - known to his RCAF friends as Big Ed because he was 6 foot 4 - was thrown out of the cockpit and was found by his tail gunner, unconscious and on fire.

The crash left him with a concussion, a broken jaw and severe enough burns on his legs, hands and feet to land him in the famous Queen Victoria Hospital at East Grinstead.

The burns weren't that serious, he said in a 1998 interview, but the problems was with his left hand. The skin on his hand and forearm had healed, but because of the scar, he couldn't close his hand. That would mean the end of his flying career.

But thanks to Dr. Ross Tilley, a Canadian plastic surgeon working at East Grinstead, Mr. Smith regained the full use of his left hand and returned to flying. He accumulated more than 10,000 hours in the air flying 60 different types of aircraft during his 30-year air force career.

Born in Metis Beach, Quebec on November 11, 1920, Edward William Smith joined the Royal Canadian Air Force on July 20, 1940.

Selected for pilot training, he earned his pilot's wings in February 1941 after training at Mount Hope, Ontario and Saskatoon. Posted to 103 Squadron in England, he was on his way to bomb Frankfurt on August 29, 1941 when he encountered heavy anti-aircraft fire over Dunkirk. Although his airplane's fuel tanks were punctured, he pressed on and bombed the target.

Returning to England., Mr. Smith ran out of gas and had to ditch his aircraft in the English Channel. The crew was picked up after about six hours of floating in a rubber dinghy.

A portion of the story relates his award of the DSO (adding nothing to what has already been related). It then goes on to say:

After the war, he stayed in the RCAF and was posted to the US Air Force on exchange from 1947-1949, flying Skymasters, Constellations, Stratocruisers and Globemasters. In 1949 he helped to fly supplies to the beleaguered city of Berlin when the Russians blockaded it.

Back with the RCAF that year, Mr. Smith made Canadian aviation history when he captained the 412 Squadron aircraft that made the first RCAF round-the-world flight, which covered 43,000 kilometres. His principal passenger was Lester Pearson, then Minister of External Affairs.

Lieutenant-Colonel Kevin Smith of the Canadian Forces, one of Mr. Smith's two sons, said his father approached his postwar RCAF career with the same style he fought the Second World War.

"He flew hard and partied hard. They took flying very seriously in those days. He took life seriously but also enjoyed his life."

Retired Air Commodore Chuck Ruttan of Ottawa knew Mr. Smith well in the late 1950s when they served at RCAF Station Cold Lake, Alberta. "He was a very fine gentleman, a fine pilot and was well liked and respected by all", he said.

RCAF Press Release No.6773 dated 26 September 1944 from F/O M.N. Negru, transcribed by Huguette Mondor Oates, reads:



WITH THE RCAF BOMBER GROUP OVERSEAS: -- After a first tour of operations marked by the rare experience of being shot down over his own bomber base in England, Flying Officer E.W. Smith of Metis Beach, Quebec, who in addition wears the emblem of the "Goldfish Club" – composed of airmen whose aircraft have come down into the sea, has recently begun his second flying stint as pilot of a Tiger squadron Halifax.

Frankfurt was the bugbear for Smith in both the misadventures of his first operational stretch, flown in twin-engined Whitleys and Halifaxes with a RAF squadron. That German centre was his target on each occasion. "I was just coming in to land after an attack on Frankfurt at night," he recalls, "when a ranging German intruder – a Ju.88 – gave us good burst, shot off the port rudder and set the port engine on fire and in we went." The Whitley crash-landed and only Smith and his tail gunner of the five-man crew survived alive. The bomber was only 500 feet up when attacked and too low for its occupants to bail out.

That was in September, 1941. A month previously, Smith was on his way in another Whitley to bomb Frankfurt when his aircraft was also attacked by a Nazi fighter. His tanks were holed by the fire from the enemy's guns and he lost all his petrol, "so we ditched in the North Sea". "We had been in the water only six hours when we were all picked up from our dinghy by an air-sea rescue launch," he recounts about that episode."

The 23-year-old skipper was in charge of the J.S. Mitchell Company wholesale hardware warehouse at Sherbrooke, Quebec, when he enlisted with the RCAF there in July, 1940. He came overseas as a sergeant-pilot in March, 1941. On completion of his first tour, Smith instructed for some time at a RAF training unit before proceeding to a heavy conversion unit of the Canadian Bomber Group to prepare for his second tour with his present RCAF squadron. He has a brother, Roy, with the Canadian Provost Corps in England.

RCAF Press Release PN-353-46 (DHH files 79/453 and 79/454) dealt with his MUSKOX experiences under the byline of Flight Lieutenant Ron Gadsby:

Norman Wells, NWT, April 2, 1946 - For the first time in aviation history a glider was successfully launched and picked up north of the Arctic Circle, on Saturday, March 30. It was a combined RCAF and US Army Air Corps effort, in conjunction with Exercise Muskox, and marked a new phase in air supply.

Piloted by Lieutenant Richard Hopkins of Sturgis, Michigan of the Army Air Force

and with co-pilot, Flight Lieutenant E.W. Smith, DSO, Metis Beach, Quebec, the glider carried a new engine for a snowmobile of the MuskoX ground force.

The motorless aircraft was hauled into the air shortly before three in the morning by an Army Air Force Dakota attached to this unit, piloted by Flight Lieutenant Jim Wilson of Orillia, Ontario and captained by Lieutenant M.G. Brewer, Charleston, Arkansas. The history-making tandem headed north and east and crossed the Franklin Mountains without incident, arriving at Coppermine three and a half hours later. At Coppermine, 100 miles north of the Arctic Circle, the moving force was camped preparatory to heading for Fort Radium and the last stage of the journey to Edmonton.

Flying conditions were almost perfect as we climbed to 5,000 feet to hump over the Franklins. Passengers in the tow plane bedded down to keep warm in the chill air. The temperature, at time of take-off, was six degrees below zero. At Coppermine the mercury had dipped to 44 below. We passed the tree line at dawn and the quickly-rising sun flooded the barren lands with blazing light. It wasn't difficult to find the frozen Coppermine River and the pilot of the tug followed it to its mouth. From the air we could see the men of the moving force scurrying about, mingling with the entire population of the tiny settlement on the shore of the Arctic Strait.

The glide was cut loose and it dropped swiftly to the snow-covered ice in front of the settlement. It required but 36 minutes from the time it was dropped until it was again airborne. In less than ten minutes the snatch rig was installed and ready to function but there was a slight delay in unloading the heavy eight-cylinder engine.

The delay gave Captain Joe Baker of Barrie, Ontario and Lance Corporal A.S. Maloney of Mossbank, Saskatchewan, passengers in the glider, time to talk to members of the ground force. They reported that the men were in good spirits.

As we circled to re-engage the tow rope there was an air of tension in the Dakota tow plane. A perfect "snatch" was made on the first try, however, and the glider seemed to leap from a cloud of snow. There was but a slight jar to the Dakota as the glider became airborne.

The return journey was uneventful but the members of both crews enjoyed the magnificent scenery of the Franklin mountains that form a wall behind Norman Wells. The landing at this airdrome was made at 10.28 a.m., to terminate seven

hours and 28 minutes of spectacular flying.

Other passengers and crew who witnessed the "snatch" included Sergeant F.J. Vinal, Smith's Falls, Ontario; Flight Sergeant Ben Joung of Montreal; LAC S.E.J. Hunter of Brockville, Ontario; Sergeant Anton Schadi, AAF, San Francisco; LAC D.J. Armstrong, Wiarton, Ontario; Lieutenant-Commander Bob Willingham, United States Navy, Washington, DC; Captain Vince Robbins, Canadian Army Public Relations Officer, Vancouver; Lieutenant G.M. Billings, AAF, Morganton, North Carolina; Staff Sergeant Carlson, Tacoma, Washington, Sergeant D.J. Brealin, Baltimore, Maryland; and F/O E.B. Fitchett, of Thetford, Quebec.

The feasibility of glider operation under Arctic conditions has been of special interest to RCAF authorities. The glider was a standard CG-4, a Waco of the type used on many airborne invasions of Europe and known familiarly as the Hadrian. The snowmobile engine was installed during the weekend.

RCAF Press Release (number obscure) drafted 21 December 1944 which cleared censor in January 1945 read as follows:

With the RCAF Bomber Group in Great Britain - To be shot down over your home base by an enemy intruder after completing an attack on a German target, and to ditch in the English Channel twice is quite enough excitement for a young fellow of 24, according to F/L E.W. Smith, Metis Beach, Quebec, a pilot with the Tiger Squadron of the RCAF Bomber Group, who has completed two tours of operations on Whitley and Halifax bombers.

Altogether F/L Smith logged more than 43 attacks on enemy targets. Most of the thrills and adventures for the skipper occurred during his first tour with RAF squadrons after he arrived overseas in March 1941.

Apparently home safely over his base one night after successfully bombing Frankfurt, the Whitley he was piloting was attacked by a Jerry intruder, which riddled the aircraft with machine guns and cannon shells. F/L Smith was forced to crash-land the aircraft. It burst into flames and F/L Smith suffered serious injuries. He was confined to hospital with concussion, a broken jaw and burns.

Previous to this experience the young pilot has his first "ditching". He was returning from another attack on Frankfurt one night at the controls of a Whitley bomber when it was attacked by an Me.110. Fire from the fighter's guns blasted holes in the petrol tanks. Obligated to set the bomber down into the Channel, the

entire crew floated around in their dinghy for six hours before being picked up.

Returning to operational duty to finish his tour after recovering from his injuries when shot down by the intruder, F/L Smith was posted for instructional duties in Scotland. Here he experienced his second "ditching" into the Channel. The Whitley bomber developed engine trouble and once again the crew had to take to their dinghy. They were picked up after being afloat for two years.

With his instructional duties over, F/L Smith started his second tour with the Tiger Squadron on Halifax bombers. "It was very quiet compared to the first one". The husky captain related. "Of course we were shot up by flak a few times. In one attack on Bochum an engine packed up as we were crossing the French coast. We went on to bomb the target with the propeller windmilling for the balance of the journey to the target and home again.

Before he joined the RCAF, F/L Smith was employed in the wholesale and retail hardware business in Sherbrooke, Quebec. He has one brother in the armed forces, Lance Corporal Roy Smith who is overseas with the Canadian Provost Corps.

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SMITH, F/L Edwin John (J9466) - **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. Born 17 April 1920 at Toronto. Enlisted there 25 February 1941. Trained at No.3 ITS (graduated 8 August 1941), No.13 EFTS (graduated 25 September 1941) and No.13 SFTS (graduated 19 December 1941). Served in postwar RCAF (19654, awarded Queen's Coronation Medal, 23 October 1953 while a Squadron Leader at Greenwood, Nova Scotia); postings included Chief Flying Instructor at Centralia, work at Trenton (1947-1949), Directorate of Ground Training at AFHQ (1949-1951), RCAF Staff College (1951), No.405 Squadron (including command), worked as project officer on Argus programme (1956-1959), SACLANT Anti-Submarine Warfare Technical Centre (1959-1961), Station Greenwood (1961-1965). In August 1965 he was appointed Director, Maritime Forces Operational Requirements (Air) at CFHQ; in July 1968 made Military Advisor to Canadian High Commissioner, Pakistan. Died in Toronto, 13 September 1997. Photo PL-58812 is a portrait, 28 October 1953; PL-112624 is portrait, 6 May 1959.

This officer has been a flying instructor for thirty-five months. In that time he has carried out his duties with determination and skill establishing an excellent record as a flight commander. On several occasions he has occupied the position

of acting squadron commander and for the past four months has been officer in charge of the advanced training unit at R.1 Edenvale. In this capacity he has shown rare qualities as a leader and example to the younger officers under him.

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SMITH, F/L Eric George (J12889) - **Distinguished Flying Cross** - No.107 Squadron - Award effective 20 June 1945 as per **London Gazette** dated 29 June 1945 and AFRO 1453/45 dated 14 September 1945. Born 26 January 1921 in Navan, Ontario; home there. Educated at University of Ottawa. Enlisted in Ottawa, 1 July 1941. To No.1 Manning Depot, 27 August 1941. To Trenton, 25 September 1941. To No.5 ITS, 10 November 1941; promoted LAC, 2 January 1942 and posted to No.14 EFTS; to No.1 SFTS, 28 March 1942. Graduated and commissioned, 17 July 1942. To No.1 Flying Instructor School, 15 August 1942; to No.2 SFTS, 3 October 1942. Promoted Flying Officer, 17 January 1943. To No.36 OTU, 30 December 1943. To "Y" Depot, 11 March 1944. Taken on strength of No.3 PRC, 25 March 1944. To No.13 OTU, May 1944. Promoted Flight Lieutenant, 17 July 1944. To No.304 Ferry Training Unit (further training), August 1944; to No.2 GSU, Melton Mowbray, August 1944; to No.107 Squadron for operations, August 1944. To No.3 PRC, May 1945 to await repatriation; taken on strength of No.1 Repatriation Depot on repatriation, August 1945. To No.4 Release Centre for release proceedings, September 1945. Taken on strength of No.8 Release Centre, August 1946 on appointment as Administrative Officer, Medical Orderly Room. Retained in postwar RCAF as of 1 October 1946 and posted to No.1 Composite Training School for course. To Station Trenton, January 1947 as Education Officer and Trade Advancement Officer. To Central Air Command Headquarters, May 1947 as Staff Officer (Selection and Manning Branch) as Staff Officer (Selection and Manning 4). To Central Flying School, September 1947 (refresher course); to Flying Training School, November 1947 (instructor); to Instrument Flying School, December 1947; to Flying Training School, February 1948 (instructor and flight commander). To Headquarters, North-West Air Command, February 1949 (recruiting officer, Medicine Hat). To Station Winnipeg, June 1950 (Chief Administrative Officer). To Summer Camp, Gimli, June 1950.. Promoted Squadron Leader, 26 June 1951. To North-West Air Command Headquarters, September 1950 (Staff Officer, Selection and Manning Branch). To Tactical Air Group Headquarters, August 1951 (Staff Officer, Selection and Manning Branch). To No.441 Squadron, to command, September 1951 but almost immediately to No.1 Group Headquarters (Auxiliary). To Air Defence Command Headquarters, November 1951. Joined Special Force (Korea), 14 August 1952; with 334th Squadron, 15 August to 11 December 1952; struck off strength of Special Force (Korea), 19 December 1952, reporting back to Canada 23 December 1952; flew missions from 10 September to 10 December 1952 (50 sorties of which 34 were CAP, 11 escorts and five Ground Controlled - 75 combat hours). Also flew 18 hours 55 minutes non-combat on Sabres, one hour five minutes non-combat on T-33. Awarded US Air Medal in Korean War. To Air Defence Command Headquarters, December 1952. To No.1 (Fighter) Operational Training

Unit, February 1953 (Chief Flying Instructor). To Air Ministry, London, July 1956 on exchange duties with RAF. Attended RCAF Staff College, July 1958 and qualified "psac". To No.3 Advanced Flying School for course, July 1959; to No.3 (All Weather) OTU, August 1959. To No.413 Squadron, December 1959 as Squadron Operations Officer and Acting Second in Command. Promoted Acting Wing Commander, February 1961 on posting to North Bay (Chief Operations Officer); to No.414 Squadron, North Bay, August 1961 (Commanding Officer). Relinquished Acting Wing Commander, September 1961 on posting to Station Headquarters, North Bay. To RCAF Headquarters, October 1961 (Directorate of Flight Safety, Aircraft Accident Investigator, staff officer), continuing on in those tasks on integration into Canadian Force Headquarters (August 1964). To CFHQ Headquarters non-effective strength, January 1968 on commencement of retirement leave; released August 1968. See PL-58027 and PL-128765 (photos). Also, taken in Korea, RE-21082 (flight gear, no helmet), RE-22037-3 (view of his Sabre), RE-22041-1 (beside Sabre), RE-22041-2 (beside Sabre), RE-22041-6 (with Captain W. Tilley); RE-22042-1 (with Andy Mackenzie) and RE-22042-1 (also with Mackenzie).

This officer has completed a large number of operational sorties. He is a pilot of exceptional ability who has never let either adverse weather or enemy opposition deter him from completing his allotted tasks. He has inflicted considerable damage on the enemy's lines of communication, mechanical transport and rolling stock. He has at all times exhibited great determination, initiative and daring and set an inspiring example by his fine fighting spirit and devotion to duty.

Interviewed on 3 December 2005, he provided the following information. In Canada, while attending No.36 OTU (December 1943-March 1944) he was teamed with his navigator, Reg Pratt (RAF), who had been trained in Canada under the BCATP. With only "glass nose" Mosquitos, the experience at No.36 OTU gave him familiarity with the aircraft but not realistic preparation for combat; there was not even night flying. Things were different at No.13 OTU, Bicester, where it was 100 percent low level flying. He was good in gunnery, not so good in aircraft recognition. However, there was still no night flying; his first experience with that was his first sortie. His logbook records the following sortie with No.107 Squadron:

No.1 - 26 August 1944 (NT207), a patrol of the Serine area with two 500-lb bombs and two flares. He made cannon attacks on barges. (1.55).

No.2 - also 26 August 1944 (NT207) - same load, attacked troop concentrations (1.30).

No.3 - 27 August 1944 (NT207) - patrol over France, Forges to Gournay - four 500-lb bombs - road transport bombed (2.05)

No.4 - also 27 August 1944 (NT207) - patrol over France, same as above - two 500-lb bombs and two flares - "troops concentrations bombed; transport cannoned" (1.45).

No.5 - 30 August 1944 (LR366) - patrol over France, St. Quentin to Mons - "bombed railway junction at Leval on Gee - weather bad" (2.40).

No.6 - 31 August 1944 (LR366) - patrol over France, Cambrai-Hirsons-Mons-Valenciennes - tqo 500-lb bombs and two flares - "bombed Le Nouvions railroad junction." (3.20)

No.7 - 1 September 1944 (LR366) - take off at 0010 - patrol over France and Belgium, Eische-Trier - two flares and cannon - "No movement sighted - cannon attacks on large factory - no flak - weather bad." (4.00 of which 2.30 spent flying in cloud or on instruments)

No.8 - 9 September 1944 (LR366) - take off at midnight - patrol over France, battle area east of Moselle River - Point a Moussons - Nancy - Metx - "Cannon attacks on railyards and warehouses - weather good - no flak" (3.55).

No.9 - 11 September 1944 (LR366) - take off at 1830 hours - patrol Holland, Rhine River area, Venlo - Geloern - Arnhem - "Cannon attacks on large tug boat towing four barges - boat set afire - other attacks on barges and warehouses - searchlight activity - weather good - no flak." (3.40)

No.10 - 23 September 1944 (HR254) - takeoff at 2200 hours - patrol Holland and Germany, Venlo - Roermonde - Dusseldorf - "No movement sighted - light flak - diverted to Dunsfold." (3.25 of which two hours spent flying in cloud or on instruments).

No.11 - 26 September 1944 (HR254) - takeoff at midnight - patrol Holland and Germany, Venlo - Neuss - Emmerich - Wesel - "Cannon attacks on rail junctions - no flak - weather good." (3.40)

No.12 - 1 October 1944 (HR254) - takeoff at midnight - patrol Holland and Germany, Cleves - Wesel - Muenster - Dorsten - Osnabruck - "Two boats, rail junction and two trains attacked - locomotives left steaming north of Wesel - weather perfect - full moon - searchlight activity - flak inaccurate" (3.30)

No.13 - 4 October 1944 (HR254) - takeoff at 2130 hours - patrol Holland and Germany, Utrecht - Deventer - Emmerich - Krefeld - Cleves - Arnhem - "Cannon attacks on boats River Ijssel - bombs on marshalling yard at Bocholt - two 500-lb bombs." (3.40 of which 40 minutes in cloud or on instruments)

No.14 - 5 October 1944 (HR254) - takeoff at 0400 hours - patrol, Ammersfoort, Holland - Zwolle

- Meppell - Groningen - Leer - "Cannon attacks and one 500-lb bomb on train - locomotive steaming and trucks scattered off track - full moon - no flak." (2.15 of which one hour flown in cloud or on instruments).

No.15 - 13 October 1944 (HR254) - takeoff at 2130 hours - patrol, Holland, Breskens - Flushing and Scheldt Pocket - "Bombed road junction in pocket. Canned possible troop concentrations - flak from flak ship - two 500-lbs." (2.15 of which one hour flown in cloud or on instruments)

No.16 - 2 November 1944 (HR254) - takeoff at 0500 hours - patrol, Germany, Wesel - Haltern - Munster - Osnabruck - "One train 315 Wesel 6 - attacked with one 500-lb bomb, cannon and machine guns. Locomotive left steaming. Strikes observed - German mortar positions strafed at Oosterhout - observed buzz bomb launching - no flak". (3.25).

No.17 - 8 November 1944 (HR254) - takeoff at 2000 hours - patrol, Holland, Harderwijk - Deventer - Zutphen - Arnhem - Rotterdam - Zutbommel - Utrecht - "Four transport canned and machine gunned - two barges strafed - one 500-lb bomb on rail junction at [place not stated]. Inaccurate light flak." (3.20 of which 30 minutes flown in cloud or on instruments).

Squadron flew from Hartford Bridge to Epinoye, France, 19 November 1944.

No.18 - 21 November 1944 (HR254) - takeoff at 2100 hours - patrol, Holland and Germany, Wesel - Venlo - Dusseldorf - Roermonde - "Cannon attacks and two 500-lb on "Asbeck". No flak." (2.25 of which 1.30 flown in cloud or on instruments).

No.19 - 25 November 1944 (HR254) - takeoff at 2100 hours - patrol, Holland, Tiel - Meppel - Meppen - Heede - Assen - "Three barges strafed at Coervolde - one truck exploded at Meppen - two 500-lb and cannon on motor transport at Lachen. No flak." (3.25 of which 1.05 flown in cloud or on instruments).

No.20 - 26 November 1944 (HR254) - takeoff at 1900 hours - patrol, Germany, Bocholt - Koesfield - Lengerich - Burgsteinfurt - "Two 500-lbs and cannon on train at Koesfield; two 500-lbs and cannon at Burgsteinfurt and another train. Intense accurate flak at Burgstein." (3.00).

No.21 - 29 November 1944 (PZ336) - takeoff at 0100 hours - patrol, Germany, Hengelo - Rheine - Osnabruck - "One barge strafed - full moon - low cloud - no flak." (2.50 of which one hour flown in cloud or on instruments).

No.22 - 2 December 1944 (HR254) takeoff at 2300 hours - patrol, Holland (but he must mean Germany), Padderborn - Soesti - Hamelin - "Patrol abandoned due to severe icing - 3 x 500-lb bombs on autobahn highway - cannon attacks on car - coned by six searchlights at Koblenz".



(2.25 of which one hour flown in cloud or on instruments).

No.23 - 5 December 1944 (HR254) - takeoff at 0100 hours - patrol, Germany, Heinsburg - Bedburg - Dusseldorf - Wesel - "One locomotive attacked at Erkerlenz with cannon and two 500-lbs. Strikes with cannon; bombs on tr [track ? train ?]. One car at above and one car at Sunchien. Light inaccurate flak" (2.10).

No.24 - 6 December 1944 (HR254) - takeoff at 2130 hours - patrol Germany - "Strike on town of Oberbruch where Panzer division is believed located. Two 500-lb and two flares, cannon and machine gun. No flak. Debris observed from houses." (2.00)

No.25 - 11 December 1944 (HR254) - takeoff 2215 hours - Germany - "Strike on town of Wassenburg - two 500-lbs incendiaries, one 500-lb 11-second delay, one flare. Many fires observed - cannon and machine gunned town." (2.00)

No.26 - 23 December 1944 (HR254) - takeoff 0500 hours - patrol Germany, Stadkyll - Euschner - Cologne - Coblenz - Mayen - Birgen. "Two x 500-lbs on railway yard and rail tracks at Daun. Cannon attacks on rail yard and rail trucks at Daun. Cannon attacks on rail yard and factory. Three attacks on locomotive." (2.30 of which 20 minutes flown in cloud or on instruments)

No.27 - 24 December 1944. (HR254) - takeoff 0200 hours - patrol Germany, Weiswambach - Call - Arweiler - Mayen - "Three 500-lbs on railway junction containing 10 trucks at Speicher. Cannon attacks." (2.15)

No.28 - 24/25 December 1944 (HR254) - takeoff 1830 hours - patrol, "same area as above", i.e Weiswambach - Call - Arweiler - Mayen - "3 x 500-lb on road junction in Tonsdorf. Petrol tank exploded and burned from cannon. Other transport cannoned. Buzz bomb attack. Bomb destroyed. Confirmed as destroyed by 2 Group." (2.00 of which 45 minutes flown in cloud or on instruments. In interview (2 December 2005) he stated that he was on patrol with another Mosquito, piloted by F/L John B. Conlin (RCAF, later DFC). Conlin was the first to notice four or five V-1s headed for Antwerp. Smith made a near-effortless one-quarter attack on one and lost sight of it going down. He made no claim at the time, but it was confirmed as destroyed by Intelligence including army reports.

No.29 - 27 December 1944 (HR254) - takeoff at 0100 hours - patrol of battle area - Mortelange - Prom - 270 degrees Sinziglo - Zulpicb - Bullingen. "Two 500-lbs and cannon on railyard and ten trucks at Hillesheim; cannon attack and one 500-lb on Tonsdorf." (2.15 of which 45 minutes were in cloud or on instruments).

No.30 - 31 December 1944 (HR254) - takeoff at 1900 hours - patrol Germany, Daun - Mayen -

Euschirchen - Julich. "Three 500 lbs - one flare. Cannon and machine guns on 300-400 rail trucks at Dorsel. Intense flak on return."

No.31 - 1 January 1945 (HR254) - takeoff 2220 hours - patrol Germany, battle area - Martelange - Daun - Gee position - battle front on bomb line - "Three 500-lbs and cannon on Schwerzheim. Cannon on [location not stated]. Machine guns and cannon on buzz bomb." (2.55 of which 45 minutes were in cloud or on instruments).

No.32 - 16 January 1945 (HR254) - takeoff at 2300 hours - "Germany - ops strike on town of Wegburg- Klinkum - two flares and two 500-lb incendiaries - cannon and machine gun - possible troop concentration in town - no flak." (1.45).

No.33 - 17 January 1945 (HR254) - takeoff 1840 hours - "Germany - ops strike on town of Wegburg. Low stratus cloud obscured target. Two 500-lb incendiaries and one 500-lb 11-second delay bombs dropped on Gee. Large fire started in wood. Canned fire in wood." (1.45 of which one hour in cloud or on instruments).

No.34 - 18/19 January 1945 (HR254) - takeoff at 1800 hours - "Germany - ops strike on town of Birgelen, 8.30 p.m. - two 500-lb incendiaries and two flares and all ammo on town. Three large fires when leaving. Weather cloudy and bumpy en route." (1.45 of which 30 minutes in cloud or on instruments).

No.35 - 19 January 1945 (HR254) - takeoff at 0545 hours - "Germany - same as above; 12 distinct fires on leaving. Flak quite accurate. No hits. Canned town of Rosenthal and machine guns. Strikes seen. Machine gunned woods north of town. Weather perfect enroute."(2.20)

No.36 - 27 January 1945 (HR254) - takeoff at 2100 hours - "Germany - ops - offensive patrol - Rheydt - 180 degrees Neussh - 270 degrees Cologne 10 - Dueen - Erkelenz - no movement sighted - two 500-lb bombs on rail junction at Blatzheim. Cannon attacks on towns of Konigshoven and Erkelenz. Target area very clear. Cloudy and very hazy en route with icing." (2.05 of which one hour in cloud or on instruments).

No.37 - 28 January 1945 (aircraft identified only as RS) - takeoff at 2245 hours - "Germany - ops, patrol Winterburg - Padderborn - Unna - Brylon. Target area obscured by low stratus. Train attacked with two engines at Seigen with two 500-lb bombs, 2,400 rounds machine guns fired. Route clear. Full mood. Stoppages in all cannon." (2.45 of which one hour in cloud or on instruments).

No.38 - 4 February 1945 (RS533) - takeoff at 1915 hours - "Germany - ops patrol Unna - Hamm - Guterslon - Bielefeld - Bad Oynehausen. Patrol area obscured by low cloud. Patrol abandoned.

One 500-lb bomb on Brillon on Gee. 40 + transport cannoned at Mullenbach in Ardennes on return. Two transport exploded and burned." (2.40 of which one hour in cloud or on instruments).

No.39 - 5 February 1945 (RS533) - takeoff at 0330 hours. "Germany - ops patrol Hanover - Brunswick - Magdeburg. Patrol abandoned due to low cloud. Bombed road/rail junction at Ulmen in Ardennes. Transport cannoned west of Coblenz." (2.50 of which 50 minutes in cloud or on instruments).

No.40 - 7 February 1945 (HR254) - takeoff at 0430 hours - "Germany - ops patrol Reuven - Aldenkirchen - Rheineburg - Marienbaum - Weeze - cannon attacks on 4-5 MET. Bombed on Gee at Weeze. Coned by searchlights." (1.45 of which 45 minutes in cloud or on instruments).

No.41 - 8 February 1945 (HR254) - takeoff at 0430 hours - "Germany - ops patrol Borken - Coesfeld - Osnabruck - Munster - Dorsten - main railway from Munster-Hann bombed; four MET cannoned, strikes on all. Weather poor; rain and low stratus." (3.10 of which two hours in cloud or on instruments).

No.42 - 14 February 1945 (HR254) - takeoff at 2130 hours - "Germany - ops patrol of battle area - Reuver - Aldekerk - Krefeld - Kempen - Viersen - Arsbeck. Cannon attacks on towns of Waldenwonk [?] and Suchtein. Nothing else observed. Searchlight and intense accurate flak from Suchtein." (1.45).

On 21 February 1945 he reported one hour of daylight formation flying. This seems to have been a prelude to:

No.43 - 22 February 1945 (NS958) - takeoff at 1300 hours - "Germany - daylight ops. Patrol in Kiel - Neumunster - Hamburg area. One train attacked and left steaming at Bad Bradstedt - two 500-lbs instant on rail station at Wrist Mod. Heavy and light flak at Kiel. Group lost 21 Mosquitos." (4.20 in daylight).

No.44 - 24 February 1945 (HR254) - takeoff at 0230 hours - "Holland - ops - patrol Deventer - Almelo - Appeldoorn - Enschede - Arnhem. No movement sighted. Bombed road junction, three 500-lbs at Elburg." (2.30 of which 30 minutes in cloud or on instruments).

No.45 - 28 February 1945 (HR254) - takeoff at 0210 hours - "Germany - ops patrol - Cologne - Coblenz - Weisbaden - Target area very hazy - Large goods train attacked with bombs and cannon at Daun. Hit with three 500-lbs behind locomotive." (2.45 of which 35 minutes in cloud or on instruments).

No.46 - 1 March 1945 (HR254) - takeoff at 2330 hours - "Ops - strike in support of Canadian Army, southwest of Xanten on ammunition dump. For 500-lbs instantaneous bombs." (1.40).

No.47 - 3 March 1945 (HR254) - takeoff at 1945 hours - "Ops strike on detraining point at Hardingen - Neviges. Four 500-lb on Gee. Searchlights." (1.50 of which 40 minutes in cloud or on instruments).

No.48 - 4 March 1945 (HR254) - takeoff at 0005 hours - "Ops - strike on road/rail junction at Rattigen. Four 500-lbs on Gee." (2.00 of which one hours 40 minutes in cloud or on instruments).

No.49 - 5 March 1945 (HR254) - takeoff time not given - "Ops patrol - railway from Cologne - Coblenz - Wiesbaden. Weather terrible !!! Three 500-lb bombs on marshalling yard north of Coblenz. Landed by G.C.A." (2.20, all at night in cloud or on instruments). A note in logbook reads, "Van Bell killed on return to base just ahead of me. I landed on F.100 in intense fog. Only aircraft airborne at landing in whole war theatre." The reference to Bell is that F/O V.E.R. Bell (pilot, RCAF) and FS C.G. Davidson (navigator, RCAF) killed this date in Mosquito RS533 of No.107 Squadron.

No.50 - 8 March 1945 (HR254) - takeoff time not given - "Ops patrol - railway, Frankfurt - Magdeburg. Weather poor. Two 500-lb bombs on D.P. Cannoned unidentified light." (2.40 of which two hours flown in cloud or on instruments).

No.51 - 13 April 1945 (HR246) - takeoff time not given - "Ops patrol - Germany in area northwest Berlin. No movement sighted. Low cloud. One flare and one 500-lb bomb on rail junction at Hagenow. Searchlights and fighter flares to bomb line." (4.30 of which one hour 30 minutes in cloud or on instruments.)

No.52 - 14 April 1945 (NS939) - takeoff time not given - "Ops patrol - Germany in area north of Kiel Canal; one flare, one 500-lb and strafed road/rail junction." (4.00 of which 40 minutes flown in cloud or on instruments).

No.53 - 17 April 1945 (TA118) - takeoff time not given - "Ops patrol - Germany in area of Hamburg and Bremen. One goods train strafed at Basbeck. MET strafed at Hollenstrot and Baemervorde. Bombed railroad junction at Baemervorde. Meagre accurate light flak from train and town of Basbeck. Bright moon, weather hazy." (3.30).

No.54 - 18 April 1945 (TA118) - takeoff time not given - "Ops patrol - Germany in area northwest of Berlin. Bombed and strafed town of Plate. Moon. No flak." (4.05).

No.55 - 20 April 1945 (TA118) - takeoff time not given - "Ops patrol - Bremen-Hamburg area. One MET strafed and exploded at Wankendorf. One 500-lb bomb on Godebusch. Full moon." (4.10).

No.56 - 22 April 1945 (TA118) - takeoff time not given - "Ops patrol - Bremen-Hamburg area. One train with 40 + trucks strafed at Ludz. Strafing lights in towns of Karow and Plate. Flak from trains accurate and heavy. Also from Schweriner Lake. Full moon." (4.00)

No.57 - 25 April 1945 (TA118) - takeoff time not given - "Ops patrol - Boizenburg - Ratzburg - Wiemar - Warnemunde - Warin - Pritzwalk. One MET strafed and destroyed, Sternberg. One MET strafed, strikes at Plauer. Road and rail centre at Grabow bombed. Flak moderate, accurate at Butzow.

No.58 - 26 April 1945 (TA118) - no takeoff time - "Ops patrol - Elmshorn - Itzhoe - south Kiel - Lubeck - Neumwunster. Cannon attacks at Honenwestedt. Blazing sidings. Bombed at Elmshorn." (4.00 of which 30 minutes flown in cloud or on instruments).

Most of these patrols were conducted at 1,500 feet.

Notes in his album list aircraft on strength of No.107 Squadron ("Battle Order") at various times. These include the following as being on strength as of 7 December 1944:

PZ336 "U"

HR189 "X"  
PZ225 "B"  
BZ392 "D"  
HR350 "E"  
NS853 "F"  
HR296 "G"  
HR246 "N"  
HR249 "C"  
HR254 "L"  
NS833 "V"  
PZ238 "P"  
NT128 "Q"  
HR145 "S"  
PZ376 "T"  
NS939 "Z"  
HX965 "W"

LOGBOOK NOTES: He commenced flying training at No.14 EFTS, Portage la Prairie on 5 January 1942 and made his first solo on 19 January 1942 (ten minutes), having to that point flown eight hours dual. His second solo (20 January 1942, 20 minutes) was not auspicious, for he noted in his logbook, "Overshot three times, landed off field and knocked tail wheel off".

He noted that on 24 January 1942 a fellow pupil, John Lawn, "spun in from 4,000 feet and got a broken nose and a broken ankle." Lawn was killed at a railway crossing while home on leave, Pembroke, Ontario, 7 April 1942 (with LAC J.P. Carmody).

His last flight at No.14 EFTS was on 3 March 1942, by which time he had logged 29 hours 40 minutes (day dual) and 43 hours 45 minutes (day solo) plus three hours five minutes (night dual); of this, seven hours 45 minutes had been dual cloud flying. He commenced flying at No.1 SFTS, camp Borden on 31 March 1942 (Yale 3416) with P/O Stirling as instructor. He flew Yales until 12 April 1942; the next day he was flying Harvards.

Along the way he noted the fates of various instructors. One P/O (later F/O) Rogers he described as "missing on first 'op' in a Halifax aircraft" (apparently about September 1943). Another instructor was Warrant Officer Charles Sidney Aistrop, awarded an AFC for instructional work at No.1 SFTS, killed in action with No.440 Squadron, 6 October 1944. WO2 J.S. Cox was killed as a Flying Officer with No.430 Squadron, 6 June 1944 (Mustang aircraft - recce mission - possibly shot down by FW.190s). WO2 H.H. Davison was killed (as a Pilot Officer) at No.1 OTU, Bagotville flying a Hurricane (19 March 1943). On 30 June 1942 he flew solo (1.35) in Harvard 2648 - then reported that on 3 July 1942 it had crashed out of control,

killing LAC A.R. Bonner and LAC J.R. Moody (...two weeks before wings parade. I witnessed the crash from 3,000 feet while leading a formation of three aircraft.").

Although he had graduated at No.1 SFTS as of 17 July 1942, he continued to fly there until 11 August 1942. He commenced flying at No.1 FIS, Trenton on 20 August 1942, piloting a variety of aircraft (Harvard, Cornell, Fleet), the course including such items as a "Patter Test". Squadron Leader J.C.B. Miralbelli (Central Flying School) gave him his "Category Test" on 23 September 1942 and wrote in the logbook, "Should develop into a very capable instructor with necessary experience."

He commenced at No.2 SFTS on 6 October 1942 with a instructional check by F/L Stovel and commenced instructing that day. Again he noted the ultimate fates of pupils, including some triumphs. He was clearly proud of LAC Harold E. Sayeau, noting the award of the DFC to that man in October 1944. Yet some died foolishly, notably Sergeant (laterWO) A.E. Frazer who was killed on 24 September 1943 (with P/O H.O. Farner) at St. Andrews East, Quebec (Harvard 3293, low flying).

His final flight at No.2 SFTS was on 21 December 1943. By then he had flown 1,332 hours (dual, solo. etc) of which 1,193 hours had been on Harvards. He commenced flying at No.36 OTU on 8 January 1944 (35 minutes dual in an Oxford) before going on to Mosquitos on 10 January 1944. His instructor was one F/L O'Connell, DFC who gave him two hours 40 minutes dual before he went solo on type (25 minutes on Mosquito 324, 14 January 1944). He was first teamed with P/O Pratt on 18 January 1944 and thereafter was in regular formation routines, cine gun exercises and navigational exercises. His final flight at No.36 OTU was on 24 February 1944. The course was marred by an accident on 17 February 1944 (KB109) which killed F/O Richard George Gilmour (RCAF pilot) and P/O Leonard H. Teer (RAF navigator).

He commenced training at No.13 OTU on 28 May 1944 (Link instruction) with actual flying training beginning 31 May 1944. He then went to No.2 GSU, Melton Mowbray, commencing flying on 8 August 1944. The course consisted of much shallow dive bombing, night cross country, and some air to ground firing. His last flight was on 18 August 1944, after which he was posted to No.107 Squadron (detailed above).

He last flew with No.107 squadron on 18 May 1945 and summarized his tour as 58 sorties, 164 hours 55 minutes on operations. He did not fly again until 9 September 1947 (refresher course at Trenton) before going on to instruct at FIS, Centralia (commencing 27 November 1947) on Harvards. His first pupil was Flight Cadet J.C.A. Lafrance, who he was to instruct frequently.

**NOTE:** The following story by Fred Sherwin was published on-line on 11 November 2004 in <http://www.orleansonline.ca/pages/N2004111103.htm>, under the title NAVAN NATIVE DID

## DOUBLE DUTY, SERVING IN WWII AND KOREA:

Eric Smith, DFC is one of only a handful of Canadian pilots to have flown a full tour of duty in WWII and at least 50 combat missions in the Korean War. Fred Sherwin/Photo

At 82 years of age, Eric Smith can still remember the stories his father used to tell him about the Great War.

“He had one particular story about when he was at Passchendaele in the mud and the muck and the bombs were exploding all around and he would always say that if there was such a thing as hell that was it,” recalls Smith.

George Smith would eventually return home after the war and in the years that followed, Smith remembers his mother would always stop what she was doing at the 11th hour on the 11th day of the 11th month to pay her respects to the 60,000 Canadians who died in the trenches of Europe.

“Paying one’s respect to the war dead is something that was drilled into me from a very young age,” says Smith. “I can still remember as soon as the clock struck 11 o’clock she would stop whatever she was doing and bow her head for two or three minutes. It’s etched in my memory.”

It’s that sense of honour and duty that eventually led to Smith answering the call to serve in the next great war.

After spending a year teaching at Carlsbad S.S. #12, Smith drove into Ottawa on July 13, 1941 with the intention of enlisting in the Royal Canadian Air Force.

“There was no damn way I was going to be in the war unless I was in the air force. I had heard enough about living and fighting in the mud from my father,” says Smith who very nearly didn’t get his wish when it was discovered that his legs were a half-inch shorter than the required length to be a pilot.

“They were going to say no at first but they let it go,” says Smith.

After spending the rest of the summer helping out on his parents farm in Navan, Smith said his goodbyes on August 27th and hoped on a train to Toronto to begin his training.

Following stints in Trenton, Belleville and Portage la Prairie, Smith was



transferred to Camp Borden where he received his wings and commission on July 17, 1942.

As one of the top students in the flight training course, Smith was made a flight instructor and sent to 2STS Uplands where he taught pilots on the famous Harvard trainer.

After 18 months Smith applied for a transfer to an operational unit. On Dec. 1, 1943 he was summoned before the Chief Flight Instructor and informed that his request had been granted. He was going overseas to join in the war.

"I was thrilled and confident at the same time," Smith remembers. "I wanted to be a combat pilot and I was ready to do my part."

Following operational training at CFB Greenwood in Nova Scotia, Smith was assigned to a RAF 107 Squadron in Lasham, England in March, 1944.

The 107 was a Mosquito squadron that flew night intruder missions over Europe going after trains, transports and other targets of opportunity.

"It took a particular pilot to fly Mosquitos," says Smith. "We only operated at night and it was all low level stuff, just above the tree tops."

Smith recalls the 107 as being one of the most cosmopolitan squadrons in the RAF.

"We had three Americans, a Norwegian, three Aussies, three New Zealanders and a guy from Southern Rhodesian. It was a great group of guys. We had a tremendous esprit de corps," says Smith.

Unlike Spitfire squadrons which flew in formation, Mosquito pilots operated independently. They were given a predetermined area of operation with orders to shoot up anything that moved.

During the remainder of the war, the 107 Squadron lost an average of one or two pilots per week. While many were downed by enemy ground fire, many others perished as a result of having to operate so low in varying degrees of visibility.

"A lot of fellas flew into the ground," says Smith recalling a close call of his own. "One time the weather was pretty bad so we were diverted to Manston. We

were flying along in the clouds and it started to get a little brighter so I asked my navigator where we were. The next thing I know we drop out of the clouds and we were right in the middle of a balloon field. Well those things are designed to make it impossible to fly in. All I could do was fly straight, hope for the best and make myself feel as small as possible. The old drops were dripping off the armpits I'll tell ya'."

All told, Smith flew 58 missions during the war, not once receiving so much as a scratch.

"A lot of it was luck and a lot of it was ability," he says half in explanation.

The 107 Squadron's base of operation was eventually transferred from Lasham, England to Cambrai, France where Smith often strolled through the Allied cemeteries containing the remains of soldiers killed in the First World War.

When the end of the war came Smith was on leave in Paris.

"I remember it was the day before VE Day and there were all sorts of rumours flying around that the Germans were going to surrender and I was standing at a urinal next to an Army guy and he asked me if

"I was by myself. So I said 'Yes' and he said he was by himself and he wanted to celebrate, but he only had Dutch guilders. A whole big lot of them. Well being a commissioned officer I could get them exchanged for French francs you see. The next day we got the news the war was over and all hell broke loose."

Smith remained in the air force after the war as a flight instructor. In 1952 he began instructing on Sabre jets and was invited to participate in the Korean War as an exchange pilot with the U.S. Air Force going up against Russian MiGs.

Before the Korean War ended, Smith flew 50 missions, becoming one of only a handful of Canadian pilots to fly a full tour of duty in World War II and at least 50 missions in Korea.

\* \* \* \* \*

SMITH, FS Ernest (R51711) - **British Empire Medal** - No.8 Repair Depot - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 20 November 1912. Enlisted in Sudbury, 17 October 1939 as aero engine mechanic. To Technical Training School, St. Thomas, 11 November 1939. Promoted AC1, 1 April 1940. To

No.8 (BR) Squadron, 2 May 1940. Promoted LAC, 1 October 1940. To No.6 Repair Depot, 24 July 1941. To No.8 Repair Depot, 23 August 1941. Promoted Corporal, 1 December 1941. Promoted Sergeant, 1 May 1942. Promoted Flight Sergeant, 1 May 1944. To No.5 Release Centre, 27 August 1945. Released 30 August 1945. Award sent by registered mail 12 April 1948. Died 4 December 1968.

This non-commissioned officer has proved to be reliable and hard working and has showed exceptional ability in both leadership and application of knowledge. He has displayed a high degree of initiative and has performed duties over and above what is normally expected. His work in connection with the maintenance and repair of a United States Army Norseman engaged on a rescue mission is noteworthy.

\* \* \* \* \*

SMITH, F/O Ernest Lorne Acre (J36670) - **Commended for Valuable Services** - No.45 Group Headquarters - Award effective 7 September 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 7 July 1921. Home in Montreal; enlisted in Winnipeg, 13 February 1941 and posted to No.2 Manning Depot. To No.7 BGS (guard duty), 29 March 1941. To No.2 ITS, 21 April 1941; graduated and promoted LAC, 27 May 1941; to No.5 EFTS, 27 May 1941; ceased training and posted elsewhere, 18 July 1941; to No.2 WS, 17 August 1941; to No.3 BGS, 3 January 1942; graduated and promoted Sergeant on 2 February 1942. To No.31 OTU, 22 February 1942. To RAF, 3 May 1942, and attached to No.45 Group, 13 September 1942. Promoted Flight Sergeant, 2 August 1942. Promoted WO2, 2 February 1943. Commissioned 31 August 1943. Promoted Flying Officer, 1 March 1944. Repatriated from United Kingdom, 13 July 1945. Discharged 10 October 1945. Memoires and logbook in National Archives of Canada, MG.30 E.492. No citation in Canadian sources. Public Records Office Air 2/9117 has recommendation drafted when he had flown 712 hours on operations and 262 hours in previous six months.

Flying Officer Smith is an outstanding navigator and wireless operator (air). He has shown outstanding ability on delivery flights of which he has completed fourteen. As a non-commissioned officer he was responsible for installing and opening up a Signals Installation at Ascension Isle. Later, he was employed as instructor in the Radio School. He is now engaged on Mosquito test flights in Canada where he has done extremely good work.

NOTE: Public Records Office Air 2/9036 has another recommendation, submitted (and not approved) for the June January 1945 Honours List. It was drafted when he had flown 368 hours

(78 in previous six months).

Flying Officer Smith has been employed in No.45 Group since February 1942, and owing to his outstanding all-round ability has undertaken a variety of tasks. For three months prior to his appointment to a commission he was in charge of the Group Signals Unit at Ascension Island and was responsible for the erection and opening up of a signals installations. Subsequently he was employed at various times as an Instructor at the Radio School. He has recently undergone the Conversion Course to qualify as Radio Navigator and in this dual capacity is rated very highly.

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SMITH, WO (now P/O) Ernest Sutton (R75622/J18707) - **Commended for Valuable Services** - Heavy Glider Conversion Unit (AFRO gives unit as No.24 OTU Overseas) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 809/44 dated 14 April 1944. Born 2 January 1920 in Brantford, Ontario; home there where he was a grocery clerk and druggist; apprentice. Enlisted in Hamilton, 14 October 1940 and immediately posted to No.1 Manning Depot, Toronto. To Station Dartmouth, 13 November 1940. To No.1 ITS, Toronto, 14 January 1941; graduated 21 February 1941 and promoted LAC; to No.1 EFTS, Malton, 22 February 1941; to No.5 SFTS, Brantford, 29 May 1941; graduated 8 August 1941 and promoted Sergeant. To "Y" Depot, Halifax, 10 August 1941; to RAF Trainees Pool, 23 August 1941. Taken on strength of No.3 PRC, Bournemouth, 2 September 1941. To No.23 OTU, 9 September 1941. To No.5 OTU, 22 February 1942. Promoted Flight Sergeant, 1 March 1942. To No.1 OODU (this is unclear in record), 9 March 1942. To Middle East, 8 April 1942. Attached to No.2 Personnel Despatch Unit, 12 July 1942. Promoted WO2, 8 August 1942. To Station Brize Norton, 21 July 1942. Promoted WO1, 1 September 1942. Commissioned 6 December 1942. Promoted Flying Officer, 6 June 1943. To Heavy Glider Conversion Unit, 30 July 1943. Attached to No.1531 Flight, 5-11 October 1943. From HGCU to No.24 OTU, 2 November 1943. To No.61 Base, 28 February 1944. Attached to No.1664 Conversion Unit, 18 March to 22 April 1944. Attended Dalton Battle School, March 1944. To No.419 Squadron, 22 April 1944. Promoted Flight Lieutenant, 10 June 1944. No citation. Killed in action, 16/17 June 1944 with No.419 Squadron (Lancaster KB734). Buried in Holland. Public Records Office Air 2/8959 gives unit and recommendation, noting he had 780 flying hours.

For the past twelve months Warrant Officer Smith has been employed as a pilot on glider tugging duties. His keenness, determination and untiring efforts, both by day and night, have contributed greatly to the output of glider pilots.

He had two significant accidents in his career. On 1 July 1941, at No.5 SFTS (Anson 6052), while

taxying he struck and damaged Anson 6135, damaging mainplane and cowling. He was uninjured and the cause of the accident was described as "Obscure".

On 17 October 1942 at Station Brize Norton as a Sergeant (with 657236 Sergeant B.J. Kenny, RAF as second pilot) he was engaged in night flying training on Whitley BD549. Upon landing the starboard engine failed. He taxied out of flare path with only one engine and collided with black and unlighted Whitley HD630. In his anxiety to minimize flying he had ignored Flying Control instructions and taxied in a darkened area. G/C Donald H. Kershaw, Officer Commanding, Brize Norton, described it thus:

A case of over-keenness, but I consider the pilot acted foolishly. I am interviewing him and will point this out to him.

It appears that he was actually commissioned very late in 1943, but that the seniority was from 1 September 1942. The proof of this is the assessment made of him on 7 October 1943 by W/C T.W. Kean, Heavy Glider Conversion Unit (concurrent in by G/C J.S. MacCallum, Station Brize Norton).

This NCO has worked extremely well through his tour of duty on this station [Brize Norton] as a Tug Pilot (July 1943 - October 1943). He is a most capable pilot, has always carried out his tugging duties in a cheerful manner and is always clean, smart and tidy. I consider he is suitable for a commission.

\* \* \* \* \*

SMITH, S/L Frank Ernest William (J664) - **Air Force Cross** - No.165 (Transport) Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Name also rendered as Franklin Ernest William. Born 24 April 1913 in Calgary; home in Vancouver; enlisted there 13 August 1940. To Prince Rupert Detachment, 23 September 1940. To No.2 ITS, 21 October 1940; graduated and promoted LAC, 27 November 1940 when posted to No.8 EFTS; graduated 15 January 1941 when posted to No.3 SFTS; graduated and commissioned 5 May 1941. To No.13 (Operational Training) Squadron, 28 July 1941. Promoted Flying Officer, 5 May 1942. To No.12 (Communications) Squadron, 10 August 1942. Promoted Flight Lieutenant, 1 November 1942. To No.165 (Transport) Squadron, 3 September 1943. Promoted Squadron Leader, 1 April 1944. To "Y" Depot, 20 September 1944. To RAF overseas, 23 September 1944. Date of repatriation uncertain. To No.8 Release Centre, 23 September 1945. Retired 30 October 1945. Photo PL-37252 shows several British Columbians on repatriated to Canada - front row is F/L A.D.B. McPheron (Kamloops), F/L J.A. Borrie or Berrie (Vancouver) and S/L F.E.W. Smith (Vancouver). Back row is F/L V.B. Carson (New Westminster), F/L F.N.H. Sproule (Vancouver), and F/L J.M. Ferguson (Vancouver). Photo

PL-60509 is group photo in Burma - Captain K.A. McDonald (Perthshire, veteran of Wingate operations), S/L R. Denison of Winnipeg, W/C Ralph Gordon, S/L F.E.W. Smith and F/L R.S. McCartney. Employed after the war by Trans-Canada Airlines (Air Canada) and Air Jamaica. Died in Tswassan, British Columbia, 26 March 1996. Governor General's Records (RG.7 Group 26, Volume 58, file 190-I) has citation. As of recommendation he had flown 2,185 hours ten minutes, of which 63 hours 55 minutes had been operational (14 sorties). Award presented 13 July 1946.

This officer has demonstrated his outstanding ability as a pilot over a considerable period and during the past year has done excellent work as officer commanding a transport detachment. He has organized and maintained a highly efficient scheduled transport service in the North West. His personal achievements in the air include developments of let down procedure for all airfields on the route and planning an execution of successful supply dropping to scout units engaged in special winter manoeuvres in the mountains. At all times this officer has displayed exceptional skill, energy and loyalty in the execution of his duties.

SMITH, S/L Franklin Ernest William, AFC (J664) - **Distinguished Flying Cross** - No.436 Squadron - Award effective 15 January 1946 as per **London Gazette** dated 29 January 1946 and AFRO 322/46 dated 29 March 1946.. Award sent by registered mail.

Squadron Leader Smith has completed many sorties flying supplies and equipment in support of the 14th Army. He has been successful in delivering his vital cargo frequently in the face of great difficulties. In the Far Eastern theatre of war this officer has piloted a weather observation aircraft throughout the monsoon period rendering valuable help to the transport service. His outstanding and fearless devotion to duty has throughout been worthy of the highest praise and has been an inspiration to the whole of his squadron.

**Note:** On 3 March 1942 he had an accident on Hudson 766 on the runway at Patricia Bay, British Columbia while on the strength of No.13 (Operational Training) Squadron. He was pilot; passengers were Sergeants W.F. Colville, K.M. Yates, A.E. Harwood and G.D. Isaacs plus AC1 R.C. Fisher; no injuries. Summary of Accident Investigation No.310 gave Smith's flying time to date as follows: Tiger Moth (26.25 dual, 25.35 solo), Anson (33.00 dual, 46.35 solo), Lockheed Electra (15.15 dual, 146.30 solo), Bolingbroke (30 minutes dual, 65.50 solo), Norseman (2.45 dual, 50.35 solo), Hudson (3.00 dual, 161.15 solo) and Crane (one hour dual, 21.15 solo). The report went on:

**Description of Flight:** The aircraft did not become airborne. In attempting to

take-off on a fully authorized normal test flight, the aircraft swung sharply to the left heading for some contractors equipment. To avoid this the pilot closed both throttles and applied brake, the aircraft swung to the right and skidded to a stop bending port undercarriage and breaking port fuel tank and bursting the tail wheel tire.

#### **Findings of Investigation:**

Cause: The cause of the accident is indefinite, but due to the fact that the aircraft swung violently on two occasions separated by a short period of normal operation it would indicate the possibility of an intermittently sticking propellor pitch change mechanism. This has been examined and appears to be all right but cannot be finally checked until the engines can be run up to take-off pressures.

Recommendations: Recommends cannot be made until the cause of the accident is definitely proven. It is recommended, however, that a longer period of flight testing be done at the Boeing Aircraft Company before delivery to squadrons.

#### **Observations by Air Officer Commanding:**

The Air Officer Commanding, Western Air Command, concurred in the Findings but states in his covering letter as follows:

"I do not concur in Part C (2) and Part C (3) of the accompanying proceedings. It is thought that had the pilot, J664 Flying Officer F.E.W. Smith done a proper cockpit check and run up of engines at the end of the runway before take-off, that it would be extremely unlikely for the propellor pitch change mechanism to cause violent swerving of the aircraft due to a change in airscrew pitch."

\* \* \* \* \*

SMITH, W/C Frank Homer (C1216) - **Officer, Order of the British Empire** - Awarded 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944 - Air Attache, Washington. Born 7 September 1894 at Sarnia, Ontario. Educated there to 1909, Upper Canada College 1909-1913, University of Toronto 1913-1914. Enlisted in Cyclists, CEF (Canada) but resigned April 1915 to join RNAS. Unfit for active service overseas, he returned to Canada in January 1916 and spent the balance of the war on the staff of Admiral Kingsmill. Spent most of the interwar years in New York, joining RCAF in Toronto (8 September 1939) with rank of Wing Commander. At AFHQ as of 31 May 1940. Employed in seeking out American volunteers for RCAF. To Canadian Joint Staff, Washington, 7 August 1942. Promoted Group Captain, 27

March 1944. Retired 16 July 1946. Award presented 11 November 1944. Died in New York, 1957.

This officer voluntarily set up an organization in the United States through which trained pilots might apply for employment in Canada, as, when plans had been formulated for the Joint Air Training Plan, one of the most urgent needs facing the Royal Canadian Air Force was for trained pilots to act as instructors. The success of this organization, originally known as the Clayton Knight Committee, was largely due to the initiative of this officer who gave unstintingly of his time and resources to obtain these instructors, without whom the plan could not operate. This Committee was subsequently enlarged and reformed as the Canadian Aviation Bureau of which Wing Commander Smith was manager through its entire existence. Through his own and the employees' efforts, thousands of citizens of the United States of America volunteered for service not only for instructors but to train as aircrew. Upon the entry of the United States into the war the Bureau was disbanded and this officer was appointed to his present position as Air Attache in Washington. As a result of the outstanding initiative, keenness and devotion to duty of this officer, a major contribution was made to the success of the British Commonwealth Air Training Plan, and the amicable relations between the Armed Forces of Canada and the United States were furthered in no small degree.

It appears that he had been recommended by the Air Member for Personnel for the OBE as early as 1942 as follows (did not make 1943 priority list):

This officer initiated, on 11 September 1939, a Bureau in the United States of America, for the purpose of obtaining the services of trained U.S.A. pilots. With total disregard to the fact that he was barely within the law in doing so, he ran for nine months at his own expense this organization and spent over \$ 15,000. By his exertions he obtained very urgently needed pilots from the U.S.A. who were used in RCAF training establishments, and thereby enabled the Joint Air Training Plan to be established at once. I am definitely of the opinion that this officer's activities have been a very material aid to the Joint Air Training Plan and in consequence strongly recommend him for the award of the CBE in the Military Division of the Third Class.

SMITH, G/C Frank Homer, OBE (C1216) - **Officer, Legion of Merit (United States)** - Air Attache, Washington - Award effective 11 April 1947 as per AFRO 187/47 of that date. On 18 June 1946 the American Embassy in Ottawa wrote to the Director of Intelligence, RCAF, citing as authority a letter received from the U.S. War Department, reporting this award with the following



citation:

Group Captain F. Homer Smith, Royal Canadian Air Force, rendered exceptionally meritorious service from 7 December 1941 to 1 June 1942 as Executive head of the Canadian Aviation Bureau. He demonstrated commendable initiative and foresight in the organization and personnel financing in the United States of the Canadian Aviation Bureau for the purpose of informing, screening and advising American volunteers before the United States entered the war and in effecting their transfer to the United States Forces after 7 December 1941. Group Captain Smith's personal efforts constituted a notable contribution to the Allied war effort in enhanced good will and understanding.

\* \* \* \* \*

SMITH, WO1 (now F/O) Frank McKenzie (R118039/J95321) - **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 10 July 1916. Home in Vancouver; enlisted there 10 July 1941 and posted to No.2 Manning Depot. To No.2 ITS, 1 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 promoted Sergeant, 5 June 1942. To No.115 (Fighter) Squadron, 15 June 1942. To No.147 Squadron, 4 July 1942. To No.149 Squadron, 8 November 1942. To Patricia Bay that same date. Promoted Flight Sergeant and WO2, 5 December 1943. To Prince Rupert, 15 March 1944. To "Y" Depot, 10 May 1944. Taken on strength of No.3 PRC, Bournemouth, 25 May 1944. Commissioned 25 February 1945. Promoted Flying Officer, 25 August 1945. Repatriated 3 December 1945. To No.8 Release Centre, 10 December 1945. Retired 16 January 1946., No citation. This may be the Warrant Officer Frank Smith shown in photos that follow: PL-60117 (aircrew of No.435 Squadron, 28 December 1944 - WO John Eckertt of Toronto and WO Ivan McCullough of Armley, Saskatchewan at top of a Burmese temple, F/L H.L. Coons of Morrisburg, WO Frank Smith of West Vancouver, F/O Fred Bryant of Seattle, F/O Trevor Knox of Vancouver and F/O John Donovan of Winnipeg in lower tier of photo); PL-60969 (WO Frank Smith flashing past a diving float at Dal Lake on a surf board).

\* \* \* \* \*

SMITH, Sergeant Frederick Arthur (R60138) - **Mention in Despatches** - No.429 Squadron (AFRO gives unit only as "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 24 April 1913. Home in Brandon, Manitoba; enlisted in Calgary, 7 June 1940 as Aero Engine Mechanic. To School of Technical Training, St. Thomas, 24 July 1940. Promoted AC1, 30 November 1940. To No.7 FTS, 4 December 1940. Promoted LAC, 1 April 1941. To No.7 BGS, 17 June 1941. Promoted Corporal, 1 October 1941.

Promoted Sergeant, 1 June 1942. To No.1 OTU, Bagotville, 20 July 1942. To "H", 20 February 1943. To "Y" Depot, 11 March 1943. To RAF overseas, 27 March 1943. Repatriated 7 August 1945. Discharged 25 September 1945. Living in Courtney, British Columbia in May 1947. Died in Chilliwack, 11 March 2003. No citation in AFRO or biographical file. DHist file 181.009 D.5524 (RG.24 Vol.20667) has recommendation for a BEM dated 31 January 1944 (Sergeant Fitter).

This NCO is a very competent and conscientious Fitter, who has at all times shown initiative and enthusiasm in his work. The aircraft which was in his charge took part in 17 consecutive operations and never once returned to base without completing its mission. His coolness in dealing with last minute unserviceabilities of the Squadron aircraft has been instrumental in getting these aircraft into the air. It is considered that this man's outstanding devotion to duty and hard work merit the award of the BEM.

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SMITH, F/L Frederick Douglas (J5690) - **Distinguished Flying Cross** - No.51 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1294/43 dated 9 July 1943. Born in Regina, 24 November 1916 (birth date in obituary notice); home in Vancouver (attended Lord Byng High School and graduated with a degree in Commerce from the University of British Columbia. May also have resided in Rutland, British Columbia; enlisted in Vancouver, 12 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC 15 November 1940 and posted next day to No.2 EFTS; ceased training 6 December 1940 when posted to No.2 Manning Depot. To No.2 ITS again, 22 December 1940; to No.3 AOS, 6 January 1941; graduated 31 March 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 12 May 1941 when posted to No.1 CNS; graduated and commissioned 10 June 1941. Posted that date to Embarkation Depot. To RAF overseas, 29 June 1941. Promoted Flying Officer, 10 June 1942. Promoted Flight Lieutenant, 1 November 1942. Promoted Squadron Leader, 17 January 1944. Received award from King George VI, 21 November 1944. Repatriated 7 June 1945. To Western Air Command, 20 June 1945. To No.8 Release Centre, 3 September 1945. Retired 13 September 1945. Photo PL-22445 shows the following after investiture, S/L Harry [sic] Forbes of Tatamagouche, F/L Leslie Dilworth of Kelowna; centre holding ruler is F/L F.D. Smith of Vancouver. Became a chartered accountant after the war, working for the White Pass and Yukon Route Railway, retiring as Vice-President (Finance) after 30 years. Photo PL-43737 shows a group who had completed two tours of operations and were then on strength of No.427 Squadron: F/O H.H. McDaniel, DFC (rear gunner), F/L E.E. Morgan, DFC (wireless operator), F/L W.A. Gardiner, DFC (navigator or bomb aimer), F/L E.C. Stewart, DFM (pilot), S/L F.D. Smith, DFC (navigator) and F/O H.E. Thornicroft, DFC (flight engineer). Died in Vancouver, 3 May 2005 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2005.

This officer has taken part in numerous sorties over enemy territory. Amongst his objectives have been, Essen, Munich, Cologne and Berlin. He also has completed many daylight anti-submarine sweeps. In spite of many trying experiences, his keenness and enthusiasm for operational flying remains undiminished and his navigation has always been of an exceptionally fine standard. On one occasion his aircraft was attacked by three Arados 196 and it escaped after a running fight in which one enemy aircraft was destroyed and one damaged. Flight Lieutenant Smith has done excellent work on operations and as a squadron navigation officer.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 20 April 1943 when he had flown 37 sorties (249 hours 24 minutes). Sortie list and submission as follows:

#### **Bomber Command**

24 October 1941 - Mannheim (7.05)  
31 October 1941 - Hamburg (7.40)  
7 November 1941 - Berlin (9.55)  
30 November 1941 - Ostend (4.46)  
7 December 1941 - Dunkirk (4.50)  
22 December 1941 - Cologne (9.10)  
28 December 1941 - Emden (6.15)  
6 January 1942 - Nickel or leaflet raid (5.43)  
15 January 1942 - Emden (6.18)  
17 January 1942 - Emden (6.08)  
17 February 1942 - Brest (6.17)  
28 February 1942 - Burnewalde [sic], paratroops (3.50)  
27 March 1942 - St. Nazaire (8.46)

#### **Coastal Command**

10 June 1942 - Anti-submarine patrol (8.30)  
15 June 1942 - Anti-submarine patrol (7.38)  
25 June 1942 - Anti-submarine patrol (9.32)  
20 July 1942 - Anti-submarine patrol (8.40)  
28 July 1942 - Anti-submarine patrol (3.36)  
1 August 1942 - Anti-submarine patrol (8.45)  
3 August 1942 - Anti-submarine patrol (3.12)  
12 August 1942 - Anti-submarine patrol (6.13)

19 August 1942 - Anti-submarine patrol (9.31)  
2 October 1942 - Anti-submarine patrol (8.45)  
4 October 1942 - Anti-submarine patrol (3.35)  
6 October 1942 - Anti-submarine patrol (4.50)  
8 October 1942 - Anti-submarine patrol (9.10)  
12 October 1942 - Anti-submarine patrol (5.10)

### **Bomber Command**

23 January 1943 - Loreint (7.20)  
14 February 1943 - Cologne (4.50)  
19 February 1943 - Wilhelmshaven (6.15)  
25 February 1943 - Nurmberg (8.40)  
28 February 1943 - St. Nazaire (6.05)  
9 March 1943 - Munich (8.25)  
12 March 1943 - Essen (4.05)  
22 March 1943 - St. Nazaire (5.45)  
27 March 1943 - Berlin (7.30)

This officer has completed 23 Bomber Command sorties totalling 152.17 hours and 14 daylight anti-submarine patrols in the Bay of Biscay totalling 97.07 hours. His Bomber Command targets include some of the most heavily defended areas on the Continent. He has been involved in three crashes on landing from operational flights. In one of these he received injuries which kept him in hospital for three months. On another occasion his aircraft landed in bad visibility after flying 2 ½ hours over the sea with one engine unserviceable owing to enemy action. In all he has been involved in 12 crashes since commencing training as a navigator but his nerve has remained absolutely unshaken and his keenness undiminished. During the past six months he has given first class service as Squadron Navigation Officer. His navigation on operational sorties has always been of exceptionally high standard.

He was one of the crew of a Whitley which was attacked in daylight by three Ar.196s and escaped only after a running fight in which one enemy aircraft was shot down, one damaged and one was untouched.

He is strongly recommended for the award of the Distinguished Flying Cross. Flight Lieutenant Smith is a Canadian.

SMITH, S/L Frederick Douglas, DFC (J5690) - **Bar to Distinguished Flying Cross** - No.427

Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Award presented 21 February 1948.

This officer has now completed his second tour of operational duty and through his exceptional qualities of leadership, has set a fine example to all who have come in contact with him. He has at all times shown a fine fighting spirit, skill and devotion to duty of a very high standard.

The original recommendation (DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Volume 20607) was drafted by W/C E.M. Bryson, 19 April 1945 when he had flown a total of 54 sorties (376 hours 25 minutes) of which 19 sorties (131 hours 50 minutes) had been since his previous award. The first-tour sortie list repeats much of the above but includes three added sorties (17 December 1941, Brest, 7.35 - 26 January 1942, Emden, 6.15 - 12 January 1943, "northern waters", 2.45); the list for the second tour and textual submission are as follows:

[www.bombercommandmuseum.ca](http://www.bombercommandmuseum.ca)

26 December 1944 - St.Vith (7.10)  
28 December 1944 - Opladen (5.50)  
29 December 1944 - Oberlar (6.45)  
2 January 1945 - Ludwigshaven (7.45)  
6 January 1945- Hanau (6.55)  
28 January 1945 - Stuttgart (6.40)  
4 February 1945 - Osterfeld (6.30)  
7 February 1945 - Goch (6.55)  
13 February 1945 - Bohlen (8.50)  
20 February 1945 - Monheim (6.55)  
24 February 1945 - Kamen (6.25)  
11 March 1945 - Essen (6.10)  
12 March 1945 - Dortmund (6.20)  
14 March 1945 - Zweibrucken (7.15)  
31 March 1945 - Hamburg (5.50)  
4 April 1945 - Meisburg (9.10)  
8 April 1945 - Hamburg (5.45)  
10 April 1945 - Leipzig (8.10)

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

This navigator has completed his second tour of operations against the enemy.

Squadron Leader Smith is Squadron Navigation Officer, and through his exceptional qualities of leadership has instilled a high standard of morale in all who come in contact with him. His work both in the air and on the ground has been an outstanding example to the entire squadron. I strongly recommend that Squadron Leader F.D. Smith be awarded a non-immediate Bar to his Distinguished Flying Cross.

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SMITH, F/L Frederick Sydney (J17639) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 10 December 1943 as per **London Gazette** dated 14 December 1943 and AFRO 297/44 dated 11 February 1944. Name also rendered as Fredrick Sydney. Born Selkirk, Manitoba, 7 July 1917; home there; enlisted in Winnipeg, 4 November 1940. To No.7 Equipment Depot, 10 December 1940. To No.2 ITS, 27 January 1941; graduated and promoted LAC on 17 March 1941; posted that date to No.14 EFTS; to No.4 SFTS, 15 May 1941; graduated and promoted Sergeant, 27 July 1941. To Embarkation Depot, 28 July 1941. To RAF overseas, 23 July 1941. Promoted Flight Sergeant, 25 January 1942. Commissioned 3 May 1943. Promoted Flying Officer and Flight Lieutenant, 1 July 1943. Repatriated 7 June 1945. To No.2 Air Command, 20 June 1945. To No.2 ACU, 28 July 1945; to No.23 EFTS, 12 September 1945. Reverted to Flying Officer in postwar RCAF, 1 October 1946 (20179); promoted Flight Lieutenant, 1 June 1952. Service to uncertain date. Photo PL-36800 shows a group of Winnipeg aircrew repatriated to Canada - front row is F/L Fred Smith, DFC, pilot and Herman Shaak, pilot; rear row id Phil Taylor, DFC, air gunner, and Joseph Hector, DFC, pilot. Award sent by registered mail.

This officer has displayed outstanding qualities of courage, skill and determination. He has taken part in a very large number of sorties involving attacks on targets in the Ruhr and other important centres. Flight Lieutenant Smith is a cool and confident captain whose example has inspired his crews.

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SMITH, F/O George John (J21564) - **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 in Verwood, Saskatchewan, 22 June 1918. Home in Moose Jaw, Saskatchewan. Occupation described as "farmer and telephone lineman". Enlisted in Regina, 8 July 1941 and posted to No.2 Manning Depot, Brandon. To No.34 SFTS, Medicine Hat (guard duty), 9 October 1941; to No.4 ITS, Edmonton, 23 November 1941. Graduated and promoted LAC, 24 January 1942. To No.5 EFTS, High River, 25 January 1942; to No.12 SFTS, Brandon, 10 May 1942. Ceased

training and posted to No.1 Composite Training School, Trenton, 9 July 1942. To No.7 BGS, Paulson, Manitoba, 30 August 1942; to No.5 AOS, Winnipeg, 25 October 1942. Graduated as Observer (Navigator), 4 December 1942 when promoted Sergeant. Subsequently commissioned from that date (Appointments, Promotions and Retirements dated 21 December 1942). To "Y" Depot, 28 December 1942. Embarked for overseas, 6 January 1943. Disembarked in United Kingdom, 15 January 1943. To No.22 OTU, 6 April 1943. Promoted Flying Officer, 4 June 1943. To No.432 Squadron, 30 June 1943. Promoted Flight Lieutenant, 1 July 1943. To No.62 Base, 17 September 1943 (non-effective, sick, peritonitis and appendicitis). Returned to No.432 Squadron, 10 December 1943. To No.405 Squadron, 5 March 1944. Shot down with No.405 Squadron, 27/28 April 1944. Lancaster JA976; died of wounds on 1 May 1944. Buried in Belgium. There is no citation. On 15 July 1948 Air Commodore D.E. McKell wrote to his mother, reporting the award "for his services in the recent war, particularly in recognition of his valuable contribution towards the liberation of Belgium."

### **Training:**

At No.4 ITS he placed 67<sup>th</sup> in a class of 82. Described as "Stolid, plodder type.. Average pilot material."

At No.5 EFTS he flew 31 hours dual and 41 hours 55 minutes solo on Tiger Moths (ten hours 15 minutes on instruments). Instructor noted, "Should be checked carefully on forced landing procedure." Placed 77<sup>th</sup> in a class of 105 and still considered a "good average student."

At No.12 SFTS he was to fly Cessna Crane but was assessed as "A nervous type lacking natural flying ability and having little possibility of becoming a good service pilot." His first instructor, P/O G.W. Allen, wrote, "Nervous type. Never sure of himself. Knows what to do but can't seem to do it. Cannot coordinate throttle and elevators. Steep turns OK and take-offs OK but landings are poor." He was very reluctant to make the switch to Observer training.

At No.7 BGS he fired 300 rounds in Beam Test (nine per cent hits), 1,400 rounds in Beam Relative Speed Test (six percent hits) and 800 rounds Under tail Test (seven percent hits). Spent 14 hours 55 minutes in Battle aircraft and three hours 25 minutes on "turret manipulation". Described as "Average gunner. Will improve with experience.",

At No.5 AOS (Ansons) he flew 26 hours 25 minutes on day bombing and five hours 25 minutes on night bombing. Dropped 60 bombs high level by day (average error 90 yards) and 24 bombs by night (average error, 97 yards). In low level exercises he dropped 18 bombs by day (average error, 58 yards). Described as "Very good bomb aimer. All bombing exercises were consistently good. Good practical knowledge of subject."



**Note:** For a Combat Report, 26/27 March 1944 in which he was a member of the crew, see entry for W.H.D. Meaden.

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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SMITH, F/L George Campbell (C1803) - **Mention in Despatches** - No.6 Group Headquarters (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 7 January 1915 in Ingersoll, Ontario. Stockbroker and buyer, 1934-1936; salesman, men's furnishings, 1936-1937. Attended Tri-State College, Angora, India, 1937-1939 (Aero Engineering). Commissioned in RCAF Engineer Branch, 12 March 1940. Attended Aeronautical Engineer course, Montreal, 15 April to 13 September 1940. Appointed Engineer Officer, No.1 Bombing and Gunnery School, Jarvis, Ontario, 14 September 1940. To No.2 Bombing and Gunnery School, Mossbank, 15 November 1940, also as Engineer Officer. Resigned commission to enlist as aircrew, Regina, Saskatchewan, 5 August 1941. To No.1 ITS, 5 August 1941. Graduated and promoted LAC, 13 September 1941 when posted to No.9 EFTS; to No.6 SFTS, 7 November 1941; graduated and commissioned, 27 February 1942, taking back his original "C" number rather than a "J" number. To "Y" Depot, 28 February 1942. To RAF overseas, 19 March 1942, arriving at No.3 PRC, 29 March 1942. To No.15 Group, 15 April 1942. To No.11 (Pilots) AFU, 12 May 1942. To No.1 Flying Instructor School, 27 May 1942. To No.15 (Pilots) AFU, 29 July 1942. Promoted Flying Officer, 10 October 1942. To No.1531 Beam Approach Training Flight, 20 October 1942. Injured in aircraft crash (Oxford aircraft), 16 January 1943. Subsequently had inner ear problems that kept him from operations. To No.6 Group Headquarters, 16 June 1943 and assigned to Station Leeming as Repair and Inspection Officer. To No.61 Base, Topcliffe, 15 October 1943 (Engineer duties). To No.1659 Conversion Unit, 1 November 1943. To No.62 Base, Eastmoor, 15 February 1944 (Repair and Inspection duty). To No.61 Base, 28 April 1944. Promoted Flight Lieutenant, 15 October 1944. To No.6 Group Headquarters, 1 November 1944. To Repatriation Depot, 23

March 1945. Repatriated 14 May 1945. To No.4 Release Centre, 22 May 1945. Retired 11 July 1945. Died in Merrickville, Ontario, 13 May 1980. No citation. RCAF photo PL-2009 shows F/O B.F. Perison (Halifax), F/O W.E. Smith (Winnipeg) and P/O G.C. Smith (Ingersoll).

**Notes:** Ground looped Yale 3457 at No.6 SFTS, Dunnville, 28 November 1941.

Accident on 12 January 1943, Oxford SJ482, poor landing on wet runway (heavy rain at time); retracted undercarriage to avoid running through hedge; extensive damage; "carelessness on the part of the pilot."

Accident of 15/16 January 1943, No.1531 Beam Approach Training Flight, Oxford DF408. With 1345420 Sergeant J.C.B. Meiklem (pupil). Aircraft flew into side of a hill while doing a turn at 1,000 feet in course of a BAT exercise. He subsequently reported - "I, F/O G.C. Smith, J1803, RCAF, on 15/1/43, was flying in an Oxford aircraft DF408 with a pupil, Sergeant Meiklin [sic]. Flying at 1,000 feet in cloud, we were carrying out Blind Approach Exercises 2 and 3. A fault in the beam receiver developed which caused us to miss the Outer Marker Beacon while still getting a steady beam note. I had a false impression of the amount of time which had elapsed since hearing the Inner Marker Beacon and this was probably due to the distraction of trying to tune in the receiver to get normal beam notes. Realizing we must have passed the Outer Beacon I told the pupil to turn back onto the Q.D.M. About half way through the turn we struck high ground. My pupil and I both suffered injuries of varying extent and the aircraft was wrecked."

Form dated 24 April 1945 in repatriation to Canada described his work as Flying Instructor, and Staff Duties at No.6 Group; also Special Engineer Duties with No.6 Group Headquarters. Types flown overseas were Anson (63.05), Halifax (1.00), Oxford (824.00), Tiger Moth (15.20), Mosquito (1.40) and Tutor (20.15).

On posting from No.1531 Beam Approach Training Flight to No.6 Group Headquarters, an assessment dated 25 June 1943 described him as follows - "This officer's conduct has been satisfactory. He is intelligent and keen on his duties. His flying is of average standard." (S/L J. Signal). He had flown 685 hours (90.45 in previous six months.)

There is no recommendation for the award but the following assessments indicate the nature of his duties and effectiveness:

This officer is employed in 6 Group Diversion party as Officer Commanding unit. He has two Oxford aircraft on his charge and he is pilot of one of them and also twenty tradesmen. This unit is located at RAF Gransden Lodge in 8 PFF Group. The successful functioning of this unit within the past eight months has been

reflected by the zeal and energy of this office. (W/C M.M. Smith, 21 July 1944)

Has done excellent work in charge of the Group Diversion party. (S/L G.C. Brown, 21 November 1944). Concur with remarks of assessing officer. This officer's enthusiastic and never tiring efforts have resulted in the return of a great many diverted aircraft back to this Group in record time. (W/C M.M. Smith, No.6 Group Headquarters, 2 November 1944)

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SMITH, F/O George Graham (C28402) - **Mention in Despatches** - Eastern Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 4 November 1917. Enlisted in Regina, 5 May 1939 as Wireless Electrical Mechanic. With No.10 (BR) Squadron as of 29 August 1939. Promoted AC1, 6 November 1939. Promoted LAC, 29 February 1940. Promoted Corporal, 15 October 1940. Promoted Sergeant, 15 March 1941. To Newfoundland, 24 February 1942. Promoted Flight Sergeant, 1 August 1942. To "YD", 26 February 1943. To No.3 WS, 20 March 1943. Commissioned 10 June 1943. To Sydney, 13 August 1943. To Torbay, 21 October 1943. Promoted Flying Officer, 10 December 1943. To Gaspé, 25 April 1945. To Moncton, 1 August 1945. To Eastern Air Command Headquarters, 10 August 1945. To AFHQ, 1 January 1946. Promoted Flight Lieutenant, 1 November 1945. Reverted to Flying Officer, 1 October 1946 in Signals Branch. To Northwest Air Command, 27 April 1947. Discharged 12 July 1947. Living in Regina in 1949.

This officer has at all times displayed exceptional ability and keen devotion to duty. His leadership has always been an inspiration to all with whom he has worked. In addition, although a Non-Flying List officer, he has completed over 1,000 hours in the air of which 450 hours have been operational.

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SMITH, P/O Gordon (J93927) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 1 August 1922 in Newland, Gloucester; home in Alliance or Galahad, Alberta (farmer); enlisted in Calgary, 4 October 1941 as Airframe Mechanic and posted to No.4 Manning Depot. To No.1 ANS (guard), 12 November 1941. To Technical Training School, 17 December 1941. Promoted AC1, 1 July 1942. To No.8 Repair Depot, 1 September 1942. Promoted LAC, 1 November 1942. Remustered to aircrew and posted to No.2 WS, 6 November 1942; graduated 28 May 1943 when posted to No.5 BGS; graduated 12 July 1943 but only posted on 23 July 1943 to unidentified AOS; to No.9 AOS, 26 October 1943; to "Y" Depot,

14 April 1944. Taken on strength of No.3 PRC, Bournemouth, 23 April 1944. Commissioned 9 February 1945. Repatriated 7 June 1945. Promoted Flying Officer, 9 August 1945. Release date uncertain. Joined RCAF Auxiliary (No.418 Squadron), 1 April 1950 with rank of Flying Officer. Promoted Flight Lieutenant, 1 January 1952. Released 28 October 1959. Award presented 9 July 1949.

Pilot Officer Smith has participated in attacks against the most heavily defended targets in Germany. In February 1945, while completing an attack on Duisburg, his aircraft was attacked by an enemy fighter. Cannon and machine gun fire rendered all his instruments unserviceable. This officer attempted to repair his equipment but it had been completely wrecked. Pilot Officer Smith showed great courage and coolness on this occasion. He has always displayed gallantry and determination in hazardous circumstances.

DHist file 181.009 D.2610 (RG.24 Vol.20627) has original recommendation dated 17 April 1945 when he had flown 28 sorties (191 hours 50 minutes), 27 November 1944 to 16 April 1945.

Pilot Officer Smith has completed a tour of operations with No.424 Squadron He has participated in attacks against some of the enemy's most heavily defended areas, particularly on the night of February 21<sup>st</sup>, 1945, when carrying out an attack on Duisburg. On this particular night, the aircraft was attacked by an enemy fighter while over the target area. Cannon and machine gun fire tore through the fuselage, completely wrecking the W/T receiver and transmitter and smashing the astro dome. In spite of this hazardous experience, Pilot Officer Smith tried his utmost to effect repairs to the equipment but it was completely wrecked. The pilot of the aircraft pays high tribute to this officer for his calmness and courage on this occasion. Such behaviour is typical of the spirit shown by Pilot Officer Smith throughout his tour. In addition, he has always cooperated with his section leader and shown a fine example to the squadron. In view of this officer's fine record on this squadron, I think he is a most worthy applicant for the coveted award of the non-immediate Distinguished Flying Cross.

The sortie list was as follows:

17 November 1944 - Neuss (5.46)  
30 November 1944 - Duisburg (6.25)  
2 December 1944 - Hagen (7.18)  
5 December 1944 - Soest (6.37)  
6 December 1944 - Osnabruck (6.26)  
26 December 1944 - St. Vith (6.18)

29 December 1944 - Oberlar (6.48)  
30 December 1944 - Cologne (6.33)  
2 January 1945 - Ludwigshaven (7.32)  
16 January 1945 - Magdeburg (6.29)  
14 February 1945 - Gardening, Pomerania Bay (7.10)  
18 February 1945 - Gardening, Fredrichshaven (5.57)  
20 February 1945 - Dortmund (7.05)  
21 February 1945 - Duisburg (6.43)  
23 February 1945 - Gardening, Fredrichstad (6.52)  
24 February 1945 - Gardening, Sandafiord (6.49)  
2 March 1945 - Cologne (6.08)  
5 March 1945 - Chemnitz (9.34)  
8 March 1945 - Gardening, Elbe, Heligoland Bight (5.16)  
20 March 1945 - Hemmingstadt (5.43)  
22 March 1945 - Hildesheim (6.07)  
25 March 1945 - Hanover (6.52)  
31 March 1945 - Hamburg (5.37)  
4 April 1945 - Leuna (9.33)  
8 April 1945 - Hamburg (6.24)  
10 April 1945 - Leipzig (8.18)  
13 April 1945 - Kiel (6.03)  
16 April 1945 - Schwandorf (8.44)

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SMITH, FS Gordon Benfield (R193731) - **Distinguished Flying Medal** - 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 25 February 1914 in Toronto; home there (riveter, ex-Royal Canadian Artillery); enlisted there 22 September 1942. To No.1 Manning Depot, 29 October 1942; to No.4 WS, 22 January 1943; promoted LAC, 23 February 1943; graduated 6 August 1943 when posted to No.4 BGS; graduated and promoted Sergeant, 20 September 1943. To "Y" Depot, 4 October 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Repatriated 5 August 1945. To No.4 Release Centre, 9 August 1945. Retired 11 October 1945. Award presented 18 October 1947. 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 46 sorties (237 hours 25 minutes), 27 May 1944 to 15 March 1945.

27 May 1944 - Bourg Leopold (5.05)  
31 May 1944 - Mont Couple (3.50)

10 June 1944 - Versailles (5.55)  
12 June 1944 - Cambrai (5.05)  
15 June 1944 - Boulogne (4.55)  
16 June 1944 - Sterkrade (5.15)  
23 June 1944 - Bientques (4.55)  
24 June 1944 - Bamieres (4.25)  
27 June 1944 - Foret d'Aewy (4.35)  
10 July 1944 - Thiverny (4.50)  
23 July 1944 - Kiel (6.00)  
24 July 1944 - Stuttgart (8.50)  
1 August 1944 - Acquet (4.50)  
3 August 1944 - Bois de Casson (5.15)  
4 August 1944 - Bois de Casson (4.55)  
7 August 1944 - Caen (5.05)  
8 August 1944 - Foret de Chantilly (5.45)  
9 August 1944 - Acquet (4.20)  
10 August 1944 - La Pallice (6.55)  
11 September 1944 - Castrop Rauxel (6.35)  
12 September 1944 - Wanne Eickel (3.20)  
13 September 1944 - Gelsenkirchen (3.25)  
26 September 1944 - Cap Gris Nez (2.25)  
27 September 1944 - Bottrop (3.15)  
23 October 1944 - Essen (4.25)  
25 October 1944 - Homberg (3.20)  
28 October 1944 - Cologne (4.00)  
9 November 1944 - Wanne Eickel (3.30)  
18 November 1944 - Munster (3.55)  
24 November 1944 - Aschaffenburg (5.15)  
27 November 1944 - Meuss (3.55)  
2 December 1944 - Hagen (5.50)  
6 December 1944 - Merseburg (6.35)  
14 January 1945 - Saarbrucken (4.40)  
28 January 1945 - Stuttgart (5.35)  
1 February 1945 - Mannheim (5.15)  
14 February 1945 - Chemnitz (6.45)  
20 February 1945 - Dortmund (4.45)  
23 February 1945 - Pforzheim (6.30)  
1 March 1945 - Mannheim (5.15), Master Bomber  
5 March 1945 - Chemnitz (7.55), Deputy Master Bomber  
7 March 1945 - Dessau (8.40)

8 March 1945 - Hamburg (5.55)  
11 March 1945 - Essen (4.30)  
14 March 1945 - Zweibrucken (5.00)  
15 March 1945 - Misburg (6.25)

As a Wireless/Air Gunner, Flight Sergeant Smith has displayed efficiency, reliability and a fine fighting spirit. He has engaged in numerous operational sorties, many of them against very heavily defended targets. Amongst these, he has attacked Merseburg, Stuttgart and Hamburg. Flight Sergeant Smith has never failed to carry out his duties and has constantly demonstrated his eagerness to participate in operations whenever possible.

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SMITH, F/L Gordon Mitchell (J13399) - **Distinguished Flying Cross** - No.421 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. Born 3 November 1922 in Nelson, British Columbia; home there (fitter); enlisted in Vancouver, 28 August 1941. To No.3 Manning Depot, 18 September 1941. To No.38 SFTS, 5 October 1941 (guard). To No.7 ITS, 6 December 1941; graduated and promoted LAC, 13 February 1942 when posted to No.12 EFTS; may have graduated 10 April 1942 but not posted to No.1 SFTS until 25 April 1942; graduated and commissioned 14 August 1942. To No.1 Flying Instructor School, 12 September 1941; to No.6 SFTS, 30 October 1942; promoted Flying Officer, 14 March 1943. To No.17 EFTS, 17 May 1943. To No.1 OTU, 24 June 1943. To "Y" Depot, 11 September 1943. Taken on strength of No.3 PRC, 13 October 1943. Promoted Flight Lieutenant, 14 August 1944. Repatriated 2 August 1945. To No.8 Release Centre, 12 August 1945. Released 3 October 1945. Rejoined RCAF Auxiliary, 9 February 1948 as Flying Officer (120122); promoted Flight Lieutenant, 1 June 1949. Credited with the following victories: **12 July 1944**, one Bf.109 destroyed plus one Bf.109 damaged, Pont L'Eveque, Spitfire MJ295; **25 July 1944**, one Bf.109 damaged, Les Andelys area, Spitfire MK661; **29 September 1944**, two Bf.109s destroyed, northeast of Nijmegen, Spitfire MJ504; **2 October 1944**, one Bf.109 damaged, five miles east of Nijmegen, Spitfire MJ348; **2 May 1945**, one Me.262 damaged (this last with No.411 Squadron; all others with No.421 Squadron). Repatriated to Canada, 2 August 1945. Award presented at Sea Island, 27 March 1949. Awarded Queen's Coronation Medal, 23 October 1953 (Squadron Leader, No.19 Auxiliary Wing). RCAF photo PL-33955 (ex UK-16284 dated 3 November 1944) is captioned as follows: "Before leaving the RCAF Red Indian Squadron on completion of a tour of operations, Gordon Smith, Nelson, B.,C. (no hat) had his picture taken with his ground crew. The groundcrew are, left to right, LAC A.L. Rubanes, Timmins, Ontario, a fitter; LAC A.A. Robertson, Bainsville, Ontario, a rigger, and LAC I.R. Spence, Bayfield, New Brunswick, a rigger." See also PL-35205 and PL-36141 for photos. PL-101285 is portrait, 3 December 1954, taken as Wing Commander in the Auxiliary, No.442 Squadron.

This officer has completed numerous operational sorties. At all times he has proved himself a resolute and skilful pilot. His determination to engage and destroy the enemy has been most praiseworthy. He has destroyed at least three enemy aircraft and has either destroyed or damaged sixty-five mechanical vehicles.

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SMITH, F/O Harold Martin (J87249) - **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 31 December 1921 in Ridgeway, Ontario; home there (clerk); enlisted in Hamilton, 4 March 1942. To No.1 Manning Depot, 17 March 1942. To uncertain unit, 22 May 1942. To No.5 ITS, 20 June 1942; graduated and promoted LAC, 15 August 1942 but only posted to No.12 EFTS on 26 September 1942; graduated 20 November 1942 when posted to No.9 SFTS graduated and promoted Sergeant, 6 April 1943. To "Y" Depot, 20 April 1943. To RAF overseas, 26 May 1943. Promoted Flight Sergeant, 6 October 1943. Commissioned 12 June 1944. Flew with No.582 Squadron before joining No.428 Squadron. Repatriated 8 December 1944. Promoted Flying Officer, 12 December 1944. To No.3 Training Command, 20 December 1944. To Mountain View, 15 January 1945. After the war, he returned to work as a butcher at his father's store in Ridgeway before returning to a flying career with the RCAF, 26 February 1952, and then with the Department of Revenue, Customs and Excise. Award presented 22 November 1948. Died in Niagara Falls, Ontario, 2 January 2007 as per **Legion Magazine** of May/June 2007. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 20 November 1944 when he had flown 35 sorties (182 hours five minutes), 10 May to 28 October 1944. Ten of these (30 July to 29 August 1944) were with No.405 Squadron.

Flying Officer Smith has displayed exceptional leadership, courage and determination as captain of aircraft. His sorties include many major targets such as Dortmund, Wilhelmshaven, Bottrop, Duisburg, Stuttgart, Essen, and Cologne with this squadron as well as ten sorties with Pathfinder Force for which he volunteered. His cool confidence and obvious ability created a high standard of morale in his crew and contributed to a major degree in the successful completion of their tour. His devotion to duty and desire to press home the attack were outstanding.

The sortie list was as follows:



10 May 1944 - Ghent (5.20, second pilot)  
14 May 1944 - Gardening, Chetbourg (4.50)  
21 May 1944 - Gardening, Heligoland (5.30)  
2 June 1944 - Gardening, Le Havre (4.55)  
5 June 1944 - Merville (6.05)  
6 June 1944 - Coutrances (5.05)  
9 June 1944 - Gardening, Brest (6.05)  
10 June 1944 - Gardening, west Brest (6.15)  
11 June 1944 - Gardening, west Brest (6.15)  
17 June 1944 - Gardening, off Guernsey (5.15)  
18 June 1944 - Gardening off Guernsey (3.50)  
30 July 1944 - Normandy battle area (2.35, day)  
3 August 1944 - Paris (5.20, day)  
4 August 1944 - Paris (3.15, day)  
5 August 1944 - Bordeaux (7.40)  
7 August 1944 - Caen (2.35)  
12 August 1944 - Russelheim (4.40)  
14 August 1944 - Falaise (2.30, day)  
15 August 1944 - Brussels (2.25, day)  
16 August 1944 - Stettin (7.50)  
29 August 1944 - Stettin (8.40)  
10 September 1944 - Le Havre (4.45, day)  
12 September 1944 - Dortmund (5.15, day)  
14 September 1944 - Wilhelmshaven (3.50, day, recalled)  
20 September 1944 - Calais (2.55, day)  
25 September 1944 - Calais (4.40, day)  
26 September 1944 - Calais (3.55, day)  
27 September 1944 - Bottrop (5.30, day)  
28 September 1944 - Cap Gris Nez (4.15, day)  
4 October 1944 - Bergen (6.45, day)  
14 October 1944 - Duisburg (5.25, day)  
14 October 1944 - Duisburg (5.50)  
19 October 1944 - Stuttgart (7.05)  
23 October 1944 - Essen (5.45)  
25 October 1944 - Essen (5.30, day)  
28 October 1944 - Cologne (5.25, day)

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SMITH, F/L (now S/L) Harold Murray (J9532) - **Distinguished Flying Cross** - No.431 Squadron -

Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 19 February 1915 in New Westminster; home there; enlisted in Vancouver, 3 May 1941 and posted to No.3A Manning Depot. To No.8 BGS, 17 June 1941. To No.4 ITS, 15 July 1941; graduated and promoted LAC, 19 August 1941 when posted to No.18 EFTS; graduated 10 October 1941; posted next day to No.15 SFTS; graduated and commissioned 2 January 1942. To "Y" Depot, 3 January 1942. To RAF overseas, 9 February 1942. Promoted Flying Officer, 10 October 1942. Promoted Flight Lieutenant, 2 January 1944. Promoted Squadron Leader, 30 August 1944. Repatriated June 1945 and posted on 19 June 1945 to No.8 OTU. To "K", 21 June 1945. To Greenwood, 6 October 1945. To Eastern Air Command Headquarters, 20 January 1946. Retained rank of Squadron Leader in postwar RCAF (19700). Award sent by registered mail 30 March 1949. Postwar RCAF work included service with No.103 Rescue Unit, Commanding Officer of No.408 Squadron at Rockcliffe, and Air Attache to Moscow as a Group Captain. Awarded Queen's Coronation Medal, 23 October 1953 while with No.408 Squadron. RCAF photo PL-42181 (ex-UK-19041) dated 16 February 1945 in front of a building decorated appropriate for the Iroquois squadron. Photo PL-43448 (ex UK-20421 dated 14 April 1945) is captioned as follows: "Looking over the newly decorated restroom for combat crews in the RCAF's Bomber Group Iroquois Squadron are, left to right, S/L Harold Smith, DFC, New Westminster, B.C., a flight commander who has just finished his tour, F/L G.L. Percival, pilot, hometown withheld at his request [this may be F/L G.L. Percival, DFC], Flight Sergeant C.H. Bourgon, NCO in charge of squadron discipline, Cornwall, Ontario, and F/L Bob Mickles, Toronto, squadron adjutant." Photo PL-43450 (ex UK-20423 dated 14 April 1945) is captioned as follows: "Artwork by LAC Norman Houle, Coaticook, Quebec, decorates the rest room for combat crews of the Iroquois squadron in RCAF Bomber Group. Above the diminutive 19-year old artist touches up a large landscape. He is being admired by S/L Harold Smith, DFC of New Westminster, B.C., left, and W/C Bill McKinnon, Winnipeg." Photo PL-57771 is portrait (June 1953). No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.5526 (RG.24 Vol.20667) has recommendation dated 10 September 1944 when he had flown 21 sorties (109 hours 30 minutes), 5 June to 25 August 1944. Deputy Flight Commander. DFC submission as follows:

This officer, a captain of an aircraft, has carried out 21 operational sorties over enemy territory and has attacked such heavily defended targets as Bremen, Stuttgart and Hamburg. Through his cheerfulness and excellent qualities of leadership, he has been an example which his flight has been able to look up to with pride and themselves endeavour to equal.

In recognition of the leadership and determined effort on his part to carry out all operational efforts no matter the difficulties together with the "esprit de corps" this officer has inculcated into all personnel directly under his command, I strongly recommend the award of the Distinguished Flying Cross.

The sortie list was as follows:

5 June 1944 - Houlgate (4.35, second pilot)  
6 June 1944 - Coutrances (4.20, second pilot)  
8 June 1944 - Le Mans (5.35)  
14 June 1944 - St. Paul (4.25)  
24 June 1944 - Bamieres (4.05)  
27 June 1944 - Foret de Nieppe (4.45)  
4 July 1944 - Villeneuve St. George (6.15)  
6 July 1944 - Siracourt (5.20)  
7 July 1944 - Caen (4.40)  
18 July 1944 - Caen (4.25)  
20 July 1944 - L'Hey (4.00)  
25 July 1944 - Stuttgart (9.25)  
28 July 1944 - Hamburg (5.55)  
3 August 1944 - Bois de Cassan (5.00)  
5 August 1944 - St. Leu d'Esserent (5.25)  
7 August 1944 - South Caen (4.50)  
8 August 1944 - Chantilly (5.20)  
9 August 1944 - Acquet (4.35)  
14 August 1944 - Falaise (4.10)  
18 August 1944 - Bremen (5.50)  
25 August 1944 - Brest (4.35)

NOTE: DHist file 181.009 D.5526 (R.24 Vol.20667) has recommendation for an AFC dated 25 January 1945 submitted by W/C R.F. Davenport. By then he had flown 29 sorties (156 hours five minutes), 5 June to 30 November 1944. AFC not approved but submission transcribed for the record. Additional sorties flown were:

25 September 1944 - Calais (3.50)  
4 October 1944 - Bergen (6.55)  
14 October 1944 - Duisburg (5.35)  
6 December 1944 - Osnabruck (6.55)  
16 November 1944 - Julich (5.35)  
30 November 1944 - Duisburg (7.00)  
24 December 1944 - Dusseldorf (6.15)  
5 January 1945 - Hanover (6.10)

This officer, a pilot, has shown himself to be an outstanding aircraft captain.

Since being awarded the Distinguished Flying Cross he has vigorously applied himself in his job of Flight Commander. A natural leader, Squadron Leader Smith has given unstintingly of his time and energy to the training of new and younger crews. The outstanding success of his flight is a tribute to his organizing ability and untiring efforts. He has undertaken more than the role of Flight Commander, being looked upon by the whole squadron with respect as a guide and confidante.

In recognition of this officer's resourcefulness and contributions to the technical efficiency of his squadron, I strongly recommend that he be awarded the Air Force Cross.

RCAF Press Release No. 1301 dated 6 December 1944 from Sergeant John Badger, New Westminster, reads:

WITH RCAF BOMBER GROUP IN BRITAIN: - The Iroquois Squadron Lancaster was homebound after bombing Osnabruck, and to the JU.88 pilot trailing it in the clouds, the unwieldy-looking giant seemed like easy revenge. At last, he manoeuvred into position and sped in to the attack from one side of the Canadian-built aircraft.

Immediately, the big machine dipped a wing and its nose in a corkscrewing movement of surprising agility. It was not for nothing that the pilot, Squadron Leader Harold Smith of New Westminster, B.C., commanded a flight of Iroquois aircrews.

At the same time, the tail gunner, Pilot Officer Gus Supergia of Regina (2165 Francis Street), sent a long burst of tracers riveting into the heavily armed night fighter. It never had a chance to fire. As Supergia gave it three more bursts, his mate in the mid-upper turret rotated his guns into position and contributed two short bursts. Both gunners saw strikes rattling on the Junkers.

A spot of fire, showed on one of its twin engines, spread swiftly. The Nazi sheered away in a dive, well aflame. Since it disappeared into thick cloud below, it has only been claimed as "probably destroyed".

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SMITH, F/O Harold Penman (J14325)- **Commended for Valuable Services in the Air** - No.3 FIS - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21

January 1944. Born 11 November 1911 in Paris, Ontario (RCAF Press Release of 27 December 1943 announcing award). Enlisted in Hamilton, 31 May 1941 and posted to No.1 Manning Depot. To Trenton, 28 July 1941. To No.4 EFTS, 7 September 1941. Granted Leave Without Pay, 8 September 1941. Brought back to RCAF, 22 June 1942 as Sergeant at No.22 EFTS. To No.6 SFTS, 8 July 1942; commissioned 11 September 1942. To No.3 Flying Instructor School, 10 October 1942. Promoted Flying Officer, 11 February 1943; promoted Flight Lieutenant, 12 December 1943. To No.1 Composite Training School, 23 January 1944. To No.4 Release Centre, 6 February 1945. Retired 16 February 1945.

This officer has carried out 1,550 hours of flying in the last two years of which 1,280 hours have been instructional. In his duties, both on the ground and in the air, he has constantly set himself, and achieved, a very high standard. His enthusiasm for flying and steady application to his work provide excellent examples for his fellow instructors.

\* \* \* \* \*

SMITH, FS Harry (RCAF 2157A) - **Mention in Despatches** - No.7 Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Oldham, Lancashire, 26 January 1905. Educated in Walkerville, Saskatchewan, 1913-1921. Lineman for Saskatchewan Government Telephones, 1921-1923. From 1927 to 1939, practically without interruption, employed as a motor mechanic by Canadian Motors and General Motors (Regina) and General Motors and McDermott Motors (Vancouver); from 1936 to 1939 he was shop foreman. Joined RCAF Auxiliary with No.111 Squadron in Vancouver, 29 September 1936 in General Duties. Reclassified as Motor Mechanic, 18 February 1938. Promoted Corporal, 29 September 1938. Attended Aero Engine Mechanic lectures and graded as Fitter, Aero Engine, 1 October 1938. Discharged 21 April 1939. Enlisted in Vancouver, 18 September 1939 as Aero engine mechanic with No.111 (Coastal Artillery Cooperation) Squadron and immediately given rank of LAC. Promoted Corporal, 15 February 1940. Promoted Sergeant, 1 December 1940. To No.6 (BR) Squadron, 10 February 1941. Promoted Flight Sergeant, 1 July 1941. To No.3 Repair Depot, 21 September 1941. To Prince Rupert, 8 September 1942. To No.7 (BR) Squadron, 28 September 1942. To Sea Island, 17 July 1944. To No.166 Squadron, 29 September 1944. To Station Vancouver, 9 February 1945. To No.3 Repair Depot, Vancouver, 22 June 1945. To Release Centre, 28 August 1945. Released 17 October 1945. Died in Vancouver, 30 January 1986 as per **Legion Magazine** of May 1986.

This NCO is in charge of the aircraft maintenance section of his squadron and the attainment of a high percentage of serviceability has in no small part been due to the excellent leadership and ability of this airman.

Recommendation raised 8 January 1944 by S/L R. Dobson as follows:

Prior to the time Flight Sergeant Smith was posted to this squadron the serviceability was very low during each month. Since his arrival the percentage of serviceability has improved steadily and it is now at a very high level. The average serviceability for the month of December 1943 was 95.3 percent. This is due to his having a thorough knowledge of his trade coupled with his excellent leadership ability. Throughout his service career he has been doing excellent work and is deserving of official recognition.

Endorsed the same day by W/C L.H. Brooks (Station Prince Rupert) - "Flight Sergeant Smith has been outstanding in leadership and has rendered sincere service of the highest order."

**Selected Assessments:** "Very regular in his parade attendance. Is very efficient engine mechanic and takes a keen interest in his duties." (signature illegible, No.111 Squadron, 31 December 1937).

"A very efficient NCO at his trade. This NCO has operated as crew man on the Western Air Command Transportation Flight for several months and is doing this work very well." (E.W. du Temple ?, No.111 Squadron, 13 December 1940).

"This NCO has a very good knowledge of engines and competent in handling men." W/C C.H. Greenway, No.3 Repair Depot, Vancouver, 1 May 1942).

"Without any doubt the best NCO in the Maintenance organization; has proved himself cooperative, willing and competent in all he has done on this station." (F/L R.C.C. Brown, No.7 Squadron, Prince Rupert, 18 November 1943).

"This airman has always displayed exceptional ability, both in his trade and as an organizer. As an NCO has shown himself at all times completely loyal and very dependable. He is considered an excellent choice for a commission and is hereby recommended." (P/O E.A. Hill, Sea Island, 18 February 1945).

**Notes:** On crew duties often in 1945 including 23 March 1945 (Canso 11051, nine hours ten minutes), 24 March 1945 (Canso 11051, nine hours 30 minutes), 25 March 1945 (Canso 11051, four hours ten minutes), 28 March 1945 (Canso 11051, five hours 35 minutes), 29 March 1945 (Canso 11051, one hour five minutes), 30 March 1945 (Canso 11051, nine hours 40 minutes), 31 March 1945 (five hours 45 minutes) and 1 April 1945 (Canso 11051, four hours 15 minutes).

\* \* \* \* \*

SMITH, F/O Harry Frederick Ernest (J14627) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 7 July 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 18 February 1919 (see MI.9 report); home in Toronto (sheet metal worker); enlisted there 2 July 1941 for General Duties. To No.2A Manning Depot on enlistment; remustered for aircrew, 5 July 1941 as Air Gunner Under Training. To No.5 BGS, 7 August 1941. Promoted LAC, 2 January 1942. Graduated and commissioned, 25 September 1942. To "Y" Depot, 26 September 1942. To RAF, 27 October 1942. Further trained at No.22 OTU, Wellesbourne Mountford and No.1659 Conversion Unit. Promoted Flying Officer, 25 March 1943. Missing 17 September 1943. Reported safe, 21 December 1943. Repatriated 14 January 1944. To No.1 BGS, 19 April 1944. Promoted Flight Lieutenant, 25 September 1944. To No.9 BGS, 13 February 1945. To "Y" Depot, 14 March 1945. To United Kingdom, 18 March 1945. Repatriated 13 June 1945. Released 17 July 1946, settling at that time in Ottawa. Award sent by registered mail 22 November 1948. Died Oakville, Ontario, 7 November 2003.

In air operations this officer has displayed courage, fortitude and devotion to duty of a high order.

NOTE: Public Record Office Air 2/9157 has recommendation drafted 27 May 1944.

Flying Officer Smith took part in 23 attacks on the enemy prior to being reported missing on the night of September 16<sup>th</sup>, 1943. His aircraft was shot down by a night fighter on that night and Flying Officer Smith landed by parachute in Northern France. He proceeded to walk home as detailed in M.I.9/S/PG(-) 1636 arriving Whitchurch 21<sup>st</sup> December 1943.

I consider that this officer's continuous gallantry while operating with this squadron and the persistency and ingenuity shown by him while making his escape, fully merits the award of the Distinguished Flying Cross.

Public Record Office WO 208/3317 has his MI.9 evasion report prepared after interview of 24 December 1943. He had left Gibraltar on 20 December 1943 and arrived at Whitechurch on 21 December 1943. Website "Lost Bombers" gives the following details of his being shot down. Halifax LW240 (VR-S), target Modane, 16/17 September 1943. Airborne at 1904 hours, 16 September 1943 from Middleton St.George. Homebound shot down by a night-fighter. Crew consisted of F/L A.N.Quaile, pilot (POW), Sergeant E.E.Bowden, RCAF (second pilot, POW) Sergeant L.F.Martin, RCAF (flight engineer, evader), P/O L.E.Aspinall, RCAF (navigator, POW), P/O G.T.Graham, RCAF (bomb aimer, evader, DFC), Flight Sergeant T.J.Bright (evader), F/O H.F.E.Smith, RCAF (evader, DFC), F/L B.L.Kenyon DFC (rear gunner, Squadron Gunnery Officer, on his 44<sup>th</sup> sortie.)

We took off from Middleton St. George in a Halifax aircraft at 1930 hours on 16 September 1943 to bomb Modane. After bombing the target successfully, we were attacked by fighters and the order was given to bale out. I landed south of Lisieux (Northwest Europe, 1:250,000, Sheet 7058) at 0225 hours. I hid my parachute and Irving suit and covered my badges with mud. I spent the remainder of the night in a gully.

The next morning (17 September) I saw a boy of about 18 years coming towards me and declared myself to him. He took me to his house and gave me a meal. I was provided with shoes and a raincoat and allowed to hide in a loft during the day. That night the boy took me to the main road leading to Lisieux and, pointing to a house with a light showing, told me that I would receive help there.

At this house I was given food and shelter for the night, but early next morning I was told that I must move on. We walked to the outskirts of Lisieux which was full of Germans, and was on the point of turning back when I met a boy who promised to help me. He hid me in a barn for that night (18 September) and I spent the next day hiding in the woods nearby. That night the boy and a Polish friend of his took me to another barn where I remained for two days, while my helpers made plans to get me away. None of their plans appeared to be very practical. On 21 September I was provided with civilian clothing, taken to the station and given a ticket to Honfleur, the idea being to get me to the coast. I was told that a guide would collect me at the station, but after waiting some considerable time for him I decided it would be wiser to move.

I tried to return to my friends, but took the wrong road out of town, and feeling hungry and very thirsty I went up to a cabinet maker's shop and knocked at the door. The people who lived here were very kind to me. They at once provided me with a meal and allowed me to stay with them for the night.

The next day a woman who could speak English came to see me and told me that she would get into touch with a man who would be able to help me. Shortly afterwards he appeared and asked for my identity card which I gave him. That same day (22 September) he returned with a bicycle he had stolen from the Germans, and we cycled through Lisieux to his house which was situated north of the town. I was very nervous of being picked up at this time, as he insisted on calling in at several places on the way and introducing me to all his friends. His house was also a billet for German officers, though I did not meet any of them, being hidden in the kitchen for the night.



On 23 September, with shovels on our shoulders, we walked through the woods, which were crowded with German soldiers felling trees, to a farm where I stayed for two nights. Here I was provided with an identity card.

On the third day I was put in contact with an organisation. From this point my journey was arranged for me.

For more on the circumstances of his being shot down, see award entry for Leonard Frank Martin, DFM.

Operational Research Section Report K.78A dated 29 December 1943 has report of loss of his aircraft on his 16<sup>th</sup> sorties.

F/O Smith occupied the rear turret on the way out. After leaving the target he resigned this post to F/L Kenyon, the Squadron Gunnery Leader, and went to the Mid-under blister.

The Pilot was flying straight and level when warning of the enemy fighter's approach was received on Minica and continued to do so. It was his usual practice not to take evasive action on a warning until the approaching aircraft was sighted, for fear of becoming involved in a collision. After a few seconds F/O Smith asked if anyone could see the fighter but received no affirmative reply. Then the Monica pips quickened and after the warning has lasted about half a minute the attack developed from the port quarter slightly below. The fighter could not have been very much below, however, as although F/O Smith saw the tracer passing him and entering the port wing he never sighted the fighter. The enemy fire was very accurate and appeared to be from close range.

Flying Officer Smith waited a few seconds to give the Rear Gunner a chance to speak, but as he did not do so F/O Smith directed the Pilot to dive to port (not starboard as stated by the Bomb Aimer). The Pilot at once carried out this manoeuvre and the Halifax ceased being hit. The Pilot flattened out and F/O Smith asked the Rear Gunner whether he had fired. F/L Kenyon replied, "think so," presumably having heard the question imperfectly and thinking that he been asked whether he had hit the fighter. F/O Smith also stated that the Flight Engineer now said that he could see the enemy aircraft going down in flames. He therefore gained the impression that the second attack was made by a different aircraft, but on cross-examination he admitted that he could not be quite sure whether the Flight Engineer's remark was made after the first or second attack.

The Pilot just had time to ask the crew to ascertain what damage had been caused when the second attack developed from the same direction as the first. Further hits were sustained in the port wing and F/O Smith heard "a very loud ripping sound." He did not give the Pilot any directions for evasive action, feeling sure that the Rear Gunner would do so this time, but he did not.

The Pilot now gave the order to abandon aircraft. F/O Smith could see no sign of fire or any indication of serious damage from his position and therefore requested confirmation of the order. This he immediately received. He therefore opened the hatch and then saw that the Halifax was on fire. He at once put on his parachute and rolled out facing aft with his helmet on. He lost his boots when the parachute opened. As he approached the ground he noticed trees below him and tried to control the parachute so as to make a landing in a field. He overshot the field but landed safely on a narrow road flanked on both sides by a line of tall trees, a few miles south of Lisieux.

F/O Smith met the Flight Engineer, now known to be safe, who told him that he and the Rear Gunner were close behind him when he baled out. He was also told on the ground that three or four aircraft were shot down in the neighbourhood that night.

\* \* \* \* \*

SMITH, F/O Harry Vincent (J27671) - **Distinguished Flying Cross** - No.358 Squadron - Award effective 14 August 1945 as per **London Gazette** of that date and AFRO 1619/45 dated 19 October 1945. Born 17 May 1924; home in Winnipeg; enlisted there 18 May 1942. To No.3 Manning Depot, 9 June 1942. To No.10 SFTS (guard duty), 29 July 1942. To No.7 ITS, 10 October 1942; graduated and promoted LAC on 18 December 1942; to No.6 EFTS, 9 January 1943; graduated 5 March 1943 and posted next day to No.4 SFTS; graduated and commissioned on 25 June 1943. To "Y" Depot, 9 July 1943; to United Kingdom, 15 July 1943. Promoted Flying Officer, 27 December 1943. Reported missing, 29 May 1945; reported safe, 17 June 1945. Repatriated 5 December 1945. Released 3 January 1946. Award presented 22 February 1947. Rejoined as pilot (Chipmunk instructor, Primary Reserve), Winnipeg, 14 December 1950 to July 1956.

Flying Officer Smith has completed much operational flying. He has displayed a high degree of skill and courage, qualities which were well illustrated on one occasion in May 1945 when, during a sortie, his aircraft was attacked by nine enemy fighters. Although the aircraft was severely damaged and one engine put out of action in the first attack, this captain and his crew fought with great

resolution. The enemy pressed home further attacks with great persistence and Flying Officer Smith's aircraft sustained further damage. Two more engines were put out of action and three members of his crew were killed. Even so, Flying Officer Smith, though wounded, successfully crash-landed the crippled aircraft and thus saved the lives of the remaining members of his crew. In the face of great odds this officer set a fine example of coolness and bravery.

SMITH, F/O Harry Vincent, DFC (J27671) - **Croix de Guerre with Silver Star (France)** - No.358 Squadron - Awarded as per AFRO 1059/46 dated 8 November 1946. Home in Winnipeg; enlisted there 18 May 1942. No citation. In a letter to H.A. Halliday, dated 15 November 1997, he wrote:

The award was presented to me at No.2 Air Command, Winnipeg in January 1947. The citation refers to Operation "Mouche" which I cannot identify as we were never told the code names of missions. It was one of nine sorties I made into French Indo-China to drop agents and supplies. Each was a very long range solo mission and they were all an adventure to say the least. Therefore I tend to think of it in relation to the total effort than any one in particular.

**Note:** Details of his DFC action are set out in **Burma Liberators: RCAF in SEAC** by John R.W. Gwynne-Timothy (Next Level Press, Toronto, 1991). At 0004 hours, 29 May 1945, he was airborne in Liberator EW174 ("P") to deliver OSS agents to Siam (Thailand). Other crew were Flight Sergeant B.R. Poole (second pilot), Flight Sergeant P.R.D. Brenchley (navigator), Flight Sergeant J.H. Draper (air bomber), Sergeant R.S. Woods (first WOP), Flight Sergeant W.A. Pugh (second WOP), Sergeant W.J. Pinckney (gunner), Flight Sergeant C. Copley (gunner), Sergeant F.J. Parsons (gunner), and Flight Sergeant J.R. Roe (gunner). At 0630 hours, at 6,000 feet over the Siamese jungle, they spotted nine Ki.43 Oscar fighters. Their first burst stitched across the top of the fuselage; their second attack killed Poole (whose body, slumped on the controls, made the Liberator difficult to fly), Brenchley and Pickney. Succeeding attacks knocked out all four engines. The gunners claimed one Oscar as "probably destroyed" but the wings and fuselage were riddled and the pilot's windscreen shattered. Smith warned the crew for a crash landing and skillfully brought it down among the trees. Flight Sergeant Draper was killed in the impact. The wreckage caught fire and ammunition exploded. Of the American OSS personnel aboard, three were alive and wounded and one had been mortally wounded.

The crew managed to escape, although suffering from shock; Smith had a scalp wound, Woods had shrapnel in his nose, Pugh had been wounded by a bullet in one hand, Parsons had a bullet through one foot. Fearing that a Japanese army patrol would be sent to the scene, the two relatively unwounded men (Copley and Roe) set out on foot. They met a Thai party and were taken to a village; the Thais went to the wreck, buried the dead, and brought out the survivors.

Smith and his comrades were taken by bullock cart and boat to Bangkok, avoiding Japanese patrols. They were placed in a Thai prison, but quickly contacted by two OSS officers who were working with friendly Thai police. Pue, Wood, Parsons and Row were detained; the others were transferred to Ban-Pe airfield and flown by light aircraft to another field, from which they were taken by a Dakota of No.357 Squadron to Jessore (those left behind came out two months later).

**Note:** The November/December 1986 issue of **Flightlines** (Canadian Warplane Heritage) carried an article on the acquisition and restoration of Cessna Crane 7862 which included the following on his contribution:

Upon reaching retirement in 1982, Harry "HV" Smith, DFC, joined the CWH and presented himself to the Crane restoration crew. Harry was an RCAF pilot in No.358 Squadron (RAF) and flew B-24s in south-east Asia during World War II. Having taken his service flying training on Cranes at No.4 SFTS and graduating in June 1943, he immediately acquired a strong interest in the aircraft. Recalling his training at No.4 SFTS, Harry states - "The Crane provided pilots with experience in the handling of retractable undercarriages, adjustable flaps, gyroscopic flight instruments for blind flying as well as the operation of two engines. These skills were essential for the piloting of multi-engine bombers such as the Lancaster, Halifax, Wellington, B-17, B-24, etc. in all types of weather and at all times of day or night. Together with extensive training in navigation and meteorology, the BCATP pilots were among the best trained anywhere in the world."

Eventually, Harry was to take over and coordinate the restoration and was responsible for acquiring a number of government grants and both private and corporate donations. His efforts enabled the then slow-moving project to gain momentum and achieve fruition by the autumn of 1986.

\* \* \* \* \*

SMITH, F/L Hector (J18445) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 27 April 1922 in Montreal (MI 9 report); home there (office boy); enlisted there 14 August 1940. To 4 SFTS, 23 October 1940 (guard duty). To No.2 ITS, 11 December 1940; graduated and promoted LAC, 14 January 1941; posted that date to No.8 EFTS; graduated 4 March 1941 and posted to No.2 Manning Depot; to No.4 SFTS, 17 March 1941; graduated and promoted Sergeant, 3 July 1941. To Embarkation Depot, 4 July 1941; to RAF overseas, 25 July 1941. Further trained at No.1659 Conversion Unit (Topcliffe). Commissioned 10 July 1943.

Shot up on raid on Berlin, 23 August 1943 and interned briefly in Sweden, departing Stockholm on 31 January 1944 and arriving Leuchars that same day; had been promoted Flying Officer with effect from 15 January 1944. Promoted Flight Lieutenant, 29 July 1944. Repatriated to Canada 22 January 1945. To No.1 Air Command, 2 February 1945. To No.13 EFTS, 5 March 1945. To Mountain View, 28 May 1945. To No.5 OTU, 11 August 1945. To No.1 Air Command, 17 September 1945. To Release Centre, 19 September 1945. To No.6 OTU, 6 December 1945. To Release Centre, 15 February 1946. Released 22 February 1946. DFC and Bar presented 27 February 1947. 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 40 sorties (154 hours 14 minutes) as follows:

[www.bombercommandmuseum.com](http://www.bombercommandmuseum.com)

16 August 1943 - Turin (7.55)  
17 August 1943 - Peenemunde (8.20)  
23 August 1943 - Berlin (6.45). Ditched in Baltic; interned in Sweden.  
22 April 1944 - Laon (4.09) counted as 1/3 operation.  
8 May 1944 - Haine St.Pierre (2.31) 1/3 operation  
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 Cerisy (3.19)  
9 June 1944 - Rennes (4.09)  
11 June 1944 - Tours (4.58)  
15 June 1944 - Lens (2.11)  
24 June 1944 - M-Straete (1.54)  
27 June 1944 - Oisemont (2.08)  
28 June 1944 - Metz (5.18)  
30 June 1944 - U-Borage (2.27)  
2 July 1944 - Oisemont (2.08)  
5 July 1944 - Wizernes (1.51)  
6 July 1944 - Coquereaux (2.38)  
7 July 1944 - Caen (2.36)  
9 July 1944 - L'Hey (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 - Contrai (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 (5.08)  
16 August 1944 - Stettin (5.08)

18 August 1944 - Bremen (4.52)

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

Flight Lieutenant Smith is a very keen and capable captain, now on his second tour of operations. He is a first-class pilot and leader with a high sense of devotion to duty, and a fighting spirit which has acted as incentive to the crew which he commands. Undoubtedly the fine personal example set by this officer will be difficult to surpass. Strongly recommended for the Distinguished Flying Cross.

Public Record Office WO 208/3318 has report of his being shot down and internment, based on interview of 2 February 1944. Others in crew were F/O D.P Davies (RCAF, navigator, later awarded DFC), Sergeant L.F. Cassiday (RCAF, bomb aimer), Sergeant O'Toole (RAF, WOP), Sergeant Catling (RAF, flight engineer), Sergeant J.S. Gates (RCAF, mid-upper gunner) and Sergeant J.H. Flick (RCAF, rear gunner), all interned at the time although Davies and Catling had been returned to Britain at the same time as Smith.

I was pilot of a Halifax Mark II (1a) aircraft which took off from Gransden Lodge about 2030 hours on 23 August 1943 to bomb Berlin. Over the target we were caught in a cone of searchlights and attacked twice by a fighter, the aircraft being badly damaged. Over the Baltic coast, NW of Stettin, we were hit by flak about 0115 hours (24 August) and I realised that we could not return to our base, so continued north to Sweden.

We came down in the sea about two miles from the Swedish coast, just east of Ystad. We got into the dinghy, and an hour or an hour and a half later were picked up by Swedish coastguards in a rowing boat.

We were taken to a military barracks near Ystad, and at night were taken to a hospital in Ystad itself, which was being used as a barracks. On 25 August we were taken under escort by train to the internment camp at Falun. We remained in the camp till 1 October and then moved to a hotel at Korsnas where I remained until 30 January.

At the first barracks to which we were taken near Ystad a Naval officer came to interrogate us, but we said we could not tell him anything, and that was the end of it. No further attempt was made to interrogate us.

Much later another narrative confirmed much of the above but differed in details. It is evident that the crew's survival was due in large measure to the prior insistence of the navigator on dinghy drills. See the September 2002 issue of **Short Bursts** (Air Gunner Association newsletter) submitted by James Flick (rear gunner):



We had been on two long trips, first Nuremburg on the 10th of August and Turpin on the 12th August. After the Turpin trip our pilot F/S Robinson became ill and we were given another pilot, WO 1 Hector "Snuffy" Smith, RCAF. We carried out several training flights and a couple of dry land dinghy drills insisted on by our Navigator, F/O Davies.

During our training period we missed 5 operational trips up to the 22nd of August and, now that we were considered operational again, we expected to get the next one. I shall never forget that briefing when the curtain was removed revealing the tape running all the way to Berlin, the big one! I guess a little shudder of fear ran through me, if not everyone present. We took off at 22:00 hours, crossed the Dutch coast, and then it was almost straight ahead for Berlin. Target Indicators (T. I.s) were to be dropped over Berlin at 17 minutes before midnight.

According to the Navigator, at this predetermined time, we were over the centre of the city. At that moment I reported that T.I.s were going down approximately 5 miles behind. We were then coned by searchlights. The pilot pulled the aircraft around and up and then straight down into the centre of the cone. In that first violent maneuver I blacked out in my rear turret. When I came to a few seconds later I was looking at the nose of a Messerschmidt 109, his wing gun fire going by me on both sides taking most of our fins and rudders. He was sitting out there about 100 yards away, a point blank shot for me, so I fired. At the same time the Mid Upper Gunner was taking care of another ME 109 as it came down across the rear turret with guns blazing. At the same time my ME 109 fired his cannon and the burst came in through the glass blister of my turret leaving a piece of shrapnel in my shoulder.

By this time we were at 5,000 feet directly over Berlin. The pilot pulled out of the dive and headed North-North West. We did not see any more fighters that night. Our electronics were shot out and we still had our I.T.s on board. The Flight Engineer checked our fuel and we did not have enough to return to England. The aircraft was trying to stall so we got rid of the bomb bay T.I.s by manually dropping them through the floor. We still had four bombs on the wings, two on each side. The aircraft finally levelled out. It was those wonderful Merlin engines that got us out of that scrape. The pilot must have firewalled them all the way to the Baltic Sea.

We flew near the coast of Sweden and drew some anti-aircraft fire from the

Swedish gunners, but it was nowhere near us, just part of their neutrality act to fire on any aircraft entering their area. The pilot decided to ditch the tired old "V" for Victor about three miles from the Swedish coast near Ystad. It was 3:00 hours, August 24, 1943. Our dry land dinghy drills certainly paid off as everyone knew exactly what to do. According to our Navigator we cut our dry land time in half.

We floated for about six and one half hours before being picked up by the Swedish Coast Guard and taken to Ystad. We were met by a Swedish airforce officer by the name of Lieut. Yackobie. We had been told about him in our briefings at Squadron. He was reported to be pro-Nazi. He was very friendly, gave us cigarettes and beer, but we did not tell him anything.

After taking myself and the bomb aimer to the hospital we were put on a train and taken to Falun, about 160 miles from Stockholm, to Internment Camp #4. We remained at that camp for a number of weeks and, as more airmen were arriving, the camp became too small. We were sent to ski lodges in the country. They were luxury hotels!

We were given civilian cloths, skis, skates, etc. A reporter from Stockholm saw a few of us playing hockey on the lake near the lodge. He asked if we were Canadians and if we would make up a team to play a Swedish team. He arranged and paid for all our permits, travel expenses, and we played 24 games. It was a great way to fight a war.

We were repatriated to England on March 16, 1944 and given 5 weeks leave. It was back on operations again on May 27, 1944, with 432 Squadron. We completed one tour (35 Ops) in October and returned to Canada in November 1944.

SMITH, F/L Hector, DFC (J18445) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945.

Throughout his tours of operations Flight Lieutenant Smith has proved himself to be a most efficient pilot and captain of aircraft. He has participated in attacks against such well defended targets as Stuttgart, Berlin and Kiel. His fine fighting spirit, fearless courage and devotion to duty have won the admiration of all pilots in his squadron.

NOTE: Public Records Office Air 2/9050 has recommendation dated 20 December 1944 when he had flown 55 sorties (226 hours ten minutes) of which 15 trips (72 hours 15 minutes) had been flown since previous award. Added sorties and unpublished text follows; reference to "second sortie" erroneous; shot down on **third** sortie.

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

29 August 1944 - Stettin (9.10)  
12 September 1944 - Frankfurt (5.45)  
15 September 1944 - Kiel (5.05)  
5 October 1944 - Saarbrücken (4.40)  
6 October 1944 - Dortmund (4.45)  
15 October 1944 - Wilhelmshaven (4.05)  
19 October 1944 - Stuttgart (5.10)  
25 October 1944 - Homburg (3.10)  
28 October 1944 - Cologne (3.50)  
2 November 1944 - Düsseldorf (4.05)  
18 November 1944 - Münster (3.45)  
21 November 1944 - Koblenz (5.15)  
21 November 1944 - Aschaffenburg (4.55)  
30 November 1944 - Duisburg (4.15)  
4 December 1944 - Urft Dam (5.10)

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

Flight Lieutenant Smith is an exceptionally capable pilot and captain of crew who has now completed two tours of operations. He has participated in attacks on such heavily defended enemy areas as Stuttgart, Berlin and Kiel. This officer, although shot down on his second sortie, immediately volunteered for further operational duty on returning to this country. He is a very keen type of officer, with a strong sense of responsibility and an unabated will to take part in offensive action. He has such an excellent knowledge of airmanship that he has instilled in his crew the same unshakable faith in their ability. His fearlessness and devotion to duty has been an inspiration to all pilots in the squadron, and has done much to keep the morale of his crew at a very high level.

**Note:** The website "Lost Bombers" has the following on his being interned in Sweden. Halifax HR923 (LQ-V) of No.405 Squadron, target Berlin, 23/24 August 1943. This was one of two No.405 Squadron Halifaxes lost on this operation; the other was HR918. Airborne at 2016 hours, 23 August 1943 from Gransden Lodge. Leaving the target area was badly shot about by a Me109. With severe fuel loss the Halifax was flown to Sweden and all secret equipment was jettisoned or smashed. The Swedish coast was crossed with all aircraft lights on at about 1,000 feet. Inaccurate AA fire opened up and so the pilot altered course to follow the coast eastwards to Ystad. The sea was calm with a wind of barely ten knots. The pilot ordered the crew to ditching positions at 0300 hours and waited until only enough fuel remained for about ten minutes flying. He then brought the aircraft into the wind with all engines running like a normal Halifax landing, using thirty degree flap, wheels up, and chopping the throttles just before hitting the water. The aircraft came to rest on the water some three hundred and fifty yards south of Sandhammaren Lighthouse. The crew scrambled out on to the wing in twelve seconds, as timed by the Navigator. They took to their dinghy and were picked up by a rowing boat and taken ashore. The Halifax sank about an hour after the ditching. The crew were taken to Ystad for interrogation and were later sent to Falun for internment at Frumby. They were repatriated between January and March 1944. Crew consisted of WO1 H.Smith, RCAF, Sergeant J.C.Catling, P/O D.P.Davies, RCAF, Sergeant L.F.Cassidy, RCAF, Sergeant T.O'Toole, Sergeant J.S.Gates, RCAF and Sergeant J.H.Flick, RCAF.

RCAF Press Release No. 8389 dated 19 January, 1945 from F/O George Sinclair read:

WITH RCAF IN BRITAIN: - Between two sets of bombing operations from Britain, this Montreal pilot played hockey in Sweden. Flight Lieutenant H. Smith, (1251 Closse Street), now at an RCAF Repatriation Depot revealed that the Halifax bomber in which he was attacking Berlin was so badly damaged over the target that it had to make for refuge in neutral Sweden. "The flak blew off one of our fins and rudders, knocked out both gun turrets and holed our fuel tanks so that

we couldn't make our base in Britain", he said. "The navigator gave me a course for Sweden and we ditched in the Baltic a few miles off the Swedish coast." Swedish home guard men who saw the crash rescued the airmen and locked them up until they were moved to an internment camp where many other Canadian, American and British airmen were interned. "They were very good to us. We lived in a hotel and were free to wander about the district. We even organized hockey teams, Canadians versus Yanks," he revealed. "We felt pretty much at home with so many Canadians there. And the winters were like Canadian ones – bags of snow but a bit milder than Canada."

Before being flown back to Britain, Smith visited Stockholm. Upon his return, he might have been repatriated to Canada, but went on to do 53 more bombing attacks on the Nazis before leaving his squadron last December.

\* \* \* \* \*

SMITH, F/L Hilliard Harrison (J22257) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born in Clandeboye, Manitoba, 8 January 1917; home and education there (store clerk and baker's helper, Safeway Stores); enlisted in Winnipeg, 6 June 1940 as Airframe Mechanic. To Technical Training School, 10 July 1940. Promoted AC1, 20 January 1941 when posted to No. 8 Repair Depot. Promoted LAC, 20 April 1941. Promoted Acting Corporal, 1 October 1941. Remustered to aircrew on 20 April 1942 when posted to No.7 ITS; may have graduated 5 June 1942 but not posted to No.20 EFTS until 18 July 1942; graduated 11 September 1942 and posted next day to No.16 SFTS; graduated and commissioned 30 December 1942. To "Y" Depot, 13 January 1943. To RAF overseas, 2 February 1943. Disembarked in Britain, 13 February 1943. Attached to No.9 EFTS, 6-15 April 1943 (Tiger Moth, five hours ten minutes). To No.20 (Pilots) AFU, 27 April 1943 (Oxford, 69.15). Attached to No.1538 Beam Approach Training Flight, June 1943. Promoted Flying Officer, 30 June 1943. To No.24 OTU, 13 July 1943 (Whitley, 79.45). To Dalton, 4 November 1943. Attached to No.1679 Conversion Unit, 24 November 1943 to 4 January 1944 (Lancaster, 27.35). To No.432 Squadron, 5 January 1944 (Lancaster, 194.15). Promoted Flight Lieutenant, 31 May 1944. To No.1666 Conversion Unit, 25 July 1944 (Halifax, 56.30). Repatriated 15 November 1944. To No.2 Air Command, 5 January 1945. To No.8 Repair Depot, 11 January 1945. To "Y" Depot, 1 April 1945. To United Kingdom again, 13 April 1945. To No.76 Base, 9 May 1945 and attached to Dalton. Repatriated 26 September 1945. To No.5 Release Centre, 2 October 1945; retired 7 November 1945. DFC mailed in October 1950. Long a mechanic and inspector with Air Canada in Winnipeg, Montreal and Jamaica. Retired 1977. Died in Winnipeg, 31 March 1990. Award sent by registered mail 16 October 1950. Photo PL-28369 shows F/O H.H. Smith left, reporting on return from bombing sortie; shown with F/O Cliff Balsdon (bomb aimer, Calgary). Photo PL-

33620 shows him. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 18 June 1944 when he had flown 30 sorties (171 hours ten minutes), 5 January to 16 June 1944.

This officer has, by his superb captaincy and airmanship, completed a total of 30 trips as pilot over enemy territory and has never yet failed to carry out his mission. The majority of these trips have been over heavily defended targets in Germany, including Berlin (five times), Frankfurt, Essen, Dusseldorf, Stettin, Stuttgart, Schweinfurt, Magdeburg and Brunswick. By his fine record of achievement, together with his exceptional qualities of leadership and coolness, he has inspired a high standard of morale in both his crew and squadron under a calm and quiet manner. His unconquerable spirit of determination and success in achieving his objective under any circumstances warrant a strong recommendation for the award of the Distinguished Flying Cross.

The sortie list was as follows:

5 January 1944 - Stettin (7.55 - second pilot)  
14 January 1944 - Brunswick (5.31, second pilot)  
20 January 1944 - Berlin (7.22)  
21 January 1944 - Magdeburg (6.42)  
27 January 1944 - Berlin (8.54)  
28 January 1944 - Berlin (7.50)  
30 January 1944 - Berlin (6.16)  
24 February 1944 - Schweinfurt (8.00)  
1 March 1944 - Stuttgart (8.05)  
6 March 1944 - Trappes (4.20)  
7 March 1944 - Le Mans (4.50)  
15 March 1944 - Stuttgart (8.20)  
18 March 1944 - Frankfurt (5.20)  
22 March 1944 - Frankfurt (5.40)  
24 March 1944 - Berlin (5.14)  
26 March 1944 - Essen (6.45)  
18 April 1944 - Noisy-le-Sec (4.45)  
22 April 1944 - Dusseldorf (4.40)  
26 April 1944 - Essen (4.45)  
27 April 1944 - Montzen (4.00)  
1 May 1944 - Ghislain (3.50)  
7 May 1944 - Valerie en Caux (3.35)

11 May 1944 - Boulogne sur Mer (3.30)  
19 May 1944 - Le Cripon (3.15)  
31 May 1944 - Mont Couple (2.55)  
5 June 1944 - Houlgate (4.20)  
6 June 1944 - Coutrances (4.40)  
8 June 1944 - Mayenne (5.50)  
14 June 1944 - St. Pol (3.45)  
16 June 1944 - Sterkrade Halten (4.05)

**Notes:** Application for Operational Wing dated 5 July 1944 claimed 34 sorties (185 hours 55 minutes), 5 January to 27 June 1944.

On repatriation form dated 4 November 1944 he stated he had flown to that date 35 sorties (190 operational hours), the last on 27 June 1944, and 299.45 non-operational hours.

On repatriation form dated 9 September 1945 he stated he had flown 35 sorties (190 operational hours), the last on 27 June 1944, and 295 non-operational hours. Types flown were Oxford (59.15), Whitley (80 hours), Lancaster (86.30) and Halifax (259.15).

**Training:** Attended No.7 ITS, 13 April to 5 June 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas Armament (written), Aircraft Recognition, Drill, and Signals (written). Scored 843 point of a possible 1,000. Placed 36<sup>th</sup> on a class of 116. "Seems a good average type. A remuster from Air Frame Mechanic with 20 passenger hours and should make good in aircrew."

Attended No.20 EFTS, 20 July to 11 September 1942. Flew 12.55 dual to first solo; total of 37.05 dual, 44.25 solo, three hours night dual. Was 10.15 on instruments; logged 10.30 in Link. Courses in Navigation, Airmanship, Armament (written), Aircraft Recognition and Signals (practical). Scored 560 of a possible 700 points. Placed 13<sup>th</sup> in a class of 38. "Likes to experiment. Needs close checking for carelessness and sloppy airmanship."

Attended No.16 SFTS, 14 September to 30 December 1942. Anson aircraft - 5.55 dual to first solo; 62.55 total day dual, 63.20 day solo, 3.45 night dual, 9.25 night solo. Was 16 hours in formation, 25.40 on instruments. Logged 22 hours in Link. Ground examinations in Navigation, Airmanship, Armament (written and practical), Signals (written and practical), and Meteorology. Scored 569 points of a possible 750. Placed 13<sup>th</sup> in a class of 42. "Link 78 percent. A conscientious, hard working remuster AEM who has turned in a good performance in all phases of training throughout course. Recommended for commission."

Attended No.20 (Pilots) AFU, 28 April to 13 June 1943. Oxford aircraft - 3.50 day dual to first day solo, 15.10 total day dual, 24.25 day solo and 7.15 as second pilot. Was 1.50 in formation,



4.25 on instruments and 11.50 in Link. Flew 2.15 night dual to first night solo, 6.20 total night dual, 13.45 night solo; spent 2.05 at night on instruments. Flying tests in General Flying (300/400), Applied Flying (148/200), Instrument Flying (170/250), Night Flying (65/100) and Link (34/50). "An above average pilot. Steady and dependable."

Detached to No.1538 Beam Approach Training Flight, 2-7 June 1943. Oxford aircraft - 10.00 hours beam flying and four hours in Link. Graded in Beam Procedure and Q Code in Link (154/200), Receiver Operation (75/100), Instrument Flying (141/250), Cloud Flying and Night Flying (135/250) and Application of Beam Approach Procedure (120/200). "A good average course."

Attended No.24 OTU, 10 August to 22 October 1943. Whitley V aircraft - 5.30 day dual to first day solo. 10.15 total day dual, 6.55 at controls with a captain, 22.20 on his own; was 1.15 on instruments and 5.40 in Link. Flew 2.05 night dual to first night solo, 4.30 total night dual, 4.45 at controls by night with a captain, 31.00 night as sole captain. Flying tests in General Flying (270/400), Applied Flying (148/200), Instrument Flying (150/250), Night Flying (70/100) and Link (350/50). Ground examinations in Airmanship (225/300) and Signals (73/100). "A good average pilot and an average captain." A further report stated, "An ex-AFU pilot of good average ability. He is normally quite a good captain but on one occasion he was missing for a day and a half and had a course at Sheffield half way through his stay at the OTU as a result. The crew have completed five day and four night cross countries and one Nickel operation. The cross countries were carried out at altitudes up to 15,000 feet. One fighter affiliation exercise has been carried out with a Tomahawk. Flying time for the course 79 hours 45 minutes. He made a successful single engine landing at night after engine failure during the early stages of his night flying."

Attended No.1679 Conversion Unit, 24 November 1943 to 4 January 1944. "P/O Smith is a capable pilot and captain who has done well at Conversion Flight. He has organized a good average crew and with operational experience should prove an asset to 432 (RCAF) Squadron." Crew were J22256 P/O H.H. Smith (captain), J23469 P/O R.D. Plommer (navigator, later DFC), J25124 P/O C.G. Balsdon (bomb aimer, later DFC), 1339639 Sergeant P.A. Clench (WOP/AG), 1866011 Sergeant J.R.F. Rudland (AG), R127643 Sergeant R.K. Pingle (mid-upper gunner) and 1607942 Sergeant E.J.R. Lestrangle (flight engineer).

\* \* \* \* \*

SMITH, S/L Howard Everett (J3107) - **Air Force Cross** - No.9 SFTS - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945. Home in Simcoe, Ontario; enlisted in Winnipeg, 9 May 1940 - Trained at No.1 ITS (graduated 21 June 1940), No.2 EFTS (graduated 18 August 1940) and No.1 SFTS (graduated 5

October 1940) - Wartime postings uncertain until 5 March 1945 when he went to No.1 Air Command. To No.9 SFTS, 6 March 1945. To No.16 SFTS, 21 June 1945. To Dawson Creek, 15 August 1945. To Northwest Air Command, 16 March 1946. To Canadian Joint Staff, Washington, 16 July 1948. To AFHQ, 29 December 1948. To Staff College, Toronto, 15 January 1950. To Reserve Officer School, 1 May 1951. Promoted Wing Commander, 19 June 1951. To Staff College, Toronto again, 3 August 1951. To Reserve Officer School again, 5 May 1953. Returned to Staff College, 8 August 1953. To No.1 Air Division, 1 August 1954. Retired 11 January 1962. As of date of award, had flown 2,000 hours - 1,825 instructional hours - 50 hours in previous six months. Remained in postwar RCAF (1957) Award presented 1 April 1949. Photo PL-56966 is portrait (May 1953); PL-84570 is portrait (18 July 1958).

This officer has long been employed on flying instructional duties in various responsible capacities. he has at all times shown the greatest keenness and initiative to bring the efficiency of flying training up to the highest possible standard. The great devotion to duty he has at all times displayed, combined with his splendid leadership and fine service spirit have been splendid inspiration to all, which is worthy of the highest praise.

\* \* \* \* \*

SMITH, P/O Howard Schlueter (J87910) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 13 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 24 April 1922 in Preston, Ontario; home there (shoe cutter); enlisted in Hamilton, 13 August 1942. To No.1 Manning Depot, 25 November 1942. To No.5 Manning Depot, date uncertain. To Mountain View, 21 January 1943. To No.6 ITS, 28 March 1943. To No.2 Air Gunner Ground Training School, 11 June 1943. Promoted LAC, 24 July 1943 when 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, Bournemouth, 8 October 1943. Commissioned 12 July 1944. Promoted Flying Officer, 12 January 1945. Repatriated 22 January 1945. To Mountain View, 5 March 1945. To No.4 Release Centre, 3 April 1945. Retired 13 April 1945. Award presented 17 June 1945. RCAF photo PL-31906 (ex UK-14041 dated 18 August 1944) is captioned as follows: "Pilot Officer Paul Lebel of Montreal, Lion Squadron gunner who has finished his 'ops', congratulates Flight Sergeant Roy Pettigrew of Lumsden, Saskatchewan, on sharing in the shooting down of a Nazi fighter just after bombing Brunswick. Looking on is Flight Sergeant Howard Smith of Preston, Ontario (left) who shared in the kill with Pettigrew, and F/O Louis Murphy of Ottawa, RCAF Bomber Group pilot with the Lions (right) who confirmed the victory."

This air gunner has completed many operational sorties and his work has been excellent. He is credited with the damaging of a Junkers 88 and the destruction

of a Messerschmitt 210. His devotion to duty and coolness in the face of enemy action has been an inspiration to his crew and squadron.

DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation from W/C C.J. Cribb dated 19 August 1944 when he had flown 34 sorties (176 hours 15 minutes) from 25 March to 13 August 1944.

This gunner has completed 34 operational bombing attacks against the enemy and his work in general has been of an excellent calibre. On the night of May 24<sup>th</sup>, 1944 this Gunner, together with the Mid-Upper Gunner, is credited with damaging a Ju.88 and on the night of August 12<sup>th</sup>, 1944, is credited with destroying an Me.210.

His cooperation, coolness and devotion to duty are a splendid example to his crew. I most highly recommend that Pilot Officer Smith be awarded a non-immediate Distinguished Flying Cross.

The sortie list was as follows (all trips as rear gunner):

25 March 1944 - Aulnoye (6.00)  
26 March 1944 - Essen (6.15)  
26 April 1944 - Villeneuve St. Georges (5.10)  
27 April 1944 - Aulnoye (5.05)  
30 April 1944 - Somain (4.55)  
1 May 1944 - St. Ghislain (3.30, duty not carried out)  
10 May 1944 - Ghent (4.30)  
12 May 1944 - Louvain (5.10)  
19 May 1944 - Le Clipon (2.55)  
22 May 1944 - Le Mans (4.50)  
24 May 1944 - Aachen (4.50)  
27 May 1944 - Bourg Leopold (5.15)  
31 May 1944 - Au Fevre (4.45)  
4 June 1944 - Calais (3.20)  
5 June 1944 - Merville/Franceville (5.30)  
6 June 1944 - Conde sur Noireau (5.30)  
8 June 1944 - Mayennes (5.20)  
12 June 1944 - Arras (4.20)  
24 June 1944 - Bonnetot (4.05)  
25 June 1944 - Gorenflos (5.25)  
27 June 1944 - Wizernes (2.35, duty not carried out)  
28 June 1944 - Metz (7.35)

4 July 1944 - Villeneuve St. Georges (6.30)  
6 July 1944 - Siracourt (4.10)  
12 July 1944 - Acquet (4.40)  
14 July 1944 - Anderbelck (3.25)  
18 July 1944 - Mondeville (4.45)  
18 July 1944 - Wesseling (5.25)  
20 July 1944 - Ferme de Grand Bois (3.15)  
24 July 1944 - L'Hey (3.05)  
25 July 1944 - Stuttgart (8.30)  
28 July 1944 - Hamburg (5.40)  
31 July 1944 - Coquereau (4.10)  
9 August 1944 - La Neuville (4.20)  
12 August 1944 - Brunswick (5.55)  
13 August 1944 - Gardening (6.35)

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SMITH, F/L Hugh Frederick (J17929) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 11 November 1919 in Niagara Falls, Ontario; home there (delivery boy, receiving clerk); enlisted there 2 July 1940 (R66074). To No.118 (Coastal Artillery Cooperation) Squadron, 16 August 1940. To No.1 (Coastal Artillery Cooperation) Flight, 27 September 1940. To No.1 ITS, 15 October 1940; promoted LAC, 8 November 1940 when posted to No.1 WS; graduated 15 March 1941 when posted to No.4 BGS; graduated and promoted Sergeant, 14 April 1941; posted that day to Embarkation Depot. To RAF overseas, 18 June 1941. To No.1 Signals School, Cranwell, 7 July 1941 (Proctor aircraft, seven hours). To No.22 OTU, 16 September 1941 (Wellington aircraft, 94.35). To No.15 OTU Ferry Flight as transient 8 February 1942 (Wellington II, 20 hours). To Middle East, 26 February 1942 via Overseas Air Delivery Unit, Portwreath (Wellington, 24 hours). Promoted Flight Sergeant, 1 March 1942. To OTU, Shaffula, 4 March 1942 (Wellingtons, 26 hours). To No.40 Squadron, 10 May 1942 (Wellingtons, 252 hours). Promoted WO2, 1 November 1942. To Helwan and No.23 Personnel Despatch Centre, 24 November 1942. To West Kirby, 16 February 1943. To No.22 OTU, 1 March 1943 (Wellingtons, instruction, 132 hours 20 minutes). Promoted WO1, 1 May 1943. Commissioned 5 June 1943. Promoted Flying Officer, 5 December 1943. To Canada for special leave, 11 March 1944 to 29 April 1944. Disembarked in Britain, 7 May 1944. Taken on strength of No.3 PRC, 7 May 1944. To No.61 Base, 25 May 1944. Attached to Dalton Battle School, 25 May to 1 June 1944. Attached to No.1666 Conversion Unit, 1-29 June 1944 (Halifax, 38 hours 25 minutes). To No.428 Squadron, 29 June 1944 ((Lancaster, 160 hours ten minutes). Promoted Flight Lieutenant, 30 July 1944. Repatriated 25 October 1944. To No.1 Training Command, 4 December 1944. To No.9 SFTS, 5 December 1944. To Release Centre, 15 February 1945. Retired

22 February 1945. Award presented 30 May 1947. Died in Niagara Falls, Ontario, 16 August 1990 as per **Legion Magazine** of November 1990. Photo PL-4420 shows aircrew from Niagara Falls recently arrived in Britain as follows (front), Sergeant R.O.E. Goodwin, Sergeant J.T. Hodgson (Back) Sergeant H.F. Smith, Sergeant H. Dutton, Sergeant R.E. Woods. Cited with F/L R.E. Curtis (RCAF, awarded DSO), F/O Dougal A. McGillivray (RCAF, awarded DSO) F/L Robert G. Marshall (RCAF, awarded DFC), F/O Charles F. Wattie (RCAF, awarded DFC) and Sergeant J.D. Rose (RAF, awarded DFM). See Marshall, above, for citation. DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation by W/C A.C. Hull dated 15 September 1944 when he had flown 59 sorties (377 hours 20 minutes). This included three legs of a trip from Portreath to Gibraltar to Malta to Egypt (26 February to 5 March 1942) followed by 36 sorties with No.40 Squadron (22 June to 11 November 1942) and 21 sorties with No.428 Squadron (5 July to 12 September 1944). Sortie list and submission as follows:

[www.bombercommandmuseumarchive.com](http://www.bombercommandmuseumarchive.com)

With Middle East Ferry Command

26 February 1942 - Portreath to Gibraltar (9.10)

28 February 1942 - Gibraltar to Malta (10.20)

5 March 1942 - Malta to Egypt (7.35)

With No.40 Squadron

22 June 1942 - Timini (5.25)

24 June 1942 - Tobruk (4.25)

26 June 1942 - Sidi Baranni (6.25)

28 June 1942 - Sidi Baranni (6.00)

11 July 1942 - Tobruk (8.45)

15 July 1942 - Tobruk (7.35)

18 July 1942 - Tobruk (8.15)

20 July 1942 - El Daba (4.50)

23 July 1942 - Tobruk (6.55)

17 August 1942 - Tobruk (6.55)

21 August 1942 - Mersa Matruh (6.10)

24 August 1942 - Tobruk (6.25)

28 August 1942 - El Daba (4.50)

1 September 1942 - El Daba (3.35)

3 September 1942 - El Daba (3.50)

10 September 1942 - Tobruk (7.50)

15 September 1942 - Tonruk (6.40)

18 September 1942 - Tobruk (8.30)

29 September 1942 - Tobruk (8.15)

5 October 1942 - Tobruk (7.40)

9 October 1942 - Fuka (4.55)

11 October 1942 - Fuka (1.35, incomplete ?)

12 October 1942 - Tobruk (8.10)

15 October 1942 - Tobruk (7.45)

18 October 1942 - Tobruk (8.00)

20 October 1942 - Tobruk (8.00)

24 October 1942 - Fuka (4.10)

26 October 1942 - Fuka (5.15)

29 October 1942 - Fuka (4.30)

1 November 1942 - Fuka (4.20)

3 November 1942 - Fuka (4.05)

4 November 1942 - Fuka (4.30)

5 November 1942 - Fuka (5.20)

6 November 1942 - Hellfire Pass (7.20)  
9 November 1942 - Sollum (7.15)  
11 November 1942 - Tobruk (6.15)

With No.428 Squadron

5 July 1944 - Gardening (6.35)  
18 July 1944 - Wesseling (6.15)  
20 July 1944 - L'Hey (3.45, day)  
23 July 1944 - Kiel (5.35)  
24 July 1944 - Stuttgart (9.20)  
25 July 1944 - Stuttgart (9.10)  
28 July 1944 - Hamburg (5.10)  
3 August 1944 - Bois de Casson (4.55, day)  
4 August 1944 - Bois de Casson (4.30, day)  
5 August 1944 - St. Leu (5.30, day)  
7 August 1944 - Mer de Magna (4.50)  
9 August 1944 - Coulonvillers (4.25, day)  
10 August 1944 - La Pallice (6.55)  
12 August 1944 - Brunswick (6.20)  
14 August 1944 - Falaise (4.55, day)  
15 August 1944 - Soesterburg (3.55, day)  
25 August 1944 - Russelsheim (9.00)  
27 August 1944 - Mimeyecques (3.55, day)  
29 August 1944 - Stettin (10.00)  
6 September 1944 - Emden (4.05)  
12 September 1944 - Dortmund (5.20)

As Wireless Operator/Air Gunner Flight Lieutenant Smith has completed two tours of operations and has completed sorties against many major targets. He has displayed great ability and efficiency combined with courage and determination, and has shown a keen desire to press the attack. On 17<sup>th</sup> August, while attacking Dortmund, his pilot was dangerously wounded and the aircraft piloted by the Bomb Aimer. Flight Lieutenant Smith rendered every assistance and retained his coolness in the emergency. As Signals Leader he has organized the section efficiently and has inspired his men by his example and keenness.

For his all round efficiency and determination, I recommend the non-immediate award of the Distinguished Flying Cross.

See also the DSO citation for F/L R.E. Curtis (RCAF, awarded DSO), F/L Hugh F. Smith (RCAF, awarded DFC), F/O Robert G. Marshall (RCAF, awarded DFC), F/O Charles F. Wattie (RCAF, awarded DFC) and Sergeant J.D. Rose (RAF, awarded DFM).

**Notes:** In crew of Wellington BB516, No.40 Squadron. 5/6 October 1942. Nearing target, port oil temperature rose. Oil added by a few minutes later engine began cutting. More oil restored power for periods, but finally aircrew and reduction gear sheared off. Height gradually lost and aircraft force-landed at LG.237.

Assessed 28 February 1944 at No.22 OTU; he had flown 587 hours, 93 in past six months - "Keen and capable instructor and a good officer. Is not afraid of responsibilities." (W/C J.K.M. Cooke).

On repatriation form dated 7 October 1944 he stated he had flown 60 sorties (412 hours 55 minutes) plus 342 hours 20 minutes on overseas training and instructing.

Training records on his file are for another man - R101850 Richard Lloyd Smith.

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SMITH, F/L Jack (J4420) - **Distinguished Flying Cross** - No.5 Squadron (Canada) - Since gone on loan to TCA - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 5 May 1918. Home in St.John's, Newfoundland; enlisted in Montreal, 20 August 1940. To "R", 31 August 1940. To No.1 ITS, 13 October 1940; graduated and promoted LAC, 4 November 1940 when posted to No.7 EFTS; graduated 23 December 1940 when posted to No.6 SFTS; graduated and promoted Sergeant, 5 March 1941. Subsequently commissioned with effect from 6 March 1941. To No.13 (Operational Training) Squadron, 9 March 1941. To No.120 (BR) Squadron, date uncertain. Promoted Flying Officer, 6 March 1942. To Eastern Air Command, 3 February 1943. To No.5 (BR) Squadron, 5 March 1943. Promoted Flight Lieutenant, 1 July 1943. To No.3 Training Command, 10 August 1944. Granted



Leave Without Pay, 16 August 1944. Returned to duty with No.2 Air Command, 17 August 1945. Retired 31 October 1945. Living in Toronto in 1950. As of award had flown 1,605 hours, 1,400 operational hours (148 sorties).

This officer, has a captain of operational aircraft, has carried out many operational sorties during which he has displayed great courage and devotion to duty. He has at all times shown himself to be a successful and reliable pilot and eager to serve in the most hazardous instances. On one occasion he flew a Canso off the ice near the shores of Newfoundland after a tractor had sunk in an attempt to bring the aircraft to shore. The next day he volunteered to take a skeleton crew and endeavour to land a Canso on the ice floes to try to rescue the personnel of another Canso who had taken to dinghies after an emergency landing.

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SMITH, F/O James Herbert (J92992) - **Distinguished Flying Cross** - No.612 Squadron - Award effective 31 May 1945 as per **London Gazette** dated 8 June 1945 and AFRO 1219/45 dated 27 July 1945. Born 21 July 1920 in Toronto; attended Jarvis Collegiate Institute; home there (ledger keeper); enlisted there 3 July 1941. To No.1 Manning Depot, 16 August 1941. To No.4 BGS (guard), 20 August 1941. To No.6 ITS, 27 October 1941; graduated and promoted LAC, 19 December 1941; posted next day to No.12 EFTS; graduated 14 February 1942 when posted to No.1 Manning Depot; to No.1 SFTS, 29 March 1942; graduated and promoted Sergeant, 17 July 1942. To No.1 GRS, 19 August 1942. To No.31 OTU, 23 October 1942. Promoted Flight Sergeant, 17 January 1943. To "Y" Depot, 31 January 1943. To RAF overseas, 8 March 1943. Promoted WO2, 17 July 1943. Commissioned 2 May 1944. Promoted Flying Officer, 2 November 1944. Repatriated 2 August 1945. Released 1 November 1945. Received award from King George VI, 13 July 1945. Photo PL-1777 shows wings presentation at Trenton. Photo PL-44966 shows F/O J,H, Smith (left) standing by aircraft with F/L C.E. Dingle; caption stated that Dingle, as navigator, had been on Hampdens on first tour and as pilot on RCAF Liberators on second tour. Twice he had made double attacks on enemy shipping in a single night. Smith was credited with eight attacks as pilot of a Coastal Command Wellington." RCAF photo PL-45277 (ex UK-22716 dated 19 July 1945) taken following investiture of 13 July 1945; shown with Section Officer Dorothy Smith (wife, from Toronto) and an English relative, Mrs. A. Tilsley.

Flying Officer Smith has taken part in a large number of operational sorties including anti-U-boat patrols over the Bay of Biscay and the Atlantic Ocean and anti-shipping patrols and reconnaissances off the Dutch coast. He has throughout displayed a fine fighting spirit and great determination in the face of intense fire from the enemy's defences. In March 1945, this officer shadowed a force of E-

boats until, largely as a result of his signals, His Majesty's ships were able to engage the enemy. After the engagement Flying Officer Smith continued to shadow the enemy force which he later attacked himself. He was in contact with the enemy for over five hours.

\* \* \* \* \*

SMITH, FS James Pender (R86554) - **Air Force Medal** - 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 Glasgow, Scotland, 30 July 1912. Educated at Badger Public School (1920-1927), Kinsella High School (1927-1930) and Edmonton College (1930-31, commercial). Home in Sedgewick, Alberta. Truck driver, time keeper for a lumber company, watchman for Hudson Bay Company and clerk. Enlisted in Edmonton, 27 December 1940 and posted to No.2 Manning Depot, Brandon. To No.10 Repair Depot, Calgary, 31 January 1941. To No.2 WS, Calgary, 30 March 1941; promoted LAC, 1 May 1941; graduated 15 August 1941 when posted to No.5 BGS, Dafoe; graduated and promoted Sergeant, 15 September 1941. To No.31OTU, Debert, 5 October 1941. To Eastern Air Command, 13 December 1941. To No.10 (BR) Squadron, 24 December 1941. Promoted Flight Sergeant, 15 March 1942. Commissioned 10 September 1942. Promoted Flying Officer, 10 March 1943. Remustered to pilot and posted to No.4 ITS, 31 December 1943. To No.5 EFTS, High River, 24 March 1944. To No.2 WS, 1 July 1944. Promoted Flight Lieutenant, 10 September 1944. To No.15 SFTS, Claresholm, 19 October 1944. To No.11 (BR) Squadron, Dartmouth, 19 April 1945. Moved with that unit to Patricia Bay, 24 May 1945. To No.1 ACU, Centralia (whatever that is), 24 July 1945. To No.8 Release Centre, 8 September 1945. To Composite Training School, Toronto, 12 February 1946. To Western Air Command, 2 April 1946. To Patricia Bay, 8 April 1946 for flying control course. To Trenton, 7 May 1946. To Northwest Air Command, Edmonton, 5 August 1946. To Winter Experimental Establishment, Station Namao, 10 August 1946. Reverted to Flying Officer in postwar RCAF, 1 October 1946 (20182). To Grande Prairie Detachment, 1 November 1946. To Station Edmonton, 2 January 1947. Attended Flying Boat School, Vancouver, 1 November 1948 to 7 February 1949. To "K" Flight, Edmonton, 3 December 1948. To Canadian Joint Air Training Centre, Rivers, 1 May 1951. Released 30 September 1952. Later in Montreal. Died in Surrey, British Columbia, 27 May 1994. Award presented 16 April 1943. Photo PL-8666 shows crew of No.10 (BR) Squadron - Sergeant T. Fraser (WAG, Vancouver), Sergeant G.B. Armstrong (observer, Toronto), P/O E.J. Padden (pilot, Chicago), F/L J.E. Young (pilot, Oakville), Sergeant J.P. Smith (WAF, Viking, Alberta), Sergeant V.H. Munro (WAG, London, Ontario). PL-8665 shows Sergeant J.P. Smith, Sergeant B.H. Munro, P/O E.J. Padden (since reported missing), S/L J.M. Young, Sergeant T. Fraser, and Sergeant G.B. Armstrong). Photo PL-16006 shows him with parents after investiture. Photo PL-16055 shows presentation with AFM by Governor General.

Flight Sergeant Smith is an outstanding Wireless Air Gunner who has made 80

operational sorties over the North Atlantic for a total of 625 hours. His work and devotion to duty have been the means of inspiring others in his trade. He has at all times given of his best and is most conscientious in carrying out all assigned tasks.

Recommendation raised 6 October 1942 by S/L J.M. Young; wording as above. Endorsed 7 October 1942 by W/C F.H. Coghill (Station Gander), on 16 October 1942 by A/V/M A.L. Morfee (Eastern Air Command) and thereafter by Air Marshal L.S. Breadner (Chief of the Air Staff).

**Selected Assessments:** "This officer has been Deputy WAG Leader in this squadron for some time and has shown himself well qualified to fill this position. His outstanding asset is his ability to keep up to date in all phases of his work and trade. Strongly recommended." (S/L R.F. Milne, No.10 Squadron, 17 September 1943. To this is added, "I thoroughly concur in this recommendation for promotion." and signed by G/C C.L. Annis).

"Flying Officer Smith is a General List pilot and employed as Officer Commanding Grande Prairie Detachment. His previous knowledge of Administration was limited but he has consequently acquired a good knowledge of this phase. He administers his Unit well. He takes a keen interest in all activities of the Unit, has a pleasing personality and exercises efficient control. Recommended for promotion." (W/C N.W. Timmerman, Station Edmonton, 1 December 1947).

Attended Flying Boat School, Vancouver, 1 November 1948 to 7 February 1949. Examined in written subjects (182/200) and flying test (143/200). Flew in Canso A land (44.35 as pilot, 7.40 as crew) and Canso A water (40.05 as pilot, 9.55 as crew). "Considering the fact that Flying Officer Smith has had little flying experience, he did very well on the course. From a rather poor start he worked very hard and made excellent progress. He is assessed as an average boat pilot. It is suggested that Flying Officer Smith not be qualified as Captain until he has had a chance to get more general flying experience. Qualified as first pilot day and night on land, day on water; second pilot night on water." (S/L S.D. Turner, Officer Commanding, Flying Boat School, 9 February 1949).

**Training:** Interviewed in Edmonton, 19 August 1940 by F/O W.M. Thomson. "Average type of applicant. Should fit in for aircrew duties as gunner."

Attended No.2 WS, 31 March to 17 August 1941. Spent 25 hours in flying classroom as first operator (should this be 2.5 hours ?), 2.35 in flying classroom on listening watch and six hours in two-seater aircraft as sole operator. Ground training in Theory (47/50), Radio Equipment (212/250), Morse, buzzer and lamp (158/200), Procedure (175/200). Signals Organization (128/150). Armament (88/100) and Drill and P.T. (38/50). Placed second in a class of 228. "Recommended for commission."

Attended No.5 BGS, 18 August to 15 September 1941. Battle aircraft - nine hours 50 minutes. Fired 300 rounds on ground, 300 air-to-ground and 2,400 air-to-air. Scored six percent hits on Beam Test, six percent hits on Beam Relative Speed Test and seven percent hits on Under Tail Test. Scored 83 percent on written test, 71 percent on oral and practical exam. Placed 16<sup>th</sup> in a class of 31. "Quite keen and intelligent; should make a good officer."

On 27 September 1943, S/L R.F. Milne (Officer Commanding, No.10 Squadron Detachment, Gander) wrote to Air Officer Commanding, Eastern Air Command, re Smith.

1. The above reference officer has served with this unit in the capacity of Wireless Air Gunner for the past two years. During this period he has shown himself to be both an exceptionally keen WOAG and a flying enthusiast.
2. During the latter part of his service here, his flying has been restricted due to the fact that he is Deputy WOAG Leader and, as such, must spend a great deal of his time on ground duties. He has faithfully discharged these duties and, at the same time, has managed to fill in on operational crews as WOAG to relieve sick and leave personnel.
3. This officer on enlistment was not given the opportunity of being a pilot or observer but, due to the situation existing at that time, was trained as a WOAG. It is my opinion that this officer would be of increased value to the service as a pilot, since he has a background of 1,500 hours flying of which 1,000 hours were operational. During this time he has flown as Wireless Operator in single, twin and four-engined aircraft which gives this officer a varied background which will serve the air force in good stead should be selected for training as a pilot.
4. It is strongly recommended that this man be given an opportunity to further his flying career in the capacity of pilot at your earliest convenience as a reward for continuous and faithful service in the Air Force during his service career.

Attended No.4 ITS, 3 January to 10 March 1944. Courses in Aircraft Recognition (89/100), Armament (98/100), Principles of Flight(104/150), Engines (82/100), Law, Discipline, Administration and Organization (84/100), Mathematics (59/100), Meteorology (86/100), Navigation (108/150) and Signals (50/100 on supplemental). "Plenty of confidence. Very cooperative. Reliable and industrious."

Attended No.5 EFTS, 10 April to 16 June 1944. Cornell aircraft - 12 hours 45 minutes dual to first solo, 45.00 day dual, 31.55 day solo, 2.30 night dual, 35 minutes night solo. Was 12.05 on

instruments. Logged 14 hours in Link. Flying tests in General Flying (337/450), Instrument Flying (175/250), Night Flying (75/100) Navigation, practical (81/100) and Link (72/100). Ground examinations in Airmanship (243/300), Armament (152/200), Aircraft Recognition (64/100), Navigation (228/300) and Signals (50/100). "Average ground school ability - conscientious and keen - is better than his Examination Results indicate. General flying is high average - no particular faults - instrument flying average - has some difficulty maintaining a steady airspeed. A good officer in every way." (F/L E.D. Allan)

Attended No.15 SFTS, 6 November 1944 to 29 March 1945. Anson aircraft - 7.10 day dual to first day solo, 81.00 total day dual, 41.50 day solo, 1.50 night dual to first night solo, 11.20 total night dual, 8.00 night solo. Was 10.05 in formation, 23.10 on instruments. Logged 25 hours in Link trainer. Flying tests in General Flying (201/300), Instrument Flying (124/200), Navigation (111/150), Armament (104/150), Night Flying (65/100), Formation (33/50) and Link (36/50). Ground examinations in Airmanship (155/200), Armament (155/200), Aircraft Recognition (80/100), Navigation (129.5/200), Meteorology (93/100) and Signals (181.5/200). "A keen and sincere pupil with an average flying ability. He has worked very well throughout the course."

Twelve week flying control course in 1946 involved 39 hours ten minutes in Link. Courses in Flying Control Airway (117.5/150), Flying Control Airport (130.5/150), Flying Control Operations (116.5/150), Search and Rescue (102.5/125), Navigation and Searches (95/125), Meteorology (80/100) and Signals (91/100). "A capable, hard working officer. Interest and attitude good, Meets all requirements."

**Application for Operational Wing:** Dated 30 May 1944, this lists the following anti-submarine sorties. All sorties, 15 January 1942 to 29 March 1943 were on Digby aircraft; from 4 June 1943 onwards on Liberators:

15 January 1942 - from Newfoundland (4.15)  
16 January 1942 - from Newfoundland (5.40)  
17 January 1942 - from Newfoundland ((6.30)  
19 January 1942 - from Newfoundland (6.30)  
20 January 1942 - from Newfoundland (4.15)  
22 January 1942 - from Newfoundland (9.20)  
25 January 1942 - from Newfoundland (8.45)  
5 February 1942 - from Newfoundland (7.15)  
15 February 1942 - from Newfoundland (7.00)  
17 February 1942 - from Newfoundland (3.20)  
24 February 1942 - from Newfoundland (7.40)  
2 March 1942 - from Newfoundland (9.40)  
3 March 1942 - from Newfoundland (10.00)  
11 March 1942 - from Newfoundland (7.10)

15 March 1942 - from Newfoundland (8.10)  
22 March 1942 - from Newfoundland (7.40)  
23 March 1942 - from Newfoundland (8.40)  
4 April 1942 - from Newfoundland (10.00)  
5 April 1942 - from Newfoundland (6.00)  
13 April 1942 - from Newfoundland (11.35)  
14 April 1942 - from Newfoundland (7.35)  
21 April 1942 - from Newfoundland (7.30)  
26 April 1942 - from Newfoundland (10.35)  
27 April 1942 - from Newfoundland (7.00)  
29 April 1942 - from Newfoundland (11.00)  
30 April 1942 - from Newfoundland (7.20)  
3 May 1942 - from Newfoundland (10.30)  
5 May 1942 - from Newfoundland (4.55)  
6 May 1942 - from Newfoundland (6.25)  
31 May 1942 - from Newfoundland (10.30)  
2 June 1942 - from Newfoundland (6.40)  
3 June 1942 - from Newfoundland (10.30)  
8 June 1942 - from Newfoundland (11.45)  
11 June 1942 - from Newfoundland (7.00)  
14 June 1942 - from Newfoundland (9.00)  
16 June 1942 - from Newfoundland (6.45)  
22 June 1942 - from Newfoundland (7.35)  
23 June 1942 - from Newfoundland (12.40)  
24 June 1942 - from Newfoundland (10.10)  
28 June 1942 - from Newfoundland (11.15)  
29 June 1942 - from Newfoundland (6.55)  
30 June 1942 - from Newfoundland (9.35)  
1 July 1942 - from Newfoundland (10.30)  
3 July 1942 - from Newfoundland (8.50)  
7 July 1942 - from Newfoundland (6.40)  
11 July 1942 - from Newfoundland (6.30)  
14 July 1942 - from Newfoundland (6.40)  
17 July 1942 - from Newfoundland (1.40)  
17 July 1942 - from Newfoundland (7.30)  
19 July 1942 - from Newfoundland (3.30)  
23 July 1942 - from Newfoundland (9.15)  
25 July 1942 - from Newfoundland (11.20)  
27 July 1942 - from Newfoundland (8.10)  
28 July 1942 - from Newfoundland (5.40)

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29 July 1942 - from Newfoundland (7.25)  
8 August 1942 - from Newfoundland (8.30)  
9 August 1942 - from Newfoundland (11.10)  
17 August 1942 - from Newfoundland (5.40)  
19 August 1942 - from Newfoundland (11.10)  
20 August 1942 - from Newfoundland (8.10)  
21 August 1942 - from Newfoundland (8.30)  
25 August 1942 - from Newfoundland (9.45)  
26 August 1942 - from Newfoundland (11.45)  
25 September 1942 - from Newfoundland (5.00)  
26 September 1942 - from Newfoundland (11.10)  
27 September 1942 - from Newfoundland (10.20)  
28 September 1942 - from Newfoundland (2.40)  
29 September 1942 - from Newfoundland (4.15)  
1 October 1942 - from Newfoundland (11.25)  
4 October 1942 - from Newfoundland (8.50)  
9 October 1942 - from Newfoundland (9.00)  
11 October 1942 - from Newfoundland (9.25)  
14 October 1942 - from Newfoundland (9.00)  
16 October 1942 - from Newfoundland (6.30)  
18 October 1942 - from Newfoundland (7.20)  
29 October 1942 - from Newfoundland (9.55)  
31 October 1942 - from Newfoundland (11.40)  
1 November 1942 - from Newfoundland (6.30)  
3 November 1942 - from Newfoundland (11.00)  
6 November 1942 - from Newfoundland (12.30)  
8 November 1942 - from Newfoundland (10.00)  
9 November 1942 - from Newfoundland (6.10)  
11 November 1942 - from Newfoundland (10.00)  
15 November 1942 - from Newfoundland (6.20)  
19 November 1942 - from Dartmouth (4.30)  
21 November 1942 - from Dartmouth (6.50)  
23 November 1942 - from Dartmouth (8.15)  
25 November 1942 - from Dartmouth (9.00)  
4 December 1942 - from Dartmouth (7.45)  
5 December 1942 - from Dartmouth (7.15)  
6 December 1942 - from Dartmouth (10.15)  
7 December 1942 - from Dartmouth (10.00)  
15 December 1942 - from Dartmouth (6.40)  
30 December 1942 - from Dartmouth (7.50)

1 January 1943 - from Dartmouth (10.20)  
2 January 1943 - from Dartmouth (6.50)  
3 January 1943 - from Dartmouth (6.40)  
4 January 1943 - from Dartmouth (4.00)  
7 January 1943 - from Dartmouth (3.00)  
12 January 1943 - from Dartmouth (14.10)  
14 January 1943 - from Dartmouth (7.00)  
17 January 1943 - from Dartmouth (6.25)  
13 February 1943 - from Dartmouth (10.50)  
20 February 1943 - from Dartmouth (12.30)  
23 February 1943 - from Dartmouth (8.50)  
25 February 1943 - from Dartmouth (6.15)  
3 March 1943 - from Dartmouth (6.40)  
15 March 1943 - from Dartmouth (4.00)  
15 March 1943 - from Dartmouth (8.45)  
16 March 1943 - from Dartmouth (8.45)  
29 March 1943 - from Dartmouth (8.20)  
4 June 1943 - from Newfoundland (12.20)  
11 June 1943 - from Newfoundland (15.30)  
22 June 1943 - from Newfoundland (13.15)  
28 June 1943 - from Newfoundland (14.20)  
1 July 1943 - from Newfoundland (15.00)  
4 July 1943 - from Newfoundland (11.30)  
11 July 1943 - from Newfoundland (9.40)  
14 July 1943 - from Newfoundland (12.15)  
15 August 1943 - from Newfoundland (11.50)  
22 August 1943 - from Newfoundland (13.10)  
2 September 1943 - from Newfoundland (15.45)  
8 September 1943 - from Newfoundland (11.50)  
22 September 1943 - from Newfoundland (14.00)  
24 September 1943 - from Newfoundland (14.45)  
30 September 1943 - from Newfoundland (15.40)

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SMITH, F/L John Forsyth (J7209) - **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 24 September 1917; enlisted in Halifax, 16 August 1940. To No.2 Training Command, 10 October 1940. To No.8 Repair Depot, 22 October 1940. To No.2 ITS, 17 November 1940; graduated and promoted LAC, 22 December 1940; posted next day to No.5 EFTS; ceased training 8 February 1941 and



posted to No.2 Manning Depot; to 3 AOS, 31 March 1941; to No.2 BGS, 23 June 1941; graduated and promoted Sergeant, 4 August 1941; posted next day to No.1 CNS; graduated and commissioned 1 September 1941. To Embarkation Depot, 2 September 1941. To No.31 OTU, 27 September 1941. To RAF overseas, 12 December 1941; repatriated 14 January 1944. To No.1 CNS, date uncertain; to No.31 Personnel Depot, 11 December 1944. To "Y" Depot, 1 February 1945. To No.111 OTU, 3 February 1945. To United Kingdom, 30 April 1945; repatriated again, 9 July 1945; to No.8 Release Centre, 17 August 1945; released 18 September 1945. International banker in Trinidad, Hong Kong, New York, London and Naassu. Died 9 June 2000 as per 2010 obituary of his widow. The DHist microfilm suggests his name is John Forsyth-Smith.

\* \* \* \* \*

SMITH, FS John Frederick (R83451, later J85744) - **Distinguished Flying Medal** - No.21 Squadron - Award effective 23 September 1943 as per **London Gazette** dated 8 October 1943 and AFRO 2258/43 dated 5 November 1943. Born in Carleton Place, Ontario, 7 October 1921; home in Chatham, Ontario; enlisted in Windsor, 3 March 1941. To No.1 Manning Depot, 8 June 1941. To No.1 SFTS (guard), 3 August 1941. To No.1 WS, 8 November 1941; promoted LAC, 9 December 1942; to No.1 BGS, 23 May 1942; graduated and promoted Sergeant, 22 June 1942. To No.34 OTU, 6 July 1942. To "Y" Depot, 24 October 1942. To RAF overseas, 29 October 1942, Promoted Flight Sergeant, 22 December 1942. Promoted WO2, 22 June 1943, Commissioned 28 August 1943. Promoted Flying Officer, 28 February 1944. Repatriated 3 February 1945. To No.2 WS, 8 April 1945. To No.4 Release Centre, 14 April 1945. Retired 24 May 1945. Photo PL-23989 is a portrait. Award presented 28 May 1947. Served in postwar RCAF as Education Officer, 15 January 1955 to 11 February 1957 (301158) with No.294 Air Cadet Squadron, Chatham, Ontario.

In August 1943, this airman was wireless operator of one of a bomber force which attacked a target in Northern France. When crossing the enemy coast heavy anti-aircraft fire was encountered. Flight Sergeant Smith was struck in the eye by a fragment of shrapnel which remained lodged. Displaying great fortitude and devotion to duty, he refused attention until the target had been bombed. During the return Flight Sergeant Smith continued to work with skill and coolness. This airman's courage and devotion to duty have been worthy of high praise.

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SMITH, P/O John Gordon (J6960) - **Distinguished Flying Cross** - No.214 Squadron - Award effective 8 July 1942 as per **London Gazette** dated 21 July 1942 and AFRO 1189-1190-1191.42

dated 31 July 1942. Born 20 April 1917 in St. Leonards, Sussex; home in Guatamala; enlisted in Ottawa, 13 December 1940 and posted to No.1 Manning Depot that date. To No.1A Manning Depot, date uncertain. To No.3 ITS, 25 March 1941; graduated and promoted LAC, 21 April 1941 when posted to No.10 EFTS; to No.6 SFTS, 9 June 1941; graduated and commissioned, 20 August 1941. To Embarkation Depot, 21 August 1941. To RAF overseas, 27 September 1941 but elsewhere stated he arrived at No.3 PRC, 26 October 1941. To No.12 OTU, Chipping Warden, 5 November 1941. An undated document states of this period, "The unit at this time was anticipating diversion of operational aircraft to its aerodrome and kept an emergency state of accomodation, food, etc sufficient for up to twenty aircraft crews. This, with slowness in building, caused much inconvenience but the flying training went on. Winter brought snow hazards and some student crews crashed but Smith came through unscathed." Posted to RAF Station Waterbeach, 7 March 1942. Promoted Flying Officer and Flight Lieutenant, 20 August 1942. Shot down and taken prisoner, 4 September 1942 (Stirling BF337); reported safe in United Kingdom, 7 May 1945. Repatriated 7 July 1945. Retired 21 August 1945.

One night in June 1942, Pilot Officer Smith was captain of an aircraft detailed to attack a target in the Ruhr. Whilst flying over enemy territory, his aircraft was attacked by an enemy fighter, whilst at a height of 17,000 feet. The fighter made repeated attacks in quick succession but was driven off by fierce and accurate fire. The fighter is believed to have been destroyed. Another enemy aircraft then took up the attack and opened fire from close range. Pilot Officer Smith's aircraft sustained severe damage, the front gunner and flight engineer were badly injured, and the port outer engine caught fire. The flames from the engine assumed dangerous proportions but after the propeller fell off the fire subsided considerably. Despite the damage sustained, Pilot Officer Smith displayed excellent airmanship and flew the aircraft back to this country where he made a successful forced landing. This officer's skill, coolness and gallantry in the face of trying circumstances were of a high order. He has participated in several sorties and has always shown great determination to press home his attacks against the enemy.

A narrative found in his DHH biographical file describes his operational flying as follows:

His operational career began on April 6 when as a Pilot Officer he reported to No.214 Squadron. No.214, which was to become famous as a Special Duties Squadron, was then engaged in ordinary bombing, stationed at Stradishall, Suffolk, and flying Stirlings. Because he had been trained on Wellingtons, Smith was posted on his first day to No.214 Conversion Flight, returning to the squadron on the 17<sup>th</sup>. Although his training was complete, he did not take part in any of the squadron's operations for the rest of the month.

For the first half of May 1942, No.214 aircrew were engaged in training and practice flights, so there was great excitement when operations were ordered for the night of the 16th/17th, cancelled and ordered again for the 17th/18th. Second pilot to W/C K.D. Knocker, P/O Smith went nickelling in the Vichy area. Two nights later he was captain of an aircraft which attacked St. Nazaire. His next expedition, however, was abortive as 10/10ths cloud with no breaks made it impossible for his crew to identify the docks at Cherbourg, so they jettisoned their bombs safe at Berners' Heath.

"Shaker" operations (i.e. those in which a flare force was used) were introduced to No.214 in June with, as a rule, the best Stirling crews dropping incendiaries. In his first raid of the month - to Bremen on the 3rd/4th, P/O Smith's load was fifteen 500-pounders, but when he went to Emden on the 6th/7th, he carried incendiaries. Mining in the Frisian Islands was his objective on his next two missions on the 11th/12th and the 18th/19th. When he went back to Emden on the 20th/21st, he had bad luck, as his port inner engine overheated and the Stirling would not climb, so he was forced to jettison his bombs and return to base. Returning to Emden on the 22/23rd, however, he was able to drop nearly 7,000 pounds of incendiaries to make up for his previous disappointment.

On their last sortie of the month, on the 25th/26th, P/O Smith and his crew ran into real danger. The target was Bremen and the Stirling left its bombs successfully at Bremerhaven but it stirred up Nazi fighters in doing so. From nowhere, an Me.109 appeared, to be attacked by Smith's gunners, who were sure they had destroyed it because it dived in a red flash. At the same moment, an Me.110 opened fire, wounding the front gunner and the engineer and damaging the Stirling so that the port outer airscrew fell off, and the undercarriage and two turrets became unserviceable. Nevertheless, P/O Smith doggedly flew his crew home, landing the battered Stirling at Coltishall.

For his gallantry and skill, Smith was awarded an immediate DFC on July 21, 1942.

Back again on operations on July 11/12th, P/O Smith went Gardening to Heligoland but the rear turret of his Stirling became unserviceable and the vegetables had to be jettisoned. His next mission was luckier. A raid on Duisburg on the 13/14th, with three other of the squadron's Stirlings, one on Vegasack on the 19/20th with five, and one on Duisburg on the 23/24th, with seven, and another on Duisburg on the 25/26th, with nine, were all successfully

uneventful for him. He brought an industrious month to a close by participating in a large attack on Hamburg on the 28/29th. With three other pilots, of the 14 briefed from No.214 Squadron, he was unable to locate his target and forced to jettison his bombs over enemy territory on the way back.

August began happily for Smith as he was appointed Acting Flight Lieutenant on the 5<sup>th</sup>. Difficulty, however, again beset him and his crew on their first August sortie when their inner port engine failed completely in an attack on Duisburg on the 6/7th. They jettisoned their bombs (high explosives) safe and were able to return to base.

When Smith and his crew went mining in the Frisian Islands on the 16/17th, interference from flak ships prevented them from reaching their allotted position but they planted all their mines with the exception of one assembly. This hung up and had to be brought back to base, a delicate operation. The next night they bombed Osnabruck and a week later Frankfurt.

Briefed for Kassel on the 27/28th, Smith and his crew had to abandon their mission early because the rear turret became unserviceable. Incendiaries were jettisoned to lighten the Stirling and a safe landing was made. In another aircraft the following night, they made a successful trip to Nuremberg.

After two uneventful sorties (if a bombing raid can ever be called "uneventful"), to Saarbrucken on 1/2nd and Karlsruhe on September 2/3rd, Smith and his crew were detailed for Bremen on the 4/5th. Ten Stirlings from the squadron were directed to attack Bremen with Wilhelmshaven as a last resort, and in the main the attack was successful. Smith and his crew, however, failed to return. Fortunately, their mission did not end in tragedy. Smith was not killed but was taken prisoner by the Nazis. At the time of his parachute descent, F/L Smith had completed 23 operational sorties.

David Wallace, via e-mail of 28 August 2009, adds the following information from the Operational Record Book of No.214 Squadron. The incident described took place on the night of 25/26 June 1942 (target was Bremen). The aircraft was Stirling I, W 7538, coded BU-T (as per M.J.F. Bowyer's **Stirling Story**). The ORB did not list his crew on this operation. Takeoff was 2355 hours, return at 0455 hours - "Bombs were dropped about 20 miles N.E. of Bremerhaven at 01:45 hours from 17,000 ft. Dropped 1620 x 4 lb. incendiaries but no results were observed. This aircraft was shot up by M.E. 109 and M.E. 110. Front gunner and rear gunner were injured. The port outer Aircrew fell off and the undercarriage and two turrets were unserviceable. Landed Coltishall".

P/O J. G. Smith was advised by signal, 5 July 1942, that he had been awarded the DFC. He was next appointed Acting Flight Lieutenant, effective 5 August 1942, and promoted Temporary Flying Officer on 20 August 1942.

Public Record Office Air 50/233 has Combat Report for this incident which is transcribed below, including an error involving the serial (W7358 in Combat Report, W7538 in Operational Record Book):

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

Stirling Mark I, T/214 Squadron, W7358 [sic] on Bremen Bremerhaven, 0200 hours, 17,000 feet, I.A.S. 160, course 270 degrees.

Bombs were jettisoned during first attack.

Weather was excellent, moon was on port quarter with 10/10 cloud up to 6,000 feet.

There was no flak, searchlights or ground activity of any sort.

No I.F.F.

Me.109F first seen on starboard quarter by rear gunner (Sergeant Davison). No fire was exchanged. Enemy aircraft broke away underneath and turned out to port quarter and attacked from there, slightly above at about 400 yards.

Own aircraft and enemy aircraft opened fire simultaneously at 400 yards.

Enemy aircraft broke away again underneath astern and attacked again from starboard quarter.

Alternate port and starboard attacks were repeated five times. Each time the Rear Gunner and Mid-Upper Gunner fired a two- to three-second burst and the Me.109 ceased fire and broke away at about 100 yards.

On the fifth attack (from port) Sergeant Davison, Rear Gunner, saw a red flash from Me.109 which then went down in a steep dive. Sergeant Watt saw a shower of sparks from his position in the astrodome. On the first attack, Sergeant Watt, W/OP was put in the astrodome to give a running commentary on attacks, and to search for other fighters/

Evasive action was taken the whole time by turning towards the attack, diving and weaving.

The armament of the Me.109 consisted of unknown number of machine guns and no cannon. Nobody was hit during these five attacks and it is believed that our aircraft was undamaged.

As soon as Me.109 disappeared, Sergeant Watt in the astrodome saw a Mme.110 to starboard between quarter and beam, slightly above at approximately 400 yards. Our aircraft was at 14,000 feet.

The enemy aircraft and Stirling opened fire a split second later, the enemy aircraft ceasing fire and breaking away at 50 yards.

There were six attack in all, alternately from port and starboard. Each time Rear Gunner and Mid-Upper Gunner fired two to three-second burst; but on sixth attack the Mid-Upper Gunner was put out of action, and on fifth or sixth attack, Flight Sergeant Williams and Sergeant McCoy (Engineer) were injured. After the sixth attack the port outer engine was set on fire and the Me.110 broke off, presumably thinking he had destroyed our aircraft.

The captain, Pilot Officer Smith, considered baling out owing to the fire when suddenly the Observer (Pilot Officer Osborne) noticed that the port outer airscrew had fallen off. The fire subsided after this and suddenly the Me.110 came back and made a swift attack from port bow at about 300 yards. It happened very quickly and there was no return fire from the Stirling because the Mid-Upper turret was unserviceable and the front gunner injured. The captain, Pilot Officer Smith, continued diving and weaving towards cloud.

There was no further attack from the Me.110.

The Me.110 was armed with cannon.

The Front Gunner, Sergeant Williams, was injured in the left buttock and the Engineer (Sergeant McCoy) in the left hand and arm.

The Me.109 can be claimed as a probable. Tracer was seen to enter the Me.110 but with no apparent effect.

### **Remarks**

The whole crew agrees that the astrodome should be manned during a combat as the Mid-Upper Gunner cannot devote all his time to search if he is firing as well. Sergeant Watt's running commentary was quite invaluable and it was he who first noticed the Me.110.

After the Front Gunner was injured it took a good 15 minutes to get him out of the front turret, as his legs were paralysed. He was given a shot of morphine and left on the Bomb Aimer's position until shortly before landing. It then took about 20 minutes to get him onto the bed.

The Servo feed worked “miraculously” and there was no gun stoppage of any kind. Credit is certainly due to these gunners for the efficient way in which they have looked after their guns and turrets. GV tracer in the new belting sequence was considered very satisfactory by the gunners.

Pilot of Me.110 more aggressive than Me.109. Me.110 probably attracted by fire of Me.109.

Number of rounds fired by Rear Gunner and Mid-Upper Gunner - 500 rounds per gun.

Pilot - P/O Smith

Second Pilot - Sergeant Perry

Observer - P/O [D.H.]Osborne

Flight Engineer - Sergeant McCoy

First WOP - Sergeant [W.B.] Watt

Second WOP - no name listed

Front Gunner - Sergeant Williams

Mid-Upper Gunner - Flight Sergeant Johnson

Rear Gunner - Sergeant [G.] Davison

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)



The website "Lost Bombers" has the following on his being shot down and captured. Stirling BF337 (BU-B) of No.214 Squadron, target Bremen, 4/5 September 1942. This aircraft was delivered to No.214 Squadron on 13 August 1942. Airborne at 0004 hours, 5 September 1942 from Stradishall. Badly shot about by a night- fighter near Groningen (Oblt. Herbert Lutje, 111./NJG1) and, later, blew up and crashed 0359 at Rouveen (Overijssel), 13 km NNE of Zwolle, Holland. Crew consisted of F/L J.G.Smith, DFC, RCAF (POW), Sergeant E. Meredith (killed), P/O D.N. Osborne (POW), Sergeant W.B.Watt (POW), Sergeant I.M.R.Stewart (killed), Sergeant G.Davison (injured, POW), P/O A.McCarthy, RNZAF (killed).

\* \* \* \* \*

SMITH, F/O John Kidner (J19332) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 13 June 1910 in Toronto (elsewhere reported as born in 1919); home there (book keeper, ex-Royal Canadian Artillery); enlisted there 28 June 1941. To No.1 Manning Depot, 22 July 1941. To No.14 SFTS (guard), 9 August 1941. To No.5 ITS, 27 October 1941; to Trenton, 30 January 1942; promoted LAC, 20 March 1942; to No.6 BGS, 11 April 1942; graduated and promoted Sergeant, 11 May 1942. Posted to "Y" Depot that date. To RAF overseas, 13 June 1942. Promoted Flight Sergeant, 11 November 1942. Further trained at No.7 Air Gunner School and was attached to No.149 Squadron, 2-15 February 1943. Promoted WO2, 11 May 1943. Commissioned 8 October 1943. Promoted Flying Officer, 8 April 1944. Repatriated 7 June 1945. To No.1 Air Command, 20 June 1945. To No.13 EFTS, 10 September 1945. To No.1 SFTS, 13 September 1945. To No.4 Release Centre, 27 September 1945. To St. Hubert, 6 December 1945. To Lachine, 25 January 1946. To No.2 Release Centre, 14 May 1946. Discharged 16 May 1946. Rejoined as Gunnery Officer with rank of Flying Officer, 10 February 1949 (121067). Award presented in Montreal, 25 November 1949. Died in Islington, Ontario, 5 April 1989 as per **Airforce Magazine**, issue of July-August-September 1989. Long letter in DHist file about his experiences. Photo PL-33308 (ex UK-15398 dated 29 September 1944) is captioned as follows: "Pilot Officer Herb Larivee of Timmins, Ontario, left, gets down the facts as Flying Officer J.K. 'Jack' Smith of Toronto, Lion Squadron rear gunner reports he slammed away at ground defences while on a daylight attack by RCAF Bomber Group on Calais. In the centre is another gunner, Sergeant Ken MacKay of Winnipeg, who also took part in the attack." Photo PL-43384 shows F/O C.W. Malchow (WOP/AG, Hamilton, on left) and F/O J.K. Smith (rear gunner, Toronto), both of No.427 Squadron.

This officer has now completed numerous sorties. His cheerful confidence has always been an inspiration to the other members of his crew. He has always rendered valuable assistance to his section leader in training new crews. Flying Officer Smith has at all times shown courage and devotion to duty.

The original recommendation (DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Volume 20607) was drafted by W/C E.M. Bryson, 19 April 1945 when he had flown a total 32 sorties (193 hours ten minutes); submission and sortie list as follows:

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

15 February 1944 - mining (7.30)  
24 September 1944 - Calais (4.15)  
25 September 1944 - Calais (4.30)  
27 September 1944 - Sterkrade (6.00)  
28 September 1944 - Cap Gris Nez (4.15)  
6 October 1944 - Dortmund (5.25)  
12 October 1944 - Wanne Eickel (5.30)  
14 October 1944 - Duisburg (5.55)  
14 October 1944 - Duisburg (6.10)  
28 October 1944 - Cologne (5.50)  
30 October 1944 - Cologne (5.05)  
1 November 1944 - Oberhausen (6.05)  
2 November 1944 - Dusseldorf (5.50)  
4 November 1944 - Bochum (5.35)  
6 November 1944 - Gelsenkirchen (5.55)  
18 November 1944 - Munster (6.25)  
21 November 1944 - Castrop Rauxel (6.00)  
6 December 1944 - Osnabruck (6.20)  
18 December 1944 - Duisburg (6.35)  
21/22 December 1944 - Gardening (7.10)  
26 December 1944 - St.Vith (6.00)  
29 December 1944 - Oberlar (6.45)  
31 December 1944 - Mining (5.30)  
2 January 1945 - Ludwigshaven (7.10)  
6 January 1945 - Hanau (6.55)  
28 January 1945 - Stuttgart (6.45)  
2 February 1945 - Wanne Eickel (6.00)  
4 February 1945 - Mining (5.30)  
7 February 1945 - Goch (5.45)  
13 February 1945 - Bohlen (8.05)  
15 February 1945 - Mining (6.35)  
16 March 1945 - Mining (4.25)

This gunner has completed thirty-two operational bombing attacks against the enemy; at all times his work both in the air and on the ground has been outstanding.

Flying Officer Smith, during his tour of operations, has shown exceptional fighting qualities and his cheerful confidence has inspired a high standard of morale in his crew and his cooperation, coolness and devotion to duty had contributed in a large measure to the success of the operational flights.

In view of Flying Officer Smith's outstanding record, I strongly recommend that he be awarded a Non-Immediate Distinguished Flying Cross.

RCAF photo PL-33308 (ex UK-15398, 29 September 1944) has the following caption: "Pilot Officer Herb Larivee of Timmins, Ontario, left, gets down the facts as F/O J.K. 'Jack' Smith of Toronto, Lion Squadron rear gunner reports he slammed away at ground defences while on a daylight attack by RCAF Bomber Group on Calais. In the centre is another gunner, Sergeant Ken MacKay of Winnipeg, who also took part in the attack."

\* \* \* \* \*

SMITH, P/O John Stewart Madill (J86215) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 7 November 1917 in Neemuch, Govalior, India; home in Thorold, Ontario; enlisted in London, Ontario, 2 May 1942 and posted to No.1 Manning Depot. To No.6 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942 but not posted to No.1 AOS until 7 November 1942; graduated and promoted Sergeant, 5 March 1943. To "Y" Depot, 19 March 1943. To RAF overseas, 27 March 1943. Promoted Flight Sergeant, 9 September 1943. Commissioned 28 April 1944. Promoted Flying Officer, 28 November 1944. Repatriated 23 March 1945. To No.1 Air Command, 3 April 1945. To No.16 SFTS, 6 May 1945. To No.9 SFTS, 26 June 1945. To No.14 SFTS, 23 July 1945. To No.1 Air Command, 3 September 1945. Released 19 December 1945. Rejoined RCAF as Administrative Officer, 10 September 1951 (202762) in Toronto. Served to 28 February 1958. Died in Victoria, 10 May 1996. Award sent by registered mail 9 February 1950. In F/L K.A. MacDonald's crew. Photo PL-35692 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.3080 (RG.24 Vol.20636) has recommendation dated 19 August 1944 when he had flown 36 sorties (192 hours 40 minutes), 10 November 1943 to 28 July 1944 (91 "points"). This recommendation originally drafted 4 August 1944.

This officer has completed a tour consisting of thirty-six operations. He has at all times displayed exceptional navigational ability. His quiet, cheerful manner and devotion to duty have contributed greatly to the success of this crew.

\* \* \* \* \*

SMITH, WO Kenneth Charles Alfred (R62097) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 16 October 1942 as per **London Gazette** dated 27 October 1942 and AFRO 1783/42 dated 6 November 1942. Born Melville, Saskatchewan, 28 February 1917; educated in Saskatchewan to Senior Matriculation plus one year of commercial courses. Home in East Saskatoon (desk clerk, bellman in a hotel); enlisted in Saskatoon, 4 June 1940. To No.1 Manning Depot, 7 June 1940. To No.1 ITS, Toronto, 24 June 1940. Graduated, promoted LAC and posted back to No.1 Manning Depot, 19 July 1940. To No.2 AOS, Edmonton, 31 July 1940. Graduated 26 October 1940 and posted next day to No.2 BGS, Mossbank; graduated and promoted Sergeant, 9 December 1940 when posted to No.1 ANS, Rivers; may have graduated 6 January 1941 but not posted away until 26 January 1941 when posted to Rockcliffe. To Embarkation Poll, 8 February 1941. Embarked from Halifax, 15 February 1941. Taken on strength of United Kingdom, 2 March 1941. To No.3 OTU, 15 March 1941. To No.214 Squadron, 5 June 1941. To No.15 Squadron, 27 August 1941. Promoted Flight Sergeant, 1 September 1941. Took an Automatic Bomb Sight course at Finningly, October 1941. To No.61 Squadron, 12 October 1941. Promoted Warrant Officer, 1 March 1942. To No.1654 Conversion Unit, 1 August 1942. Commissioned 19 December 1942 with seniority from 28 July 1942. To Pathfinder Training Unit, 26 January 1943 and took a course in Mark I Oboe (Malvern). Promoted Flying Officer, 28 January 1943. To Headquarters, No.8 (Pathfinder) Group, 1 March 1943. Promoted Flight Lieutenant, 1 June 1943. Attended Mark II Oboe course, North Maltravers, February 1944. Attached to Repatriation Depot, 17 July 1944. Embarked for Canada, 6 August 1944. Returned to United Kingdom, being taken on strength of No.3 PRC, Bournemouth, 1 October 1944. To No.1655 Mosquito Training Unit, 16 October 1944. To No.571 Squadron, 9 December 1944. To Oakington, 27 May 1945. Repatriated 31 July 1945. Retired, 13 September 1945. Re-engaged with RCAF Interim Force, 21 January 1946 with Northwest Air Command, Edmonton. To No.6 Communications Flight, Edmonton, 5 February 1946. To Station Whitehorse, 17 February 1946. To Station Fort St. John, 18 February 1946. To No.1 Composite Training School, Toronto, 10 April 1946. To Northwest Air Command Headquarters, 10 June 1946. To No.1 Radio and Communication School, Clinton, 25 September 1946. Accepted for Permanent Force, 1 October 1946 with rank of Flight Lieutenant (19822). To No.435 Squadron, Edmonton, 20 April 1947. To Air Navigation School, Summerside, 16 October 1948. To No.408 Squadron, Rockcliffe, 5 February 1949. To No.435 Squadron, Edmonton, 19 March 1949 (Squadron Navigation Officer). To No.9406 Unit, Saskatoon, 28 May 1950. To Air Member Canadian Joint Staff (Washington), 19 May 1951. To AFHQ, 28 December 1951. Promoted Squadron Leader, 1 January 1952. To Air Member Canadian Joint Staff (Washington) again, 24 July 1953. To AFHQ, 16 July 1955. To No.5 Air Division, Vancouver, 25 July 1957. To Station Holberg, 1 August 1958 (Staff Operations Officer). To Northern NORAD Region Headquarters, St. Hubert, 12 August 1960. Retired 3 August 1964. DFC and Bar presented 11 September 1949. Died in Lethbridge, 9 February 1988 as per **Airforce Magazine** of July-August-September 1988, Royal Canadian Legion "Last Post" website and **Legion Magazine** of May 1988. Photo PL-25523L is wartime portrait; photo PL-128380 is a portrait taken at St. Hubert, 1960.

Warrant Officer Smith has successfully participated in raids against enemy and

enemy occupied territory, including many heavily defended targets. This Warrant Officer, by his painstaking and exemplary navigation, has at all times been a fine example and inspiration to the crews with whom he has flown.

SMITH, F/L Kenneth Charles Alfred, DFC (J15959) - **Bar to Distinguished Flying Cross** - No.571 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946.

Flight Lieutenant Smith has now completed a second tour of operational duty. Since the award of the Distinguished Flying Cross he has participated in numerous sorties with the Pathfinder Force against such heavily defended targets as Hamburg, Hanover and Berlin. He is a first class navigator who has always displayed great keenness, courage and devotion to duty.

**Notes:** On 23 May 1942 he was in crew of Lancaster R5563, No.61 Squadron, returning from an operational flight. Captain was 60371 F/O L.D. Gunter (could this be 60571 F/O Louis Benedict Gunter, No.61 Squadron, awarded DFC the same date as Smith, 27 October 1942 ?). Others in crew were 324352 Sergeant A.J.G. Timmins (second pilot), 630845 Sergeant A. Tomlinson (WOP/AG), 1254726 Sergeant W.T. Upton (WOP/AG), 1154059 Flight Sergeant L.R. Say (Air Gunner) and 638196 Sergeant H.F. Robinson (Air Gunner). Aircraft landed in daylight, all appearing normal and no warning lights or horn, but port undercarriage collapsed, apparently a design defect that had been reported by others. No injuries.

Application for Operational Wing, 21 April 1944, stated he had flown 34 sorties (202 hours) on Lancasters, June 1941 to July 1942.

Application for Bar to Operational Wing, 22 May 1945 stated he had flown 72 sorties (354 hours), those with No.571 Squadron being 12 December 1944 to 24 April 1945.

On repatriation, 4 July 1945, he signed a document stating he had flown his last sortie on 27 April 1945. He listed two operational tours (350 hours) and one non-operational tour (324 hours). Aircraft experience was given as Oxford (67.00), Wellington (115.00), Stirling (15.00), Manchester (50.00), Lancaster (139.00) and Mosquito (288.00). He noted he had taken Oboe Controller courses, and described his non-operation work as "Navigation Instructor - six months" and "Oboe Controller - 17 months."

\* \* \* \* \*

SMITH, FS Leslie Gordon (R53248) - **British Empire Medal** - No.1 Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 1 July 1899. Enlisted in Toronto 16 January 1940 as Airframe Mechanic. To Trenton, 7 February 1940. Promoted AC1, 16 April 1940. To St. Thomas (Technical Training School), 24 May 1940. Promoted LAC, 1 October 1940. Posted next day to CFTS (Central Flying Training School ?). Promoted Corporal, 15 December 1940. Promoted Sergeant, 1 July 1941. Promoted Flight Sergeant, 1 March 1942. To No.1 Equipment Depot, 12 August 1943. To No.1

Air Command, 15 January 1945. Award presented 9 April 1948. Remained in postwar RCAF (26390), retaining rank of Flight Sergeant as Foreman of Works; promoted WO2, 1 April 1949; promoted WO1, 1 August 1951; awarded Queen's Coronation Medal, 23 October 1953 when a WO1 with No.32 Aircraft Control and Warning Squadron. Retired 31 July 1957. Died in Toronto, 18 January 1988 as per **Airforce Magazine** of July-August-September 1988.

This airframe mechanic has continuously discharged his duties in a most meritorious manner, both during normal working periods and for frequent long periods thereafter. His enthusiasm, capability and capacity for technical work are exceptional and most praiseworthy.

\* \* \* \* \*

SMITH, F/L Maurice Coles (J16632) - **Distinguished Flying Cross** - No.514 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Warton, Ontario, 1921; home in Plainfield, New Jersey or Toronto; enlisted in Toronto, 6 November 1940. Trained at No.1 ITS (graduated 29 March 1941), No.1 AOS (graduated 14 September 1941) and No.4 BGS (graduated 24 October 1941). Commissioned 1942. Award sent by registered mail 30 March 1949. Awarded Queen's Coronation Medal, 21 October 1953 while a Wing Commander at AFHQ. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8830 has recommendation dated 4 November 1944 when he had flown 44 sorties (212 hours 30 minutes), 30 July 1942 to 26 October 1944.

30 July 1942 - Dusseldorf (2.30), DNCO  
17 August 1942 - GARDENING, Frisians (3.45)  
18 August 1942 - Flensburg (6.00)  
24 August 1942 - Frankfurt (5.35)  
27 August 1942 - Kassel (5.50)  
28 August 1942 - Saarbrucken (5.35)  
5 September 1942 - Bremen (5.15)  
7 September 1942 - Duisburg (3.35)  
8 September 1942 - Frankfurt (6.20)  
10 September 1942 - Dusseldorf (3.50)  
14 September 1942 - Bremen (4.10)  
2 October 1942 - Krefeld (4.10)  
5 October 1942 - Aachen (6.30)  
10 October 1942 - La Rochelle (6.25)  
12 October 1942 - GARDENING Frisians (4.30)  
13 October 1942 - Kiel (6.25)  
27 October 1942 - GARDENING Brest (5.40)  
31 October 1942 - GARDENING La Rochelle (7.00)  
6 November 1942 - GARDENING La Rochelle (6.40)  
15 January 1943 - Lorient (5.30)  
20 January 1943 - GARDENING Frisians (4.00)  
4 February 1943 - Turin (8.15)  
7 February 1943 - Lorient (5.30)  
13 February 1943 - Lorient (6.00)  
14 February 1943 - Cologne (4.00)  
22 March 1943 - St.Nazaire (4.00), DNCO  
7 August 1944 - Caen (3.05)  
8 August 1944 - Foret de Lucheux (3.15)  
11 August 1944 - Lens (3.20)  
12 August 1944 - Brunswick (4.45)  
15 August 1944 - St.Tronde (3.30)  
5 September 1944 - Le Havre (3.00)  
6 September 1944 - Le Havre (3.15)  
8 September 1944 - Le Havre (3.10)



11 September 1944 - Kamen (4.20)  
20 September 1944 - Calais (2.10)  
23 September 1944 - Neuss (3.10)  
26 September 1944 - Cap Gris Nez (2.20)  
27 September 1944 - Calais (2.10)  
28 September 1944 - Calais (2.35)  
5 October 1944 - Saarbrücken (6.30)  
17 October 1944 - Bonn (5.00)  
18 October 1944 - Stuttgart (6.05)  
23 October 1944 - Essen (5.00)  
25 October 1944 - Essen (4.00)  
26 October 1944 - Leverkusen (4.30)

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Flight Lieutenant Smith has taken part in forty-four operational sorties as Bomb Aimer in heavy bomber aircraft. These sorties include attacks both by day and night on many of the most heavily defended targets in Germany. He is an exceptionally skilful Bomb Aimer and has invariably pressed home his attacks regardless of the nature of the defences.

On two recent occasions, during night attacks on Saarbrucken on the 5th October 1944 and Essen on the 24th October 1944, his aircraft sustained extensive damage from anti-aircraft fire while running up to bomb the target. This, however, did not in the least deter Flight Lieutenant Smith, who calmly continued passing his instructions to the pilot, with the result that there was no doubt as to the success of his attacks.

Flight Lieutenant Smith is recommended for the award of the Distinguished Flying Cross as a reward for his sustained display of skill and courage on operations.

\* \* \* \* \*

SMITH, W/C Maxwell Marshall (C3183) - **Mention in Despatches** - No.405 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 17 November 1914 in Winnipeg (RCAF press release 4910 announcing MBE). Attended Queen's University and University of Manitoba. Employed as an engineer with West Rand Consolidated Gold Mines in South Africa. Enlisted in Ottawa, 16 November 1940 in Aeronautical Engineer Branch. Appears to have gone overseas almost at once. Flying Officer as of 15 May 1941; promoted Flight Lieutenant, 15 July 1942. Promoted Squadron Leader, 30 June 1943. Promoted Wing Commander, 16 February 1944. Repatriated via Eastern Ait Command, 30 May 1945 and assigned to that Headquarters. To No.3 Release Centre. 9 January 1946. Retired 10 January 1946. Living in Albuquerque, New Mexico in June 1950. RCAF photo PL-4874 (ex UK-683) taken with No.409 Squadron and is captioned as follows: "Flying Maxwell M. Smith, right, engineer officer of a Canadian night fighter squadron, is greeted by the King on a tour of Canadian units in England. Smith, a Winnipegger and a mining graduate from Queen's University attended the School of Aeronautical Engineering conducted by the RCAF in Montreal. In the centre, with back to camera, is Wing Commander Paul Davoud and Group Captain A. Campbell is on left." No citation.

SMITH, W/C Maxwell Marshall (C3183) - **Officer, Order of the British Empire** - No.6 Group Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Award presented 22 July 1946. No citation to OBE in Canadian sources. Public Records Office Air 2/9004 has recommended citation, drafted when he was with No.62 (RCAF) Base, and apparently intended originally for Birthday Honours List (June

1944).

This officer is the Base Engineer Officer and has combined efficiency and boundless energy with leadership of the most inspiring nature. His one ideal has been to obtain a greater degree of aircraft serviceability and he has worked unceasingly and unsparingly to that end with noteworthy results. The present high state of efficiency in the Base Engineering Section which he organized, is due in a very large measure to his outstanding qualifications and remarkable zeal. He has proved himself to be a fine leader and an exceptionally loyal officer.

SMITH, W/C Maxwell Marshall, OBE (C3183) - **Croix de Guerre with Silver Star (France)** - Award as per **Canada Gazette** dated 20 September 1947 and AFRO 485/47 dated 12 September 1947. Aeronautical Engineer. 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 Smith, as Squadron, Base and later Group Engineering Officer, contributed in no small measure to the outstanding results obtained by aircraft of No.6 Bomber Group in driving the enemy from French soil.

\* \* \* \* \*

SMITH, Sergeant Michael (R60037) - **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 18 October 1920 in Calgary; home there; enlisted there 22 April 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 10 May 1941. Promoted AC1, 1 July 1940. To Rockcliffe, 14 August 1940. Promoted LAC, 1 December 1940. Promoted Corporal, 15 August 1941. To "Y" Depot, 28 October 1941. To RAF overseas, 2 November 1941. Served in Scotland. Promoted Sergeant, 1 October 1942.; Repatriated 14 December 1944; to No.7 Release Centre, 24 December 1944. Released 7 February 1945. Sheet metal worker and trades teacher. Died in Calgary, 4 July 2006. No citation.

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SMITH, F/L Nicholas (J16734) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943. Born in Arnprior, Ontario, 20 December 1918; home there; enlisted in Ottawa 17 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 14 January 1941. To No.13 SFTS (guard duty), 7 February 1941. To No.3 ITS, 4 May 1941; graduated and promoted LAC, 7 June 1941 when posted to No.17 EFTS; graduated 26 July 1941 when posted to No.8 SFTS; graduated and promoted Sergeant, 10 October 1941. To Embarkation Depot, 10 October 1941;

to RAF overseas, 2 November 1941. Commissioned 31 December 1942. Promoted Flying Officer, date uncertain. Promoted Flight Lieutenant, 23 May 1943. Invested with award by King George VI, 9 May 1944. Photo PL-29326 taken after investiture - W/C R.C. Fumerton, F/O Smith, S/L Brad Walker, F/O. D.E. Berry, F/O S/S. Aistrop, W/C R.J. Lane, F/L J.W. Draper. Repatriated 30 November 1944. To Mountain View, 17 March 1945. To United Kingdom, 13 April 1945. Repatriated again 23 October 1945. Retired 3 December 1945 with rank of Squadron Leader. Postwar he operated Smith Construction, Arnprior; died in that town 4 December 2003.

This captain of aircraft has displayed skill, courage and determination to a marked degree. His operational record which includes missions to such strongly defended centres as Hamburg, Essen and Berlin constitutes a fine example to others. His qualities of courage, efficiency and tenacity have contributed much to the successes attained by his squadron while his enthusiasm and fighting spirit have been highly commendable.

NOTE: Public Record Office Air 2/8964 has recommendation drafted 13 May 1943 when he had flown 29 sorties (212 hours). Sortie list and submission follow; all anti-submarine patrols on Whitley aircraft; subsequent bomber sorties on Halifax aircraft:

18 August 1942 - Anti-submarine patrol (8.00)  
22 August 1942 - Anti-submarine patrol (11.15)  
27 August 1942 - Anti-submarine patrol (11.10)  
30 August 1942 - Anti-submarine patrol (12.00)  
13 October 1942 - Kiel (5.50, 2<sup>nd</sup> pilot)  
15 October 1942 - Cologne (6.20, 2<sup>nd</sup> pilot, aircraft damaged by flak)  
23 October 1942 - Genoa (8.45, 2<sup>nd</sup> pilot, slight opposition)  
8 November 1942 - GARDENING (5.45, mines laid from 700 feet)  
23 November 1942 - GARDENING (4.15, ditto)  
26 November 1942 - GARDENING (4.15, ditto)  
20 December 1942 - Duisburg (5.30, holed by flak; engine cut over target)  
9 January 1943 - Kattegat (7.05, low level across Denmark, 100 feet)  
14 January 1943 - Lorient (5.00, successful, photo taken)  
23 January 1943 - Lorient (5.35, ditto)  
3 February 1943 - Hamburg (5.35, successful, severe icing, returned at 24,000 feet)  
4 February 1943 - Turin (9.40, successful, photo taken, landed on three engines)  
7 February 1943 - Lorient (5.35, successful, photo taken)  
13 February 1943 - Lorient, 5.40, ditto)  
14 February 1943 - Cologne (5.10, successful)

25 February 1943 - Nuremberg (7.35, starboard outer engine feathered; bombed Mannheim)  
22 March 1943 - St. Nazaire (6.20, successful, photo taken)  
27 March 1943 - Berlin (7.00, flak holes, successful)  
29 March 1943 - Berlin (7.45, successful, severe icing, attacked by FW.190)  
3 April 1943 - Essen (4.40, successful)  
4 April 1943 - Kiel (5.00, successful)  
8 April 1943 - Duisburg (3.25, early return, icing trouble)  
10 April 1943 - Frankfurt (7.10, successful)  
16 April 1943 - Pilsen (10.00, successful, bombed from 8,000 feet)  
20 April 1943 - Stettin (7.45, successful - zero feet over Denmark - shot up searchlights and gun position and two armed trawlers)  
26 April 1943 - Duisburg (5.25, successful, photo taken)  
28 April 1943 - GARDENING, Kattegat (7.00, mine laid, ideal trip)

Since July 1942, this captain has completed 29 operational sorties, mainly over very heavily defended targets.

His cheerful disposition, particularly in times of extreme danger, coupled with his skill and determination as a pilot, have been an inspiration to his crew. His qualities as a captain have contributed in no small measure to the success of this squadron maintaining morale at a very high standard and he is worthy of the highest praise.

For his commendable courage and fighting spirit this Canadian pilot fully merits the award of the Distinguished Flying Cross.

The Officer Commanding, Station Driffield, added the following remarks on 16 May 1943:

This officer faces his operational duties with a spirit of the utmost determination and is a very fine captain of aircraft. His operational record constitutes a splendid example to others, as does the enthusiasm he shows for his work, and should in my opinion be recognised by the award of the Distinguished Flying Cross.

RCAF Press Release No.4353 dated 24 March 1944, from Sergeant John Badger, transcribed by Huguette Oates, reads:

WITH RCAF BOMBER GROUP OVERSEAS: -- Closest call in the operational career of Flight Lieutenant Nick Smith, DFC, Arnprior, Ontario, happened above the

clouds of German. The 25-year-old Canadian pilot was skipping his RAF Halifax back from Berlin. Suddenly, the British tail gunner saw a dark shape racing up, dead astern. It was a Focke Wulf 190, crack Luftwaffe fighter. As the German aircraft opened fire, still at considerable range, the gunner started calling directions for evasive action. Smith responded by weaving his great bomber, corkscrew fashion.

The manoeuvre was successful. The Focke Wulf's tracers missed the Halifax. Smith saw them streaking over his port wing. Then the tail turret's set of machine guns began chattering back at the German. It was over in a second. As Smith dived his four-engined machine into the clouds below, the gunner saw the fighter roll over on its back and fall into the clouds.

As a result, the gunner was credited with a 'probable' kill. For Smith, it was another advance in his reputation for skilful piloting, one of the things which has enabled him to become an instructor at an RCAF heavy bomber conversion unit in Britain, now that his first operational tour has been successfully completed. Apart from that combat and one other, collecting flak holes in his Halifax on several flights, and flying home on three engines on three occasions, Smith's tour was 'uneventful', to use his word for it. The difficult task of landing with one of his four engines not working never troubled him; neither did the flak; neither, apparently, does his elastic use of the word 'uneventful'.

Air Force life appeals to this stocky blond pilot with his gift for gentle humour. He hopes to continue in it after the war; and his tour of operations, spell of instructing, and achieving the rank of Flight Lieutenant, all before his 26th birthday, will make a good foundation for a peacetime career with the RCAF.

One thing he doesn't like is that bugbear of all aircrew, 'line-shooting'. Ask him what he got his DFC for and he grins and says something like "for being a good boy and not smoking". By the time this appears in print, Smith will have attended an investiture at Buckingham Palace, to receive his ribbon formally from the King. That's a big honor for a tobacco abstainer but Smith says it shows what clean living can do!

\* \* \* \* \*

SMITH, WO1 Norman Donald (R73178, later J50831 ) - **Member, Order of the British Empire** - No.1 (CAC) Flight - Award effective 28 December 1943 as per **Canada Gazette** of that date and AFRO 166/44 dated 28 January 1944. Born 3 February 1918. Home at Harvey Station, York

County, New Brunswick; enlisted in Moncton, 10 October 1940. To "H", 25 October 1940. To No.1 WS, 3 January 1941. Promoted LAC, 3 February 1941. To No.3 BGS, 26 May 1941; graduated and promoted Sergeant, 23 June 1941. To No.1 (Coastal Artillery Cooperation) Flight, 9 July 1941. To No.162 (BR) Squadron, 1 October 1942. Promoted Flight Sergeant, 1 December 1942. Promoted WO1, 24 December 1942. Returned to No.1 (Coastal Artillery Cooperation) Flight, 4 May 1943. To Yarmouth, 18 May 1944. Commissioned 14 October 1944. Promoted Flying Officer, 14 April 1945. Retired 10 September 1945.

By prompt and courageous action this Warrant Officer was responsible for saving the life of a pilot when an aircraft, of which he was a member of the crew, caught fire, crashed in the water and sank immediately to a depth where only part of the tail was visible. When he extricated himself from the aircraft Warrant Officer Smith noticed the pilot failed to appear so he dove under water several times before he finally managed to release the pilot who was suffering from an injured leg and assisted him to climb onto the wing and remove his flying clothes. After inflating their "Mae Wests" they swam approximately 700 yards to shore.

NOTE: The diary of No.1 (Coastal Artillery Cooperation) Squadron includes the following entry for 26 July 1943.

Flying Officer F.J. Roberts, pilot and WO1 Smith, N.D., WAG, took off on a weather check at 1100 hours. After completing the weather check and while the aircraft was letting down from 4,000 feet, the engine caught on fire and the pilot was forced to crash land the aircraft, Lysander 487, in the Bay, just off Red Head in East Saint John, New Brunswick. WO1 Smith was able to free himself from the wreckage and after several attempts was able to pull the pilot from the front cockpit. Flying Officer Roberts was apparently stunned when the aircraft struck the water and was unable to free himself at all. WO1 Smith after freeing himself noticed that the front cockpit was completely submerged in the water and that the pilot was making no attempts to move, quickly dove under and several times before he was able to pull Flying Officer Roberts to the surface and help him up on one of the wings. Several army personnel swam part way out to the aircraft with logs and helped rescue both men. Arrangements are being made with the Lancaster Tugboat and Towing Company to provide an able scow and shearleg boom and remove the aircraft from the harbour.

\* \* \* \* \*

SMITH, F/L Norman John (J18593) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 6 June 1944 and AFRO 1660/44 dated 4

August 1944. Born Seattle, Washington, 24 April 1920; American citizen even when home given as New Westminster; enlisted in Hamilton, Ontario, 31 July 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, 5 December 1941 but not posted to No.5 AOS until 19 December 1941; to No.7 BGS, 11 April 1942; graduated and promoted Sergeant, 23 May 1942; posted that date to No.1 ANS; may have graduated 3 July 1942 but not posted to "Y" Depot until 18 July 1942; to RAF overseas, 3 September 1942. Promoted Flight Sergeant, 23 November 1942. Promoted WO2, 23 May 1943. Commissioned 23 July 1943. Promoted Flying Officer, 23 January 1944. Promoted Flight Lieutenant, 3 February 1944. Repatriated 15 April 1945. To Western Air Command, 2 May 1945. Remained in postwar RCAF (20216), reverting to Flying Officer, 1 October 1946. Promoted Flight Lieutenant, 1 June 1951. Died in Honaunau, Hawaii, 23 September 2003. Award presented 28 February 1946. Photo PL-35924 is a portrait. 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 18 March 1944 when he had flown 33 sorties (205 hours 25 minutes) as listed below. Sorties from 28 June to 27 September 1943 were with another squadron (not specified); the balance were in No.97 Squadron.



28 June 1943 - Cologne (5.00)  
24 July 1943 - Hamburg (5.10)  
27 July 1943 - Hamburg (5.10)  
29 July 1943 - Hamburg (5.20)  
2 August 1943 - Hamburg (5.15)  
9 August 1943 - Mannheim (6.10)  
14 August 1943 - Milan (8.40)  
17 August 1943 - Peenemunde (6.30)  
27 August 1943 - Nuremburg (7.30)  
22 September 1943 - Hanover (5.40)  
27 September 1943 - Hanover (5.10)  
22 October 1943 - Kassel (4.50)  
3 November 1943 - Cologne (4.30)  
10 November 1943 - Modane (7.10)  
23 November 1943 - Berlin (6.15)  
26 November 1943 - Stuttgart (6.15)  
2 December 1943 - Berlin (5.55)  
4 December 1943 - Leipzig (7.20)  
16 December 1943 - Berlin (6.45)  
20 December 1943 - Frankfurt (4.15)  
23 December 1943 - Berlin (7.00)  
29 December 1943 - Berlin (5.50)  
2 January 1944 - Berlin (6.40)  
3 January 1944 - Berlin (6.45)  
5 January 1944 - Stettin (8.36)  
14 January 1944 - Brunswick (5.10)  
20 January 1944 - Berlin (7.35)  
21 January 1944 - Magdeburg (6.45)  
27 January 1944 - Berlin (6.40)  
30 January 1944 - Berlin (6.15)  
25 February 1944 - Augsburg (7.05)  
1 March 1944 - Stuttgart (6.35)  
15 March 1944 - Stuttgart (6.00)

The above-mentioned officer has completed 34 [sic] operational sorties against enemy targets, including ten to Berlin. Twenty-two of these sorties were carried out in the Pathfinder Force, 19 of them as Marker.

Flight Lieutenant Smith has at all times shown great determination and complete disregard of opposition from the enemy in assisting his crew to press home their attacks at levels far below the main force. His skill as a set operator has enabled his crew to carry out many very successful visual marking attacks. He is strongly recommended for the award of the Distinguished Flying Cross.

\* \* \* \* \*

SMITH, F/L Perley Carroll (J8223) - **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 18 January 1916. Home in Truro, Nova Scotia; enlisted in Halifax, 10 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 29 January 1941. To Trenton, 19 February 1941. To No.1 ITS, 4 May 1941; graduated and promoted LAC, 6 June 1941 when posted to No.14 EFTS; may have graduated 27 July 1941 but not posted to No.12 SFTS until 7 August 1941; graduated and commissioned 24 October 1941. To "Y" Depot, 25 October 1941. To RAF overseas, 20 November 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 24 October 1943. Repatriated 23 April 1945. To Moncton, 8 May 1945. To Release Centre, 25 June 1945. Retired 27 June 1945. No citation.

\* \* \* \* \*

SMITH, Sergeant Perley Douglas (R50220) - **Mention in Despatches** - No.427 Squadron (No.63 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 2 October 1914. Enlisted in Halifax, 22 April 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 17 May 1940. Promoted AC1, 22 July 1940. To Trenton, 28 August 1940. Promoted LAC, 1 December 1940. Promoted Corporal, 1 March 1942. To "Y" Depot, 16 November 1942. To RAF overseas, 10 December 1942. Promoted Sergeant, 22 May 1943. Repatriated via Debert, 23 July 1945. To Release Centre, 3 September 1945. Retired 7 September 1945. Rejoined RCAF in Toronto as Aircraft Technician, 15 September 1953 (218846) in rank of LAC; to Trenton, date uncertain; promoted Corporal, 1 October 1954. Retired 13 December 1964, to live in Wooler, Ontario. Died in Trenton, 2 August 2010. DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation dated 11 July 1944:

This non-commissioned officer enlisted in April 1940 and was posted to the United Kingdom in December 1942. He is a Fitter and has been with this

squadron since January 1943. His work in general has been outstanding and his loyalty and devotion to duty are beyond reproach. He has been an inspiration to those working with him.

\* \* \* \* \*

SMITH, P/O Raymond Fraser (J17980) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2322/43 dated 12 November 1943. Born Vancouver, 15 August 1923; home there; enlisted there 8 September 1941 and posted to No.3 Manning Depot. To No.15 SFTS, 25 September 1941 (guard). To No.4 ITS, 26 October 1941; graduated and promoted LAC, 20 December 1941 when posted to No.5 EFTS; may have graduated 27 February 1942 but not posted to No.7 SFTS until 19 March 1942; graduated and promoted Sergeant, 3 July 1942. To "Y" Depot, 24 July 1942. To RAF overseas, 6 August 1942. Promoted Flight Sergeant, 3 January 1943. Commissioned 3 June 1943. Promoted Flying Officer, 3 December 1943. Repatriated 22 May 1944. To Western Air Command, 2 September 1944. Retired, date uncertain. Attended University of British Columbia (B.Sc in Agriculture). Worked for Canadian Pacific Airlines (retired 1988). Re-engaged in RCAF with No.5 Air Division, 15 October 1958 (Primary Reserve, 56877); released 15 October 1961 at Aldergrove, British Columbia. Died 5 July 2011 in Aldergrove. Award presented 14 December 1945. RCAF photo PL-1983 shows Sergeant R.F. Smith (Vancouver) and Sergeant R.E. Hooper (Vancouver).

Pilot Officer Smith is an able and courageous captain of aircraft. His numerous sorties have been conducted with efficiency and fine airmanship. Both in preparation and in action against enemy land targets including Gelsenkirchen, Hamburg and Essen, he has led his crew with gallantry and completed his attack with determination even in the most hazardous circumstances. His record is one of sustained endeavour.

\* \* \* \* \*

SMITH, F/L Reginald Shirley (J8656) - **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 St.Thomas, Ontario, 21 September 1921; home there. Educated in Ontario including machine shop training. Two years as a clothing store clerk before enlisting. Member of the Elgin Regiment (Militia), 24 March 1936 to 5 August 1940 (Private and Bandsman) and also 6 August 1940 to 6 February 1941. Enlisted in RCAF, St.Thomas, Ontario, 13 February 1941. To No.1 Manning Depot, Toronto, 17 February 1941. To No.1 SFTS, Camp Borden, 25 March 1941 (non-flying duties). To No.3 ITS, Victoriaville, 16 May 1941. Promoted LAC, 1 July 1941. To No.15 EFTS, 2 July 1941; to No.11 SFTS, 21 August 1941; graduated and commissioned on 7

November 1941. To "Y" Depot, Halifax, 9 November 1941. To RAF Trainees Pool, 8 December 1941. Disembarked in Britain, 18 December 1941 and posted to No.3 Personnel Reception Centre, Bournemouth. Posted to Middle East Command, 11 January 1942, although he had embarked from Britain on 8 January 1942. Disembarked in Egypt, 8 March 1942. To Station Helwan, 9 May 1942. To No.117 Squadron, 15 July 1942. With advanced detachment of that squadron in Sicily, September 1942. Promoted Flying Officer, 1 October 1942. Emplaned from Egypt to India, 30 October 1943. Promoted Flight Lieutenant, 7 November 1943. Attached to No.216 Squadron, 9-23 April 1944 but returned to No.117 Squadron. Attached to No.3 Hill Detachment, 21 June to 8 July 1944. Killed in action, 30 July 1944 (Dakota KG461). Award presented to next-of-kin, 9 December 1947. RCAF photo PL-27686 (ex UK-13516 dated 10 August 1944) is captioned as follows: "One of the most experienced Dakota pilots is J8656 F/L Reg Smith of St. Thomas, Ontario, who was recently awarded the DFC for outstanding work in transport flying during the past two years. He joined his present squadron in the Middle East in 1942, flew in support of the Eighth Army from El Alamein to Tunisia, Sicily and Italy, and since November 1943 has been hard at work in the Indian theatre, dropping supplies or flying in to advanced airfields or besieged areas of the 14<sup>th</sup> Army. He is 22." Public Record Office Air 2/9627 has recommendation drafted 4 April 1944 when he had flown 850 operational hours; the text does not differ materially from that appearing below.

During the past eighteen months this officer has completed numerous transport operational sorties in the battle areas in support of the armies and air forces in North Africa, Sicily and Italy. During the recent airborne invasion of Burma and while supplying our armed forces there, Flight Lieutenant Smith's enthusiasm for operations and his skill as captain of aircraft have contributed much to the successful completion of numerous sorties, many of them by night in adverse weather. Throughout his service this officer has displayed skill, determination and devotion to duty of the highest order.

NOTE: Course No.32 at No.15 EFTS ran from 3 July to 20 August 1941. He flew 25 hours 15 minutes dual, 36 hours five minutes solo (61 hours 20 minutes) of which five hours 30 minutes were instrument flying (Tiger Moths); he also spent ten hours in the Link Trainer. He was considered rough on the controls, particularly in aerobatics. He was rated "below average" on instrument flying. Nevertheless, he placed 6<sup>th</sup> in a class of 29.

The course at No.11 SFTS included 34 hours 20 minutes day dual, 54 hours 25 minutes day solo, three hours night dual and seven hours 50 minutes night solo on Harvards (14 hours 15 minutes on instruments) plus 20 hours 15 minutes in the Link. F/L E.S. Holmes described him as "An average pilot with no outstanding faults" (but see below). S/L R.C. Woodhead of the ground school wrote, "Not striking in personality or appearance, but has a good deal of ability." He graduated 5<sup>th</sup> in a class of 59.

There is a remarkable assessment of him dated 27 October 1941 by F/L R. Bannock, Central Flying School Visiting Flight, which noted that his instructor was a Sergeant Pilot Redfern (possible C.W. Redfern, who as a Flight Lieutenant was awarded an AFC in 1946). Smith was described as being rough on controls, too fast in landing approaches, excessive skidding on turns and weak airmanship in the air. It concluded, "This pilot will not be sufficiently advanced in the required time to make a suitable pilot for active service. It is recommended that he be posted as a staff pilot to a Bombing and Gunnery or Wireless School." This is remarkable given that within two weeks he graduated, was commissioned and promptly posted overseas.

Assessment of 10 July 1943 by S/L R.D. Daniels, No.117 Squadron, noted that he had joined the unit 15 July 1942 and had flown 893 hours 50 minutes, of which 506 hours 50 minutes had been in the previous six months.

Dakota KH461 left Sylhet at 0637 hours on 30 July 1944 for a supply dropping mission at 25 degrees 15" North 96 degrees 48" East after which it was to proceed to Tingkawksakan for a load and return to base. At 0950 hours "Catfish" Control received a message, "Cut off and being attacked by enemy fighters south on Chindwin". Nothing more was heard. Those aboard were Smith, 137167 F/O J.C. Byrne (navigator), 967573 Warrant Officer H. McIver (WOP/Air), 1168708 Warrant Officer E.J. Parker (WOP/Air), 257210 Captain D.H. Greaves (Royal Army Veterinary Corps), 4802903 Lance Corporal Southwick (Lancashire Fusiliers) and 14217434 Lance Corporal Allcock (King's Own).

On 3 August 1944 his Commanding Officer (name illegible) wrote to his mother, saying in part:

He was a most able pilot and a very valuable member of this squadron. His loyalty, cheerfulness and willingness under all conditions made him extremely popular with all the people with whom he came into contact and he will be sadly missed by all. I have been associated with him for over two years personally and look upon him as a staunch and sincere friend. In our many chats together we have often discussed our respective homes and families and I know the affection he held for yourself and family and I know in turn the sadness you must feel on learning this distressing news.

But it is to your son Reg, and the courage and devotion to duty he has displayed and to all others like him, to whom we owe that superiority in the air which has been proved over and over again during the past four and a half years and without which the nation could not have survived.

There are two letters that raise questions as to the circumstances of his death. The first is

dated 24 February 1945, from Major C.H. Rayment, Main Headquarters "E" Group, Southeast Asia and Burma Commands, to Headquarters, Air Command Southeast Asia, re "RAF Personnel in Japanese Hands", and quoting an extract from a report "received at this Headquarters" but not further identified:

- (a) About the end of September 1944 an RAF aircraft crashed near the Chindwin village track and the Headman MG KO YA arrested the RAF officer F/Lt Smith, and handed him over to the Kempei Tai at Kakokon. This Headman received rice and money as a reward for his services.
- (b) About December 1943, an RAF Beaufighter crashed near Hputhlaing village and the Headman arrested the pilot, F/O Bavier and handed him over to the Japs. For this the Headman was recorded by the Japanese.

On 14 March 1945 the Base Personnel Officer, Air Command Southeast Asia wrote to Air Ministry, stating that checks had been made of casualties, that the report **might** apply "but is by no means positive."

- (a) Can/J.8656 F/Lt R.S. Smith, DFC, pilot, reported "Missing, Particulars Unknown" on the 30<sup>th</sup> July 1944, as a member of Dakota aircraft KG461. According to the Circumstantial Report forwarded to you under cover of my letter BP/7004/311/CAS dated 30<sup>th</sup> August, 1944, this aircraft was attacked by enemy fighters south of Chindwin. The date quoted in the report attached as September 1944 would not, however, appear compatible with the date on which this aircraft was reported missing.
- (b) 126159 F/O Bovier was reported "Missing, Particulars Unknown" on 13<sup>th</sup> January 1944. No additional information forwarded to you under cover of my letter BPO/7004/179/CAS dated 26<sup>th</sup> January 1944 is, however, held at this office.

\* \* \* \* \*

SMITH, FS Robert Alexander (R217366, later J89363) - **Distinguished Flying Medal** -No.626 Squadron - Award effective 22 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born Toronto, 11 March 1923; home there (former assembly worker on flying instruments); enlisted there 20 January 1943. To No.1 Manning Depot, 25 April 1943. To No.1 Training Command, 8 June 1943. To Technical Training School, 27 June 1943. To No.9 Air Gunner Ground Training School, 6 August 1943. Promoted LAC and posted to No.3 BGS, 18 September 1943; 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 31 August 1944. Repatriated 28 October 1944. Retired 26 February 1945. Cited with F/L William L. Foote (RCAF, awarded DSO). Award presented 18 October 1947.

This officer and airman were captain and mid-upper gunner respectively of an aircraft detailed to attack Stuttgart. En route the aircraft was attacked by a fighter and sustained much damage. The rear gunner was killed and Flight Sergeant Smith was blown out of his turret into the fuselage. He was, however, uninjured and returned to his turret. A fire started in the rear of the fuselage which betrayed the position of the bomber to the enemy and the aircraft was subjected to five successive attacks. Nevertheless, Flight Lieutenant Foote skilfully manoeuvred the aircraft and enabled Flight Sergeant Smith to engage the fighter which was seen to fall away in flames. Flight Lieutenant Foote then continued to the target and completed his mission. This officer and airman have taken part in many sorties and have displayed a high standard of courage and devotion to duty.

Public Record Office Air 2/9159 has recommendation drafted 1 August 1944 when he had flown 21 sorties (98 operational hours).

On the night of July 28<sup>th</sup>, 1944, Flight Sergeant Smith, a Canadian, was mid-upper gunner in a Lancaster aircraft detailed to attack Stuttgart, on this his 21<sup>st</sup> operational flight against the enemy.

During the flight, the aircraft was attacked by an enemy night fighter which was not seen until it had opened fire. The first burst fired by the fighter killed the rear gunner, did extensive damage to the aircraft and blew Flight Sergeant Smith out of his turret into the fuselage. He found that he was uninjured and returned to his turret which had had its hydraulic and electrical systems rendered unserviceable. The visibility at the time was very poor which made it extremely difficult to see the enemy but, by judging from the source of the enemy's tracer fire Flight Sergeant Smith brought effective fire to bear by operating his turret and firing the guns manually.

In all, five attacks were made on the aircraft, and although excellent cooperation with his pilot he succeeded in shooting the enemy fighter down in flames.

Flight Sergeant Smith displayed commendable coolness under fire and displayed initiative in handling his damaged turret. His quick, clear thinking and excellent shooting undoubtedly saved the aircraft and the remaining members of its crew.

In recognition of such gallant efforts I strongly recommend the immediate award of the Distinguished Flying Medal to this Non-Commissioned Officer.

RCAF Release No. 1488 by F/L W.A. Shields, dated 21 November 1944 read as follows:

WITH CANADIANS IN THE RAF: --- With his rear gunner dead and his RAF Lancaster a flying bonfire, Flight Lieutenant W.L. "Bill" Foote, 29, of Edmonton (11665 Saskatchewan Drive), beat off five attacks by an enemy night fighter. He handled his crippled aircraft so ably that P/O Robert A. Smith (J89363) of Toronto, Ontario (39 Silverthorne Avenue), his surviving gunner, was able to shoot down the attacker.

Foote, with his fire extinguished, then went on to bomb Stuttgart—an exploit which won him the D.S.O. and Smith the D.F.M.

Trouble came in bunches the night of the Stuttgart raid, Foote's 21st operation. Up to that point, his tour had been comparatively uneventful --- no night fighters and no really bad flak, although his aircraft had been holed three or four times. He also lost a Canadian rear gunner who went with another crew which didn't come back, leaving Smith and himself as the only R.C.A.F. members of his crew.

On his way to Stuttgart, Foote had his first fighter attack. "It felt as though the whole aircraft was breaking up around us," he recalled. "The first burst apparently killed the rear gunner instantly. He gave no reply on the intercom.

"I slammed the stick forward and we went into a violent dive. We must have caught fire with that first burst but we didn't find out for a while. 'Smitty' was blown right out of his mid-upper turret into the fuselage, but he gamely climbed back in and gave me the fighter's position. There was a bright moon that night and he had caught us outlined against the bright part of the sky. When he broke off, he was between us and the moon and with Smitty's directions, we aimed to keep him there.

"We didn't think he would attack again, for we were under the impression that he couldn't see us against the dark clouds behind. What we didn't know was that we were burning fiercely underneath. We were just a flying beacon light."

"The enemy, a Ju88, made three more attacks, one after the other. With Smitty giving directions, he didn't hit us again. Smitty didn't fire on his first few passes.



We couldn't. The hydraulic system had been shot away and he couldn't rotate his guns mechanically. He had to rotate his guns by hand."

"When the German broke away the third time, Smitty had him lined up. He gave him a burst and caught him on the starboard engine. It caught fire but the German was a determined cuss. He came back once more. Smitty really got him that time. Two other Lancasters saw him go down in flames, hit the deck and explode."

"We still had troubles, though. The Lancaster would fly but I couldn't keep her up. We were losing 100 feet a minute. The cannon fire had blown off part of the ailerons and the bomb doors also were banging open, interfering with the slipstream. We had to decide whether to go on and bomb or turn back.

"We decided we were safer with the main force than to attempt to make our way back alone like a wounded duck. Enemy night fighters would have got us sure. We'd lost a lot of height in three or four minutes time, but we could still get in to Stuttgart with the main force, although we had to bomb from 2,000 feet, considerably lower than the others."

"After Smitty shot down the fighter, he announced over the intercom that he smelled smoke. A second later, he saw flames through the floor. I sent the wireless operator back to see. There were no lights, the floor was covered with oil from the gun turret hydraulics. He slipped and nearly fell through a hole in the floor. A couple of fire extinguishers and parachutes did fall out. The wireless man tried to reach the gunner in the rear turret but the cannon fire had jammed it shut."

"In five minutes, the wireless operator and the flight engineer had put out the fire. Then we weren't so conspicuous."

"The navigator did one of the best jobs of the night. With the electrics shot, he had no navigation aids to work by and had to do it all by dead reckoning while we were dodging the fighter and fighting the fire."

"We had only half our bomb load to dump on Stuttgart and it was probably a good job we did. With a full load we probably couldn't have made it. When the bomb doors were shot open, four or more of our 500-pounders fell out."

"We were lucky over the target – no fighters and very little flak. We came down

6,000 feet so fast the Germans may have thought we were one of their fighters. Anyway they didn't bother us. The crew by that time were mad as hell, right on the bit, and a fighter would have had a tough time. The air bomber was so mad at losing his bombs that he hopped into the front turret and loosed a blast at the German fighter on the way down."

Avoiding flak belts on the way back, Foote flew between the coast of Normandy and the German lines. They picked up a pinpoint on the British coast and landed at their own base without further mishap.

Foote gives entire credit to his crew. "I don't think I did anything special. I just did what we are trained to do. The crew pulled us through; they are really swell fellows. I feel that I wear this 'gong' (the D.S.O.) for them."

He has finished a tour of operations and is now attached to an operational training unit.

\* \* \* \* \*

SMITH, F/L Robert Bennie (J6360) - **Commended for Valuable Services in the Air** - No.7 Photographic Wing - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945. Born 11 July 1917. Home in Minnedosa, Manitoba; enlisted in Winnipeg, 10 September 1940. To No.5 (BR) Squadron, 8 October 1940. To No.1 ITS, 2 January 1941; graduated and promoted LAC, 3 February 1941 when posted to No.1 AOS; graduated 27 April 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 23 June 1941; posted that date to No.1 ANS; may have graduated 22 July 1941 when posted to Rockcliffe and certainly commissioned 23 August 1941. Promoted Flying Officer, 23 July 1942. Promoted Flight Lieutenant, 1 August 1943. To No.1 Training Command, 18 October 1943. To Photo Wing, 25 February 1944. Retired 27 September 1945.

This officer for a period of over two years did outstanding work of a very hazardous nature in the air in connection with De-Icing Research. He set a very high standard as an air observer, most of his work having been done under very difficult and dangerous weather conditions. He consistently displayed outstanding ability and resourcefulness which contributed greatly to the progress which has been made towards overcoming hazards caused by the icing of aircraft.

\* \* \* \* \*

SMITH, F/O Robert Marshall (J36983) - **Mention in Despatches** - No.626 Squadron (deceased) - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Born 8 July 1916 in Saskatoon, Saskatchewan (published in **War Service Records, 1939-1945**, Canadian Bank of Commerce, 1947). Educated in Winnipeg. Enlisted in Toronto, 7 August 1942 in groundcrew trade. At No.1 Manning Depot, Toronto, 31 August to 28 October 1942. At No.9 SFTS, 24 October 1942 to 20 February 1943. Accepted for aircrew and posted to No.1 ITS, Toronto, 21 February 1943; graduated 30 April 1943, promoted LAC and posted to No. 20 EFTS, Oshawa. Graduated 25 June 1943 and posted to No.1 SFTS, Camp Borden. Graduated 15 October 1943 and promoted Sergeant. Subsequently commissioned, 8 November 1943 and backdated to 15 October 1943. To "Y" Depot, 30 October 1943. Embarked from Halifax, 16 November 1943. Disembarked in Britain, 24 November 1943. To No.18(P) AFU, 18 January 1944. Attached to No.1513 BAT Flight, 14-20 March 1944. Promoted Flying Officer, 15 April 1944. To No.18 OTU, 25 April 1944. To No.11 Base, 20 July 1944; to No.626 Squadron, 2 September 1944. Completed 24 missions before his death. Graded "Above average as a pilot and captain of aircraft" . Killed in action 7 January 1945 (Lancaster LL961). See **War Service Records 1939-1945** which stated that his Commanding Officer wrote that he in a raid on Munich his aircraft was hit by another friendly bomber - tail end almost ripped off. He stayed at the controls, not only to permit his crew to bale out but to avoid crashing in Allied-occupied territory where a U.S. Army field hospital was located - and thus lost his own chance to survive.

Documents on file differ from the Bank of Commerce book. The Commanding Officer, No.626 Squadron, wrote to his mother on 16 January 1945 (excerpt):

He was flying as the Captain and Pilot of one of our aircraft detailed to take part in a raid against the enemy. Whilst en route, his aircraft was involved in an accident with another friendly aircraft and so badly damaged in the collision that it was not possible to carry out the mission. After instructing his crew to make their escape by parachute, your son with great calmness and skill continued to pilot the aircraft in order to avoid crashing on a town lying below in Occupied Territory. This brave and unselfish act on his part undoubtedly saved the lives of many people, but I am indeed sorry to say that as a result he was unable to make his own escape in sufficient time before the aircraft crashed beyond the town, and your son was killed.

The preliminary report on his accident (dated 18 January 1945), included the following:

The captain made every endeavour to save his crew after the collision, remaining at the controls to allow them to escape. He apparently hoped to make some sort of emergency landing, remaining at the controls until he crashed and was killed...An investigation is being held; from this it may be possible to get a better picture of the accident and work out the cause of the collision. Under the

circumstances the Captain must be praised for controlling the aircraft sufficiently long to enable all the crew to escape. This he did at the cost of his own life.

Other RCAF members of the crew (surviving) were F/O J.K. Yeaman (navigator, later awarded DFC), F/O D. Rymer (air bomber, later awarded DFC) and Flight Sergeant D.F. Crowe (air gunner). Also in the crew were an Australian (Aus 421966, Flight Sergeant G.M. Magee) and an RAF Flight Engineer (Sergeant C.J. Lane). One other member of the crew was killed - Sergeant W. McLean (RAF, rear gunner).

A full inquiry was quite interesting. On 27 January 1945 the Investigating Officer (F/L L. Bursell), summarised the collision as follows:

On the night of 7 January 1945, Lancaster aircraft LL961 was on an operational flight to Munich, and after flying into dense cloud, was headed on a course of 090 degrees, approximately 50 degrees to the main bomber stream, with the object of flying out of the cloud. The aircraft was climbing at the time and collided with another aircraft. The aircraft LL961 was disabled and the pilot ordered his crew to bale out, all the crew doing so successfully and without injury, except the Rear Gunner (who is reported "missing") and the pilot himself, who was killed. This aircraft crashed two miles southwest of Laon, France.

Lancaster PB781 was also flying on the same operation, and collided with another aircraft at 2034 hours on 7 January 1945 (approximate position 49 degrees 23 'N, 03 degrees 22' E), the pilot later abandoning the mission. On return he landed his aircraft at his base without incident, and with portion of his port wing sheered off, port outer engine feathered and port outer propellor damaged. At the time of the accident this aircraft was flying in the same direction as the bomber stream.

I consider that this accident was mainly caused by the hazardous operational requirements which necessitate many aircraft being concentrated over a comparatively small area, in this instance in dense cloud. The position was aggravated very considerably through Flying Officer R.W. Smith, the Captain of aircraft LL961, deciding to head the aircraft at an angle of some 50 degrees to the main bomber stream, in an effort to get out of the cloud.

The conclusions were accepted by all senior officers except A/C R.S. Blucke, Base Commander, No.14 Base, who was more scathing in assessing Smith: Noting that the pilot had been flying a faulty course, he remarked:

This faulty course keeping caused the accident and the responsibility can only be

attached to the deceased, F/O Smith, as he turned without the Navigator requesting him to do so.

The other aircraft was PB781 of No.150 Squadron, whose crew included the following: F/L R.J. Rose (pilot, RCAF, later awarded DFC), F/O J.C. Lane (bomb aimer, RCAF), F/O J.J. Timmerman (navigator, RCAF), Flight Sergeant G.E. Varley (mid-upper gunner, RCAF), and Sergeant D.E. Moody (wireless operator, RAF).

On 18 January 1945, F/O J.K. Yeaman wrote to Smith's father. An extract on file read:

It is an act that was characteristic of Marshall, as always throughout all our flying his main thought was of the safety of others, and twice saved the lives of the crew, once flying a badly crippled ship 700 miles over the sea and landed it safely in England, which when we saw the remainder of the kite the next day we couldn't believe possible.

On 7 March 1945, F/O J.K. Yeaman wrote again to Smith's father. An extract on file read:

I will try and tell you most of what happened. We took off at 6.00 p.m. and were told there would be a weak front over the coast of France, not effective over 10,000 feet, but this information was in error as we ran into it well over France and landed smack in the centre of a thunder cloud which extended to 20,000 feet. At the time we were on the port edge of the track and Marshall tried to climb through it but at 15,000 feet we were still in it and icing up. He altered course to due East as we had entered the eastern edge of the cloud. We flew for several minutes on this course when there was a terrific crash and Marshall ordered us to put on our parachutes. Then followed this immediately by "Jump, jump" as he apparently could not control the kite. I was the last to leave the plane and was standing beside Marshall and tapped him on the knee when I left, expecting him to follow me immediately. Apparently we had been hit on the tail and the rear turret had been knocked off and Marshall was still trying to locate the rear gunner and stayed with the plane. Then when it was coming out of cloud it was heading straight for a town and a large Hospital, so he gave engines full powder and avoided the town, but by then it was too late for him to get out, though he did manage to get clear of the aircraft, as he was found 30 feet from the wreck with his parachute unopened.

As this happened on the outward journey, we still were loaded and by avoiding the town and hospital, Marshall saved the lives of probably hundreds of wounded and in my opinion richly deserves a VC.

J.B. Smith (father) had evidently received a form letter from the Chief of the Air Staff, reporting his son's death, on 12 January 1945. On 1 October 1945 he wrote to the Chief of the Air Staff, enclosing excerpts from letters written by W/C Molesworth (CO) and by Yeaman:

Referring to your letter of 12<sup>th</sup> January 1945, I have now just had the opportunity of speaking to F/O Rymer who was also a member of the crew on the fatal trip in which our son lost his life. During our conversation some surprise or shall I say disappointment that Marshall had not been given any official recognition of his action on 7<sup>th</sup> January 1945.

Consequently, in the light of additional information which F/O Rymer has given me and in case the full story of the action has not been passed on to you by the Officer Commanding in charge of the RAF squadron to which the plane was attached at that extremely busy and vital period in air operations, I considered it would be well to ask you respectfully to have the situation reviewed again at this end - not that an award would mitigate in any way the loss my wife and I have sustained, but allow that if our son, Marshall, had merited an award I feel it due to his memory that it should be recorded officially.

In support of this request I attach hereto the pertinent extracts from letters received shortly after the accident from F/O J.K. Yeaman, navigator of the plane and from Wing Commander Molesworth, Commanding No.626 Squadron.

This was passed to the Directorate of Personnel (for the special attention of S/L Vila) on 9 October 1945. On 18 October 1945, G/C J.S. Scott (AFHQ) wrote to Mr. Smith. His letter read in part:

You may be sure that careful consideration was given to the granting of some recognition to your son for the fine way in which he discharged his duties throughout the incident in question. The Service authorities, who were in full possession of the facts in this case, were all unanimous in the opinion that your son acted in a very commendable manner throughout this incident; however they do not feel that his actions came within the scope of an award; consequently no recommendation was initiated on your son's behalf. In the absence of any recommendation it is regretted to advise you that no award can be granted in this case.

You may be assured that because your son did not receive any award does not detract in any way from the high regard with which his services are held by the

Royal Canadian Air Force.

On 18 November 1945, Mr. Smith wrote to A/C D.E. MacKell, AFHQ:

I wish to acknowledge receipt of Group Captain Scott's letter of 18<sup>th</sup> October, but surely there must be something wrong somewhere. Since writing my previous letter my wife and I left Toronto to spend the winter in Florida and it has just been brought to my attention by our friends that at last two members of our son Marshall's crew, F/O J.K. Yeaman and F/O D. Rymer, have been awarded DFCs. These officers did practically all their combat flying with Marshall and were relieved of further combat duty after the fatal incident of 7<sup>th</sup> January. Two of the crew returned to Canada shortly after that date and did no more flying. Need I say, therefore, that it seems rather unusual, to say the least, that the senior officer of the crew should not receive recognition, when he had saved the lives of most of the others and then lost his own life in his successful effort to avoid a crash with a bomb-laden Lancaster on the town of Laval in which a United States field hospital was located.

Moreover, the citation in one case which appears in the clipping sent to me is really the story of our son's experiences, except that it was he who was the captain and pilot of the planes in each case.

May I ask you, therefore, to be kind enough to look into this matter further.

On 20 November 1945, AFHQ cabled RCAF Overseas Headquarters:

Strong representations received concerning some recognition for F/O R.M. Smith J36983 deceased. Next of kin question why F/O D. Rymer J37727 and F/O J.K. Yeaman J37734 who were crew members of F/O Smith's aircraft received DFCs when their son captained aircraft throughout Yeaman's and Rymer's tour and finally gave his life so that crew might bail out. Advise if F/O R.M. Smith being recommended for posthumous MiD.

On 8 December 1945, AFHQ wrote to RCAF Overseas Headquarters, asking that the matter be expedited. On 10 December 1945, AFHQ wrote Mr. Smith, assuring him that a signal had been sent overseas to have the matter investigated. The final word on this appears to be a telegram from RCAF Overseas Headquarters to AFHQ, 20 March 1946:

Posthumous award of MiD for J36983 F/O R.M. Smith under consideration for 1946 Birthday Honours List. Will advise immediately if confirmed.

\* \* \* \* \*

SMITH, F/L Roderick Illingsworth Alpine (J4561) - **Distinguished Flying Cross** - No.126 Squadron - Award effective 1 December 1942 as per **London Gazette** dated 4 December 1942 and AFRO 2069/42 dated 18 December 1942. Born in Regina, Saskatchewan, 11 March 1922. Attended Lakeview School and Central Collegiate, Regina. Worked as a newspaper carrier, 1938-1940 and built gasoline-powered model aircraft. Read aviation publications and swam a great deal. Played some hockey, baseball and tennis. Had flown one hour as a passenger before enlistment and had been active in Sea Cadets. Enlisted in Regina, 30 September 1940 and posted to No.2 Manning Depot. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 15 November 1940; posted next day to No.2 EFTS; may have graduated 4 January 1941 but not posted to No.2 SFTS until 10 January 1941; graduated and commissioned, 18 March 1941 (graduated 8<sup>th</sup> in a class of 44). Embarked from Canada, 14 April 1941. Arrived in United Kingdom, 1 May 1941. Attended No.58 OTU, Grangemouth, 12 May to 23 June 1941. To No.412 Squadron, 23 June 1941. Promoted Flying Officer, 23 May 1942 with effect from 18 March 1942. To Station Martlesham Heath, 30 May 1942. Took operational training at Grangemouth. Posted to RAF, Middle East (Malta), 18 June 1942. To No.126 Squadron, 15 July 1942. Appointed Acting Flight Lieutenant, 18 October 1942. To Station Luqa (sick), 18 November 1942, having developed sand fever and sinusitis in September 1942 and jaundice in November 1942. Reverts to Flying Officer, 20 November 1942. To No.53 OTU, 7 January 1943. To Station Annan, 28 February 1943 as an instructor. Promoted Flight Lieutenant, 18 March 1943. To No.55 OTU. 26 March 1943, serving to 30 September 1943. While on strength of No.55 OTU, attached to Acton Down, 31 August to 22 September for Fighter Leader Course. Recommended for Flight Commander position, 6 September 1943 with the comment, "He has done a good job, and is considered to possess good qualities of leadership." Embarked for Canada, 18 October 1943. Arrived in Canada, 24 October 1943. Departed Canada again, 14 December 1943. Arrived in United Kingdom, 21 December 1943. To No.401 Squadron, 6 January 1944. To No.412 Squadron, 8 April 1944. To No.401 Squadron again and promoted Squadron Leader, 20 September 1944, serving there to 30 November 1944. To Canada, arriving at Repatriation Depot, Lachine, 22 December 1944. To No.2 Air Command, Winnipeg, 31 December 1944. To No.4 SFTS, Saskatoon, 8 February 1945. To No.2 Air Command Headquarters, 1 March 1945. To No.6 Release Centre, Regina, 4 June 1945. Retired, 6 June 1945. Served in RCAF Auxiliary, No.401 Squadron, 16 October 1946 onwards. Died in Vancouver, 16 April 2002. Photos are PL-4832 (P/O Smith and Sergeant W.B. Hagyard), PL-4833 (P/O R.I.A. Smith of Regina, Sergeant W.G.T. MacKay of Montreal and Sergeant O.F. Pickell, Fort St. John, British Columbia), PL-4834, and PL-29398 (portrait). For additional details see H.A. Halliday, **The Tumbling Sky**. DFC presented at uncertain date, possibly in conjunction with Bar (presented 5 October 1946). His career is well chronicled in Chris Shores' **Aces High** (2nd edition) and **Malta: The Spitfire Year**. At his death he left a half-finished memoir which was completed by Chris Shores and published



by Grub Street in 2008 as **The Spitfire Smiths: A Unique Story of Brothers in Arms**. See also **Aeroplane**, August 1995 for his comments on Spitfire aircraft. Victories as listed in **Aces High** with aircraft details as follows: **18 July 1942**, one Ju.88 probably destroyed (shared with another pilot, No.126 Squadron, BP952 "F"); **24 July 1942**, one Ju.88 destroyed (No.126 Squadron, aircraft "O"); **28 July 1942**, one Ju.88 destroyed (No.126 Squadron, aircraft "C"); **13 August 1942**, one S.79 destroyed (No.126 Squadron, AB465); **11 October 1942**, one Ju.88 destroyed (No.126 Squadron, EP330); **13 October 1942**, one Bf.109 destroyed (No.126 Squadron, EP573); **14 October 1942**, one Ju.88 damaged (No.126 Squadron, BR471); **25 October 1942**, one Bf.109 destroyed (No.126 Squadron, BR311, "L"); **7 July 1944**, one FW.190 destroyed (No.412 Squadron, ML113); **26 September 1944**, two Bf.109s destroyed (No.412 Squadron, MJ461); **27 September 1944**, two Bf.109s destroyed (No.412 Squadron, MJ461); **29 September 1944**, two Bf.109s destroyed (No.401 Squadron, MJ448); **5 October 1944**, one Me.262 destroyed (No.401 Squadron, MK577, shared with four other pilots).

Flight Lieutenant Smith has been responsible for [the] destruction of six enemy aircraft since his arrival in Malta. One day in October 1942 he led his flight in a determined attack on nine hostile bombers with a large fighter escort, and in spite of intense opposition by the fighters, Flight Lieutenant Smith personally destroyed a Junkers 88, while one Macchi 202 was destroyed by other pilots of his flight. This officer has always displayed the greatest determination and courage and during the recent hard fighting has been an inspiration to all.

NOTE: Public Records Office Air 2/9606 has a slightly different text communicated from Headquarters Middle East to Air Ministry, 4 November 1942:

This officer arrived in Malta on the 15th July 1942 and since his arrival has destroyed six enemy aircraft with one-half probably destroyed. On the 11th October 1942 he led his flight in a determined attack on nine Junkers 88s with a large fighter escort approaching Malta from the north. Bombers [were] intercepted before they could cross the coast and in spite of intense opposition by enemy fighters Flying Officer Smith destroyed one Junkers 88 while one Macchi 202 was destroyed and another damaged by his flight. He has always displayed the greatest keenness to engage the enemy at all times and his determination and courage during the recent hard fighting have been an inspiration to his flight and squadron.

SMITH, S/L Roderick Illingworth Alpine, DFC (J4561) - **Bar to Distinguished Flying Cross** - No.401 Squadron - Award effective 24 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945.

Since being awarded the Distinguished Flying Cross, Squadron Leader Smith has completed numerous sorties against the enemy. In four days he achieved the remarkable feat of destroying seven enemy aircraft. As squadron commander this officer led 412 Squadron on six missions in three days, during which period it destroyed twenty-seven enemy aircraft and damaged nine others. This was accomplished during the enemy's persistent efforts to destroy bridges in the Arnhem and Nijmegen area which were vital to our ground forces.

NOTE: The **Globe and Mail** of 24 April 2002 (among other papers) carried an extraordinary obituary for Smith, giving his honours as DFC and Bar, LLB, and P.Eng.

Died suddenly, Tuesday, April 16, 2002 in Vancouver. Predeceased by brothers Jerrold (Pilot Officer, RCAF, killed in action 1942) and Donald, Port Hardy, B.C. Cherished by his sister Wendy Noble of Toronto. Dearly loved Uncle to Jennifer, Donald and Roderick Noble of Toronto, Robert Snyder and Patrick Clarke of Fort McMurray, Alberta, and many great nieces and nephews. Will be profoundly missed by good friends in Canada and abroad. Rod attended Lakeview School and Central Collegiate in Regina. He was captivated by aeroplanes at an early age. In September 1940, at age 18, he joined the RCAF where his dream of flying Spitfires was realized. He trained in Canada and took operational training on Spitfire Is at Grangemouth, Scotland. As Flight Lieutenant he first saw action chasing Messerschmitts in the skies between Calais and Dunkirk. In May 1942 he was posted to Malta, joining RAF Squadron 126 of which, to his surprise, his brother Jerry was already a member. They flew as a pair, sharing in the probable destruction of a Junkers 88 bomber until, four weeks later, Jerry went missing and was subsequently presumed dead. During the fierce bombardment of the island, Rod shot down two more JU.88s, an Italian S.M.79 and two ME.109Fs. In October 1942 he became Flight Commander and was shot down and baled out into the Mediterranean. After contracting jaundice Rod spent most of 1943 instructing and on leave in Canada.

In December 1943 he was posted to 401 RAF [sic] Squadron at Biggin Hill which had Spitfire IXs, and in March 1944 became Flight Commander of 412 Squadron, Tangmere. During June 6, D Day, his squadron covered the Normandy beachhead, then the Battle of Normandy followed by a move to Brussels and in September covered the vital bridge at Nijmegen when the Arnhem airborne landing began. During this time Rod took command of 401 Squadron and shot down six ME.109Gs. He also shared in the destruction of the first enemy jet aircraft, a Messerschmitt 262, bringing the total number of enemy aircraft destroyed by him to 13 1/5. He was presented with the DFC by King George VI

and later the Bar to the DFC. Rod returned to Canada in December 1944 and retired from the service in June 1945. He regarded his sojourn on Malta as the most vital period of his life.

Continuing his association with the Air Force in 1946, Rod joined 401 Squadron RCAF Auxiliary, flying Vampire jet fighters while attending McGill University where he received his P.Eng. He studied law at Osgood Hall, Toronto, and during the time was promoted to Wing Commander and appointed commanding officer of 411 Squadron from which he retired in 1952. He graduated from Osgood Hall in 1953 and moved to Vancouver where he was called to the Bar the following year. He first practiced with Lawrence Shaw McFarlane and Stewart, and later joined Campney Owen and Murphy in 1966, retiring from the partnership in 1987.

Friends and family spent many happy times on Rod's boat, **Kestral III**. In retirement his home life was greatly enhanced when "Bootfuls, his Siamese cat, took up residence, and it was in this period that he began, with great diligence and flair, to write his memoirs of World War Two. Attending fighter pilots' reunions and researching his book connected him with old friends and fostered new friendships, some of whom were boyhood heroes, and many of whom were also writing. In Frankenburg, Germany, he visited the family of Heinz Heuser, whom he had shot down over Malta in 1942 and subsequently befriended. He returned to Malta for the 50<sup>th</sup> anniversary of the second great siege, and took part in celebrations in Normandy on June 6, 1994. The company of friends at the Vancouver Club and the Royal Vancouver Yacht Club were a source of great pleasure to him, as were monthly outings to Boundary Bay Airport. Rod's book was still in progress when he died.

Rod read widely and voraciously throughout his life. He was blessed with a prodigious memory, a fine intellect and a marvellous sense of humour. His interests ranged through poetry, history, music, astronomy and he kept abreast of aviation history and technology through his voluminous library on the subject. Rod made many deep and lasting friendships from all phases of his life. He was good-natured, kind and generous, and to those who loved him, utterly irreplaceable.

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SMITH, S/L Roderick Stuart (C9615) - **Member, Order of the British Empire** - Middleton St.George - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO

155/46 dated 15 February 1946. Born 22 June 1898 in Boissevain, Manitoba. Educated in Ridgeville, Manitoba (1904-1913) and Roland, Manitoba (1913-1916). Served six months with 222 Battalion, CEF. 1916. Signaller with 6<sup>th</sup> Signal Corps, CEF, Siberia (1918-1919). Worked for Monarch Lumber (1917), Union Bank of Canada (1919-1925), Columbia Grain Elevators (1925-1926), Cooper of South Vancouver (1926-1928) and Northern Electric (1928-1941). Sergeant with First Searchlight Regiment, Vancouver, 1940-1941. Home in Vancouver; enlisted there 3 January 1942 in Administration Branch with commission; posted to Trenton for Administration Course, 3 January 1942. Promoted Flying Officer, 31 January 1942 when posted to No.14 SFTS. To No.2 WS, 2 February 1942. To "Y" Depot, 15 July 1943. Embarked from Halifax, 3 September 1943. Disembarked in Britain, 10 September 1943. To RCAF Overseas Headquarters, 21 September 1943. Promoted Flight Lieutenant, 1 October 1943. Attached to Highgate, 20-25 October 1943. To Middleton St. George, 27 October 1943. Attached to Intelligence School, Highgate, 31 December 1944 to 5 January 1945. Attached to Highgate again, 29 April to 11 May 1945. Repatriated via Yarmouth, 7 June 1945. To Station Yarmouth, 8 June 1945. To No.8 Release Centre, 18 September 1945. Retired 6 October 1945. Died in Vancouver, 30 November 1984. No citation in biographical file or AFRO which gives unit only as "Overseas". DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation by G/C J. Macdonald for an OBE dated 5 May 1945 which gives unit. Intelligence Officer. Award presented 21 February 1948.

Squadron Leader Smith, since taking over the position of Senior Intelligence Officer in January, this year, has carried out his duties in a most exemplary fashion. His work merits the highest praise and his unselfish devotion to duty has been an example to all. He has interested himself in all aspects of Station life and has been instrumental in raising the spirit of the station to a higher level. I consider the standards set by this officer both as to duty and welfare of this Station fully merits the award of the OBE.

**Selected Assessments:** "This officer is keen and always willing to shoulder and undertake additional duties. Has a good manner with airmen under him, in controlling and directing them." (S/L R.M. Wynd, No.2 Wireless School, 22 February 1943).

"This officer will make a good Intelligence Officer. He mixes well, is keen on flying with the crews - very thorough in his work and not happy unless he is working. He has picked up his duties very quickly and in fact is the best officer I have ever had to train." (S/L S.J.A. Browne, Middleton St. George, 20 December 1943).

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SMITH, WO1 Russell Charles (R79670) - **Mention in Despatches** - No.607 Squadron (AFRO gives unit only as "Overseas (deceased)" - Award as per **London Gazette** dated 1 October 1946 and

AFRO 1059/46 dated 8 November 1946. Born 20 April 1922 in Kamsack, Saskatchewan; home there; enlisted in Regina, 5 November 1940. To No.11 Equipment Depot, 6 December 1940. To No.2 ITS, Regina, 27 January 1941; graduated 4 March 1941 when promoted LAC and posted to No.6 EFTS, Prince Albert, Saskatchewan; graduated 21 April 1941 when posted to No.2 Manning Depot; to No.10 SFTS, Dauphin, Manitoba, 2 May 1941; graduated and promoted Sergeant, 16 July 1941. To "Y" Depot, Halifax, 17 July 1941; to RAF overseas, 6 August 1941; to No.3 Personnel Reception Centre, dated uncertain; to No.58 OTU, Grangemouth, 26 August 1941; to No.122 Squadron, 7 October 1941; to No.611 Squadron, 29 October 1941. Posted to Drem, 26 November 1941 pending posting to Far East. Struck off strength to Far East, 4 December 1941. Reported missing as of 1 February 1942. Died as a prisoner of war in Java, 15 April 1942. See entry for W.P. Low for details on his death. No citation other than (with others):

...in recognition of gallant and distinguished service whilst prisoners of war in Japanese hands.

Public Records Office Air 2/8774 dealing with awards to former prisoners of the Japanese has a joint citation for Smith and WO H.P. Low.

Whilst prisoners of war in Japanese hands, these Warrant Officers were implicated in an attempt to escape by stealing an aircraft from an enemy airfield. The attempt was, unfortunately, unsuccessful and Warrant Officers Smith and Low were recaptured and executed by the Japanese.

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SMITH, G/C Russell Marshall (C1138) - **US Legion of Merit (Degree of Officer)** - Award effective 11 April 1947 as per AFRO 187/47 of that date. Born in Toronto, 28 May 1896; educated there. Appointed Provisional Lieutenant, Second Battery, Canadian Artillery, 20 December 1915. Attended artillery courses, Kingston, December 1915 to September 1916. Member, RFC and RAF, October 1916 to February 1919. (No.23 Squadron). Claimed in 1939 to have flown approximately 350 hours on Shorthorns, BE types, RE-7 and RE-8, Avro, Pup, Bristol Scout and Spad. Appointed Lieutenant, Reserve of Officers, Infantry, 15 September 1920. Reported to CAF, Camp Borden, 30 January 1922 for duty with Stores Depot (accounts and general office work); described as "showed a fair amount of interest in his duties. He grasped the details of routines readily and his conduct while under my charge was good" (Tackaberry, Depot Equipment Officer). Struck off strength of Camp Borden, 30 March 1922. Struck off strength of Reserve of Officers, 19 May 1925, In business as a sales manager between the wars. Enlisted in Toronto, 15 September 1939. Served at the Toronto Manning Pool (September 1939 to April 1940), No.2 Manning Depot, Brandon (15 April 1940 to 30 May 1941), No.1 WS, Montreal (31

May 1941 to 19 March 1943), No.3 MD, Edmonton (20 March 1943 to 30 July 1944), No.3 WS, Winnipeg (31 July 1944 to 11 January 1945). Released 23 March 1945. Flight Lieutenant as of 1 March 1940; promoted Squadron Leader, 1 July 1940; promoted Acting Wing Commander, 1 December 1940; confirmed in that rank, 1 March 1941; promoted Group Captain as of 1 June 1942. United States Embassy, writing to AFHQ, 1 May 1946, provides citation:

Group Captain Russel M. Smith, Royal Canadian Air Force, serving as Officer Commanding, No.3 "M" Depot, Edmonton, Alberta, Canada, from March 1943 to July 1944, rendered exceptionally outstanding services in connection with the establishment and operation of Air Transport Command facilities in Canada. His co-operation, neighbourly interest and material assistance promoted harmonious relationship between the Canadian and United States Forces and greatly facilitated the performance of the Air Transport Command mission in Canada.

He had been recommended by A/V/M Howsam for an OBE, January 1944 as follows:

Group Captain Smith has shown above average zeal and devotion over the call of duty as Commanding Officer of No.3 Manning Dept. The experience gained by him in this important phase of training has been instrumental in greatly improving the standard of efficiency and morale at his unit, which was recognized by the recent award of the Minister's Pennant.

**Selected Assessments:** "This officer has commanded No.2 Manning Depot for one year. The result speaks very highly of Wing Commander Smith's organizing and administrative ability. This Depot has been one of the best managed units in the Command." (Air Commodore A.B. Shearer, 23 May 1941).

"This officer undoubtedly stands out amongst Wing Commanders of his own seniority and has demonstrated his ability by the manner in which he has commanded No.1 Wireless School. He has raised the morale and spirit of the School, and the standard of training and organization of the School has shown a marked improvement since he has been in command. He has the natural ability to command men, and his pleasant personality in his dealings with them gains him the cooperation and respect of all ranks." (G/C P.J.A. Hume, SASO, 20 February 1942).

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SMITH, F/L Russell Maynard (J8622) - **Air Force Cross** - No.413 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 14 February 1915 in Regina (RCAF press release 4910 announcing award). Educated in

British Columbia including University of British Columbia, 1932-1937. Time-Keeper, Rainy River Lumber Company, Vancouver, 1937-1938; Sales staff for Northern Electric, 1938-1941. Home in Vancouver; enlisted there 10 January 1941 and posted to No.2 Manning Depot. To No.1 ANS, 20 February 1941 (guard). To No.2 ITS, 10 April 1941; graduated and promoted LAC, 25 May 1941 when posted to No.7 AOS; graduated 23 August 1941 when posted to No.7 BGS; graduated and promoted Sergeant, 27 September 1941 when posted to No.1 ANS; graduated and commissioned 27 October 1941. To No.5 (BR) Squadron, 29 October 1941. To No.117 (BR) Squadron, 19 July 1942. Attended GRS, Charlottetown, 22 June to 21 August 1942. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 30 November 1942. To RAF overseas, 10 December 1942, arriving in Britain 18 December 1942. To No.131 (Coastal) OTU, 12 April 1943. To No.302 Ferry Training Unit, 27 May 1943. Promoted Flight Lieutenant, 27 October 1943. To No.5 Personnel Despatch Centre, 6 November 1943. To Wastage Pool, India, 12 November 1943. To No.413 Squadron, 3 January 1944. To Home Establishment, 16 January 1945. Arrived in United Kingdom, 12 February 1945. To No.407 Squadron, 12 March 1945. Repatriation by air via Debert, 23 July 1945. To No.8 Release Centre, 11 September 1945. Retired 28 September 1945. Died in Calgary, 12 October 1996. Award presented 27 May 1950 on card but other records suggest he was invested in Edmonton in February 1949 and that the only citation published was "In recognition of distinguished services whilst engaged on flying duties with the Royal Canadian Air Force overseas." DHist file 181.009 D.1751 (PAC RG.24 Vol.20608) has recommendation when he had flown 1,100 hours but date of submission not given (unit records poor):

Flight Lieutenant Smith is now on his second tour of operations in flying boats. He has maintained a high standard of operational navigation. This has helped attain a high degree of navigation on his squadron. He has earned an enviable reputation as a dependable navigator who can be relied upon to complete his allotted tasks in the face of all hazards.

NOTE: Public Records Office Air 2/9036 has draft citation giving flying hours as 1,307 of which 344 were in previous six months.

This officer is now on his second tour of operations in flying boats. He has maintained a very high standard of navigation which has helped to increase the accuracy of navigation throughout the squadron. He is most dependable and can be relied upon to complete his allotted tasks in the face of all hazards.

**Training:** Interviewed 11 November 1940 in Vancouver. "Good family background. Not an aggressive type. Fond of study. Good at Mathematics. Seems typical observer type. Methodical, painstaking, placid nature."

Course at No.2 ITS was 10 April to 8 May 1941. Courses in Mathematics (96/100), Armament, practical and oral (76/100), Law/Discipline (55/60, Armament, practical and oral (84/100, Drill (77/100) and Signals (98/100), and Hygiene and Sanitation (38/40). Placed fourth in an observer class of 232. He had a brother also in Observer training.

Course at No.7 AOS was 26 May to 17 August 1941. Anson aircraft - 29.20 as first navigator by day, 35.00 as second navigator by day. Graded in Navigation air work (382/500), Ground courses DR Plotting (124/150), DR/DF/WT, written (189.200), Compasses and Instruments (137/150), Signals (72/100), Maps and Charts (97/100), Meteorology (79/100), Photography (90/100) and Reconnaissance (91/100). Placed fourth in a class of 39. "Good student. Conscientious worker. Quiet. Good understanding of work. Capable of increasing his knowledge."

Course at No.7 BGS was 18 August to 29 September 1941. Battle aircraft - 17.15 bombing, 6.50 gunnery. Dropped 49 bombs high level and 19 bombs low level. Scored six percent hits in Beam Test, two percent hits in Beam Relative Speed Test and three percent hits in Under Tail Test. Assessed in following fields - Bombing, written (124/150), Bombing, practical (107/150), Gunnery, written (86/100) and Gunnery, practical (76/100). Placed 19<sup>th</sup> in a class of 39.

Course at No.1 ANS was 29 September to 27 October 1941. Anson aircraft - 6.25 as first navigator by day, 6.55 as second navigator by day, 9.00 as first navigator by night, 10.10 as second navigator by night. Average airwork Scored 92/150 in Astro Navigation Plotting and 65/100 on written Astro Navigation test. Placed 20<sup>th</sup> in a class of 36. "Seems to have been overrated at AOS."

Course at GRS Charlottetown was 22 June to 21 August 1942. Anson aircraft - 46.50 by day and 2.15 by night. "Above average - a sensible navigator." Tested in DR Navigation, intermediate (95/100), DR Navigation, final (248/300), DR Navigation airwork (126/200), , Reconnaissance (141/200), Astro Navigation (95/100), Compasses and Instruments (156/200), Meteorology (125/200 , Signals (84/100), Coding (75/100), Ship Recognition (153/200), Photography (81/100) and Visual Signals (Pass). "Above average. Fairly intelligent but inclined to be lazy and supercilious."

**Notes:** Application for Operational Wing dated 23 November 1944 claimed 85 sorties (700 hours) with Nos.5 and 117 Squadrons, 14 November 1941 to 1 November 1942.

Repatriation form dated 8 July 1945 stated he had flown 49 sorties (521 operational hours) plus 176 non-operational hours. Types flown were Catalina (700 hours), Wellington (71) and Bisley (26) Last sortie had been 1 June 1945.

**Assessments:** "First class navigator. Has done excellent work in this capacity while in this Unit."



(F/L A. Fleming, No.5 Squadron, 6 August 1942)

“A very keen and efficient navigator.” (W/C S.E. McMillan, No.413 Squadron, 10 January 1945, reporting he had flown 1,465 hours, 294 in previous six months,)

“Methodical, above average navigator with much practical experience.” (W/C K.C. Wilson, No.407 Squadron, 30 June 1945, noting he had flown 1,545 hours, 105 in previous six months).

\* \* \* \* \*

SMITH, P/O Sidney Donald (J90218) - **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 25 December 1921 in Merritt, British Columbia; home in New Westminster. Former Bank of Montreal employee (ledgher keeper); enlisted in Vancouver, 4 June 1942. To No.3 Manning Depot, 7 September 1942. To No.7 ITS, 5 December 1942; graduated and promoted LAC, 19 February 1943 but not posted to No.8 BGS until 3 April 1943; to No.2 AOS, 26 June 1943; graduated and promoted Sergeant, 6 August 1943. To “Y” Depot, 20 August 1943; to United Kingdom, 25 August 1943. Commissioned 11 July 1944. Repatriated 8 April 1945. To Western Air Command, 17 April 1945. To No.8 Release Centre, 13 June 1945. Retired 15 June 1945. Returned to banking, retiring after 39 years. Died in Sydney, British Columbia, 10 May 2018. Award presented in Vancouver 22 October 1947. See **Field of Honour** (Bank of Montreal, c.1950) which says he flew two tours (54 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 50 sorties (236 hours ten minutes), 27 May 1944 to 14 February 1945. Obviously in same crew as Pilot Officer Ivan D. Benton.

27 May 1944 - Bourg Leopold (4.30)  
31 May 1944 - Monte Couple (3.05)  
5 June 1944 - Houlgate (4.40)  
6 June 1944 - Coutrances (4.10)  
9 June 1944 - Le Mans (5.15)  
21 June 1944 - St.Martins (4.05)  
23 June 1944 - Bineque (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 - Caen (4.05)  
12 July 1944 - Thiverny (4.10)  
17 July 1944 - Caen (4.00)  
18 July 1944 - Wesselring (2.55), DNCO  
20 July 1944 - Ferme du Grande Bois (3.25)  
25 July 1944 - Stuttgart (8.20)  
28 July 1944 - Hamburg (5.40)  
4 August 1944 - Boise de Cassant (4.55)  
5 August 1944 - St.Leu d'Esserant (4.30)  
27 August 1944 - Homberg (3.05)  
6 September 1944 - Emden (4.00)  
12 September 1944 - Frankfurt (6.00)  
13 September 1944 - Nordstern (3.25)  
20 September 1944 - Calais (2.05)  
27 September 1944 - Bottrop (3.15)  
5 October 1944 - Saarbrucken (4.55)  
14 October 1944 - Duisburg (3.25)  
23 October 1944 - Essen (4.20)  
25 October 1944 - Homberg (3.15)  
30 October 1944 - Cologne (4.25)  
11 November 1944 - Dortmund (4.10)  
18 November 1944 - Wanne Eickel (4.30)  
20 November 1944 - Koblenz (4.15)  
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 - Scholven (4.50)

2 January 1945 - Nuremburg (6.45)  
5 January 1945 - Royan (5.10)  
5 January 1945 - Hannover (4.40)  
7 January 1945 - Munich (7.00)  
14 January 1945 - Merseberg (6.00)  
16 January 1945 - Zeitz (6.45)  
1 February 1945 - Mannheim (5.10)  
7 February 1945 - Cleve (4.00)  
8 February 1945 - Politz (7.50)  
13 February 1945 - Bohlen (6.50)  
14 February 1945 - Chemnitz (6.55)

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Pilot Officer Smith is a Bomb Aimer whose ability is of a very high standard. He has never failed to carry out, in an exemplary manner, the often-difficult duties assigned to him. Pilot Officer Smith has, without exception, pressed home his attacks to a successful conclusion. This officer is now on his second tour of operations, yet his keenness to engage the enemy has been unfaltering.

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SMITH, F/O Stewart Thomas (J16159) - **Distinguished Flying Cross** - No.90 Squadron - Award effective 25 September 1943 as per **London Gazette** dated 28 September 1943 and AFRO 2198/43 dated 29 October 1943. Born North Battleford, Saskatchewan, 13 November 1918; home in Edmonton; enlisted there 22 November 1940. To No.10 Repair Depot, 2 January 1941. To No.3 WS, 15 March 1941. Promoted LAC, 15 April 1941. Graduated 3 August 1941 when posted to No.7 BGS; reposted to No.3 WS, 2 September 1941; graduated and promoted Sergeant, 16 September 1941. To Embarkation Depot, 17 September 1941; to RAF overseas, 6 October 1941. Commissioned 17 October 1942. Promoted Flying Officer, 17 April 1943. Repatriation date uncertain but posted to No.2 ITS on 11 August 1944. To No.3 BGS, 12 September 1944. Promoted Flight Lieutenant, 17 October 1944. To No.7 BGS, 3 February 1945. To No.7 Release Centre, 6 April 1945. Retired 12 April 1945. Award presented 13 November 1948. RCAF photo PL-25035 (6) taken on repatriation to Canada.

As rear gunner this officer has taken part in several sorties. On the latter of these, just as the target had been bombed, his aircraft was attacked by three enemy fighters. In the first combat, Flying Officer Smith was wounded in the leg; despite this he remained at his guns and fought the attackers with great skill, driving off each one of the enemy aircraft in turn. Not until the bomber was well clear of the target area would he leave his turret to receive medical attention. This gallant gunner contributed materially to the safe return of the aircraft.

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SMITH, WO2 Sydney Frank (R164309) - **Commended for Valuable Services in the Air** - No.9 AOS - Award effective 15 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born in Sussex, England, 8 May 1916. Enlisted in Windsor, Ontario, 24 June 1942 for Wireless duty. To No.1 Manning Depot, 29 June 1942. To No.16 SFTS, 13 August 1942. To No.3 WS, 23 September 1942. Promoted LAC, 28 August 1942; to No.7 BGS, 6 August 1943. To No.9 AOS, 26 September 1943. Promoted Sergeant, 30 September 1943.. Promoted Flight Sergeant, 20 June 1944. Promoted WO2, 20 December 1944. To No.2 SFTS, 7 April 1945. To "H", 15 April 1945. To No.4 Release Centre, 12 September 1945. Retired 24 September

1945. Ran several business firms including a hardware store, wholesale hardware business and Windsor Wilbur Vault Company. Died in Kingsville, Ontario, 10 July 2011.

Warrant Officer (then Sergeant) Smith was wireless operator of an Anson aircraft engaged in a search for a missing Liberator. The aircraft crashed into the side of a mountain, as a result of which the members of the crew sustained injuries and the navigator died. Warrant Officer Smith's injuries consisted of a sprained ankle, severe body bruises and face lacerations. In spite of this, he set off down the thickly wooded mountain through blinding snow for two miles and was successful in summoning medical assistance for his seriously injured comrades. He escorted the rescue party back to the scene of the crash and it was not until the seriously injured had been treated that he called attention to his own painful injuries, aggravated by the long trek in heavy flying clothing. Warrant Officer Smith displayed coolness and great personal courage in his gallant, unselfish act and his fortitude and resourcefulness proved an inspiration to his injury weakened crew.

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SMITH, FS Sydney Lovitt (R50579) - **British Empire Medal** - No.3 OTU - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Brantford, Ontario, 16 December 1901. Trained in auto mechanics, he operated his own garage before joining RCAF. Enlisted in Vancouver, 2 November 1939 as Aero Engine Mechanic. To technical Training School, St. Thomas, 12 January 1940. Promoted LAC, 1 June 1940. To No.6 (BR) Squadron, 30 June 1940. To Charlottetown Detachment, 9 September 1940. Promoted Corporal, 15 December 1940. To No.10 SFTS, 15 February 1941. Promoted Sergeant, 1 July 1941. To No.3 Repair Depot, 8 July 1942. To No.6 (BR) Squadron, 21 April 1943. To Patricia Bay, 20 June 1943. To No.3 OTU, 31 December 1943. Promoted Flight Sergeant, 1 December 1944. To Technical and Engineering School, 3 August 1945. To No.3 Repair Depot, 1 September 1945. To No.8 Release centre, 16 November 1945. Retired 21 November 1945. Award presented 1 February 1946. NOTE: Sometimes spelled "Sidney" (incorrect).

This non-commissioned officer has continually set a fine example to other ranks by his keenness and desire to improve the efficiency and airworthiness of service aircraft. A device which has greatly improved the efficiency of Canso "A" aircraft was originated by this non-commissioned officer and has been accepted by the service and also by the manufacturers of the aircraft. Hard-working, conscientious and efficient, this non-commissioned officer has done great work and the contribution he has made to his station has been outstanding and praiseworthy.

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SMITH, FS Thomas (R118196) - **Mention in Despatches** - Station Patricia Bay - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 16 October 1893. Enlisted in Vancouver, 19 July 1941 in Service Police and posted to No.1 Manning Depot. To Trenton, 16 August 1941. Promoted Corporal, 27 September 1941 and posted to Western Air Command. Reverted to AC1, 19 October 1941. Promoted LAC, 19 January 1942. Promoted Corporal, 1 September 1942. Promoted Sergeant, 9 December 1942. To N.2 Group Headquarters, 24 January 1943. Promoted Flight Sergeant, 1 May 1943. To Patricia Bay, 29 June 1943. To No.2 Filter Detachment, 21 March 1945. To No.15 Explosives Depot, 27 May 1945. To Patricia Bay again, 1 September 1945. Retired 18 October 1945. Died 22 November 1945. NCO in charge of detention barracks, recommended 30 December 1944 for BEM (DHist file 181.009 D.2531, RG.24 Vol.20626).

This non-commissioned officer has an outstanding record and has been a tower of strength to his superior officers. The example he has set in maintaining Air Force discipline and morale has been reflected throughout the entire station. His deportment and conduct have provided an example for all the younger and more inexperienced men on the unit.

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SMITH, F/O Victor Eugene (J27259) - **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 24 May 1922 in Toronto; home there; enlisted there for General Duties, 8 July 1941 and posted to No.1 Manning Depot. To "S", 30 July 1941. To No.117 (BR) Squadron, 1 August 1941. Promoted AC1, 8 October 1941. Reclassified as Airframe Mechanic, 22 September 1941. To "K", 20 November 1941. To No.3 Repair Depot, date uncertain. Remustered to aircrew and posted to No.4 ITS, 11 September 1942; graduated 6 November 1942 and posted to No.23 EFTS; may have graduated 5 February 1943 but not posted to No.10 SFTS until 20 February 1943; graduated and commissioned 11 June 1943. To "Y" Depot, 25 June 1943; to RAF overseas, 29 June 1943. Promoted Flying Officer, 11 December 1943. Repatriated 2 August 1945. Retired 20 September 1945. Pilot in RCAF Auxiliary, Hamilton, Ontario, 1 November 1950 to 31 March 1958 (101256). Award sent by registered mail 20 April 1949. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 10 September 1944 when he had flown 36 1/2 sorties (158 hours 20 minutes), 12 April to 3 September 1944.

This officer has shown remarkable skill as a pilot and an inspiring example of courage and determination to his crew. During his long tour of thirty-six and a half operational sorties he has never failed to successfully bomb the target. For his splendid record of achievement and fine offensive spirit, Flying Officer Smith is strongly recommended for the award of the Distinguished Flying Cross.

The sortie list was as follows:

12 April 1944 - sea search (4.10)  
20 April 1944 - Lens (4.35, second pilot)  
22 April 1944 - Dusseldorf (4.40, second pilot)  
24 April 1944 - Karlsruhe (6.35, second pilot)  
30 April 1944 - Somain (4.30)  
7 May 1944 - Valerie-en-Ouese (3.35)  
19 May 1944 - Le Clipon (3.15)  
22 May 1944 - Le Mans (4.50)  
27 May 1944 - Bourg Leopold (4.25)  
31 May 1944 - Mount Couple (3.15)  
5 June 1944 - Houlgate (4.35)  
6 June 1944 - Coutrances (4.50)  
8 June 1944 - Matenne (5.45)  
12 June 1944 - Cambrai (4.20)  
15 June 1944 - Boulogne (3.30)  
17 June 1944 - Oisemont (4.00)  
21 June 1944 - St.Martin L'Hortier (4.00)  
23 June 1944 - Bienteques (3.30)  
24 June 1944 - Barnieres (3.40)  
6 July 1944 - Dequereaux (4.10)  
12 July 1944 - Thiverny (3.50)  
15 July 1944 - Nucourt (4.20)  
18 July 1944 - Wesseling (4.55)  
20 July 1944 - Sennes (3.35)  
28 July 1944 - Hamburg (5.05)  
3 August 1944 - Foret de Nieppe (3.25)  
4 August 1944 - Bois de Casson (4.25)  
5 August 1944 - St. Leu d'Esserent (4.35)  
7 August 1944 - La Hogue (4.25)  
8 August 1944 - Chantilly (4.10)  
9 August 1944 - Foret de Nieppe (3.15)  
12 August 1944 - Mont Richard (5.10)

15 August 1944 - Brussels (3.45)  
25 August 1944 - Brest (5.20)  
27 August 1944 - Mimoyeques (3.15)  
31 August 1944 - Ile de Cecembres (5.10)  
3 September 1944 - Volkel (3.50)

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SMITH, F/O William Alden (J11338) - **Mention in Despatches** - No.5 (BR) Squadron - Award effective 3 November 1944 as per **Canada Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born 17 July 1916. American, home in New York City. Enlisted in Montreal, 11 August 1941 and posted to No.4A Manning Depot. To No.3 ITS, 13 September 1941. Graduated and promoted LAC, 19 October 1941 but not posted to No.17 EFTS until 7 November 1941; graduated 3 January 1942 and posted to No.8 SFTS; graduated and commissioned, 24 April 1942; to No.31 GRS, 22 May 1942. To No.1 GRS, 15 August 1942. Promoted Flying Officer, 24 October 1942. To No.3 OTU, 12 April 1943. To Patricia Bay, date uncertain. To Eastern Air Command, 16 July 1943. To No.5 (BR) Squadron, 26 July 1943. Promoted Flight Lieutenant, 1 October 1943. To Station Yarmouth, 13 February 1945. To Release Centre, 18 September 1945; retired 20 September 1945.

This officer, as captain of a Canso aircraft, volunteered to search for a crashed Anson aircraft, in which mission he succeeded because of great perseverance and skill. Although weary from lack of sleep, the captain and his crew maintained vigil through the night and at dawn directed the rescue party to the scene of the crash. Although the pilot of the crashed aircraft had been killed, this determined and skilful effort resulted in the saving of the lives of three crew members.

SMITH, F/L William Alden (J11338) - **Air Force Cross** - Eastern Air Command Met Flight - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Award presented at Government House (date uncertain). Governor General's Records (RG.7 Group 26 Vol.59, file 190-I, dossier 7) has citation. When recommended he had flown 2,025 hours, of which 695 were on operations (72 sorties).

The pilot and meteorological flight commander has proved himself consistently to be a most keen and efficient captain of aircraft. On one occasion his speedy and accurate reporting of an enemy U-boat enabled subsequent attacks to be carried out against it. Persistently he has taken off on instruments in the face of most adverse weather, making possible the fine record of continuous daily flights which has recently been achieved by the Meteorological Flight. He has



displayed praiseworthy skill and devotion to duty.

\* \* \* \* \*

SMITH, F/O William Barton (J19490) - **Distinguished Flying Cross** - No.692 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 23 September 1919. Home in Toronto; enlisted there 9 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 28 December 1940. To No.3 ITS, 23 March 1941; graduated and promoted LAC, 3 May 1941 when posted to No.1 EFTS; graduated 21 June 1941 when posted to No.5 SFTS. Posted to Trenton, 17 July 1941. Posted to No.16 SFTS; 8 November 1941; graduated and promoted Sergeant, 27 February 1942. To "Y" Depot, 28 February 1942; to RF overseas, 19 March 1942. Commissioned 16 November 1943. Promoted Flying Officer, 15 May 1944. In Mosquito MM180, airborne at 2007 hours, 9 December 1944 from Graveley to attack Berlin. Aircraft abandoned, out of fuel, south of Romilly-sur-Seine and southeast of Paris. No injuries. F/O W.B.Smith RCAF and Flight Sergeant L.G.Williams, RAAF. Reported safe 16 December 1944. Repatriated 14 June 1946. Retired 13 September 1946. Award presented in Toronto, 30 November 1949. No citation, "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2//8772 has recommendation dated 19 May 1945 when he had flown 43 sorties (171 hours) as follows:

18 November 1944 - Wiesbaden  
21 November 1944 - Hanover  
23 November 1944 - Berlin  
27 November 1944 - Berlin  
9 December 1944 - Berlin  
5 January 1945 - Berlin  
6 January 1945 - Berlin  
8 January 1945 - Hanover  
10 January 1945 - Hanover  
16 January 1945 - Magdeburg  
18 January 1945 - Magdeburg  
21 January 1945 - Kassel  
22 January 1945 - Hanover  
8 February 1945 - Mainz  
11 February 1945 - Hanover  
18 February 1945 - Mannheim  
19 February 1945 - Erfurt  
21 February 1945 - Berlin  
22 February 1945 - Berlin  
26 February 1945 - Nuremburg  
27 February 1945 - Berlin  
1 March 1945 - Erfurt  
2 March 1945 - Kassel  
3 March 1945 - Wurzburg  
8 March 1945 - Hanover  
11 March 1945 - Berlin  
12 March 1945 - Berlin  
13 March 1945 - Bremen  
16 March 1945 - Berlin  
17 March 1945 - Berlin  
30 March 1945 - Berlin  
3 April 1945 - Magdeburg  
5 April 1945 - Magdeburg  
9 April 1945 - Berlin  
11 April 1945 - Berlin  
12 April 1945 - Berlin  
14 April 1945 - Hamburg  
15 April 1945 - Berlin  
17 April 1945 - Munich  
24 April 1945 - Kiel

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25 April 1945 - Munich

27 April 1945 - Husum

3 May 1945 - Kiel

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This officer has completed 43 operational sorties, some of which were against the most heavily defended targets in Germany, and includes 17 attacks on Berlin. He has always shown himself to be an outstanding captain of aircraft, and has displayed a fine offensive spirit in pressing home his attacks with skill and determination. For his courage and devotion to duty he is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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SMITH, Corporal (now Sergeant) William Horace (R51945) - **British Empire Medal** - No.10 Squadron (Canada) - Award effective 11 June 1942 as per **Canada Gazette** of that date and AFRO 1000-1001 dated 3 July 1942. Born 19 June 1919. Home in Windsor, Ontario; enlisted there 31 October 1939. Award presented 3 December 1942. Later commissioned (C26531). Remained in postwar RCAF (26992). Retired 16 February 1971

Corporal Smith is considered the outstanding ground crewman (Aero Engine Mechanic, Fitter) in No.10 (BR) Squadron, and his efforts have contributed to a major degree to the continual efficiency of his unit in carrying out reconnaissance work over the North Atlantic. For these reasons he is strongly recommended for the above award.

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SMITH, S/L William John (J10553) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 1916 in Wilkie, Saskatchewan; home in Victoria (ex-Royal Canadian Artillery); enlisted in Halifax, 28 May 1941 and posted to No.1 Manning Depot. To No.5 SFTS (guard duty), 3 July 1941. To No.5 ITS, 8 August 1941; graduated and promoted LAC 24 September 1941 when posted to No.3 EFTS; graduated 21 November 1941 and posted next day to No.14 SFTS; graduated and commissioned 13 March 1942. To Trenton, 29 March 1942. To No.4 SFTS to instruct, 17 May 1942. Promoted Flying Officer, 1 October 1942. To No.17 SFTS, 7 March 1943. Promoted Flight Lieutenant and posted to No.3 Training Command, 15 May 1943. To No.17 SFTS again, 23 June 1943. To Embarkation Depot, 10 January 1944. Promoted Squadron Leader overseas. Repatriation date uncertain. Reverted to Flight Lieutenant in postwar RCAF, 1 October 1946 (25960). Award sent by registered mail 28 June 1949.

Squadron Leader Smith has completed a large number of sorties during a tour of operations. He has always displayed a fine fighting spirit which was well demonstrated during an attack against Magdeburg in January 1945. Soon after leaving the English coast the starboard inner engine of his aircraft failed and a little later the port outer engine also failed. Although in consequence he was

behind in timing and below the briefed bombing height, this officer pressed home his attack and successfully bombed the target. As a flight commander Squadron Leader Smith has displayed outstanding leadership and devotion to duty of the highest order.

The original recommendation was drafted 18 May 1945 by W/C F.R. Sharpe when he had flown 22 sorties (140 hours 40 minutes); sortie list and text as follows:

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

6 November 1944 - Gelsenkirchen (4.50)  
16 November 1944 - Julich (4.50)  
26 November 1944 - Neuss (5.30)  
5 December 1944 - Soest (6.50)  
2 January 1945 - Ludwigshaven (7.25)  
5 January 1945 - Hanover (6.15)  
6 January 1945 - Hanau (6.55)  
13 January 1945 - Saarbrucken (7.10)  
14 January 1945 - Grevenbroich (7.00)  
16 January 1945 - Magdeburg (6.45)  
1 February 1945 - Mainz (7.30)  
7 February 1945 - Goch (6.10)  
23 February 1945 - Essen (6.25)  
5 March 1945 - Chemnitz (9.20)  
7 March 1945 - Hemmingstadt (5.55)  
8 March 1945 - Hamburg (5.45)  
12 March 1945 - Dortmund (6.15)  
14 March 1945 - Zweibrucken (6.50)  
31 March 1945 - Hamburg (5.50)  
4 April 1945 - Harburg (6.00)  
8 April 1945 - Hamburg (6.30)  
25 April 1945 - Wangerooge (4.40)

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

Squadron Leader Smith has completed a large number of sorties against the enemy as pilot and captain of a four-engined bomber crew. This officer has consistently exhibited a conspicuous keenness for operations and his general enthusiasm and squadron spirit have been outstanding.

His fine offensive spirit was well illustrated during an attack on Magdeburg on the night of January 16<sup>th</sup>, 1945. Soon after leaving the English coast, it became necessary to feather the starboard inner engine due to a partial engine failure. Shortly after the port outer engine experienced the same partial failure. Deeming it impossible to carry on on two engines, the port outer was used to gain some additional power. The pilot pressed on to the target under these conditions, even though he was 14 minutes behind in timing and much below briefed bombing height. There was fighter activity en route and in the target area, and also moderate flak, but the primary target was successfully bombed.

For several months Squadron Leader Smith has filled the position of flight commander with unqualified success. It is earnestly recommended that this officer be favourably considered for the non-immediate award of the Distinguished Flying Cross.

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SMITH, W/C William McKay (C778) - **Member, Order of the British Empire** - Western Air Command Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Winnipeg, 5 April 1913. Served in Second Battalion, Winnipeg Light Infantry, 21 June 1928 to 19 January 1933. Educated, University of Manitoba (B.Sc., electrical engineering); COTC Cadet, 1 November 1932 to 1 October 1935; Second Lieutenant, 2 October 1935 to 4 July 1937. Draughtsman. Enlisted in RCAF, Winnipeg, 5 July 1937 in Equipment Branch with rank of Flying Officer. Posted from Trenton to No.3 Repair Depot, Vancouver, 31 January 1938. To No.22 Magazine Detachment, Debart, July 1939. Promoted Flight Lieutenant, 1 December 1939. To No.4 SFTS, Saskatoon, June 1940. Promoted Squadron Leader 1 November 1940. To No.2 Training Command Headquarters, 25 August 1941. To "Y" Depot, 1 June 1942; to RAF overseas, 5 June 1942. To No.3 Maintenance Unit, Maintenance Command, Milton, June 1942. Promoted Wing Commander, 22 August 1942. To No.7 Maintenance Unit, Quedgeley, 25 December 1942. Repatriated 27 July 1943. To Trenton, 22 August 1943. To Western Air Command Headquarters, 22 October 1943. Promoted Acting Group Captain, 1 March 1945. To Northwest Air Command, 5 May 1946. To Western Air Command again, 9 June 1946. Award presented 1 February 1946. To No.9 (Transport) Group, 8 August 1946. Remained in postwar RCAF, reverting to Wing Commander on 1 October 1946. To Material Command Headquarters, 21 January 1947. To Staff College, Toronto, 10 October 1947. To Canadian Joint Staff, Washington, 29 July 1948. To AFHQ, Ottawa, 3 September 1951. To No.1 Air Division Headquarters, Metz, France, 5 May 1953. To No.1 Supply Depot, Downsview, 27 June 1957. To No.7 Supply Depot, Lancaster Park, 4 January 1958. Promoted Group Captain, 15 November 1958. To Air Material Command Headquarters,

Ottawa, 7 September 1963. Retired 25 November 1966. Died 14 July 1995 in Richmond, British Columbia.

This officer's work in equipment and supply administration has produced excellent results. The leadership, devotion to duty and cheerful willingness to surmount all obstacles have won for this officer the admiration and respect of all with whom he has been associated. As Senior Equipment Staff Officer his contribution to the war effort has been outstanding. The efficiency, initiative and energy he has displayed have been most praiseworthy.

Recommendation raised 31 January 1945 by G/C E.C. Luke, Senior Administration Officer, Western Air Command, as follows:

This officer's achievements in Equipment and Supply administration resulting from his effective leadership, personal devotion to duty and cheerful willingness to surmount all obstacles, have won the admiration of all with whom he comes in contact, and are worthy of special recognition. His contribution to the RCAF and to the war effort has been outstanding.

**Selected Assessments:** "An officer of average professional ability but above average in all other Service characteristics. Above average in loyalty and devotion to duty." (W/C B.M. Aronson, No.2 Training Command, 9 December 1941).

"An officer who has a thorough knowledge of his profession. Amiable disposition and well liked by those with whom he comes into contact." (G/C W.E. Baker, Headquarters, Western Air Command, 22 January 1944).

"Wing Commander Smith is in charge of the general procurement policy and planning branch and is doing a very satisfactory job of it. He is a very steady, sound, reliable officer who can work under extreme pressure without becoming ruffled. Particularly well liked by everyone. Domestic affairs appear very tidy." (Air Commodore J.B. Millward, 1 September 1952). To this is added, "While agreeing with the above assessment and remarks, I would point out that this officer is no ball of fire." (Air Commodore D.S. Blain); and "This officer is somewhat slow of thought and action." (Air Vice Marshal D.M. Smith, AFHQ).

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SMITH, F/L William Robert (J18361) - **Distinguished Flying Cross** - No.408 Squadron (deceased) - Award effective 24 February 1944 as per **London Gazette** dated 21 December 1945 and AFRO 155/46 dated 15 February 1946. Born 12 July 1921 in Toronto; home there. Attended Eglinton Public School (1926-1934), North Toronto Collegiate Institute (1934-1940), and Victoria College, University of Toronto, 1940-41 (Political Science and Economy, Honours student). Enlisted there 22 July 1941. Posted to No.1 Manning Depot, Toronto, 10 September 1941; to No.3 Training Command Headquarters, Montreal, 27 October 1941 and apparently assigned to guard



duty at No.9 BGS, Mont Joli, where on 29 January 1942 he was awarded 48 hours detention for "Neglecting to Obey Guard Orders". Posted to No.3 ITS, Victoriaville, 2 February 1942; graduated and promoted LAC, 28 March 1942; taken on strength of No.14 EFTS, Portage la Prairie, 12 April 1942; taken on strength of No.10 SFTS, Dauphin, Manitoba, 4 July 1942; graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, Halifax, 7 November 1942. To RAF Trainee Pool, 22 November 1942. Disembarked in Britain, 30 November 1942 and posted to No.3 PRC, Bournemouth. To No.15 (P) AFU, 23 February 1943. Attached to Dishforth, 3 March to uncertain date. Posted to No.22 OTU, 20 March 1943. Promoted Flight Sergeant, 23 April 1943. To No.1659 Conversion Unit, 22 June 1943. To No.408 Squadron, 15 July 1943. Commissioned 20 July 1943. Promoted Flying Officer, 20 January 1944. Appointed Acting Flight Lieutenant, 24 January 1944. Killed in action 25 February 1944 (Lancaster DS791, No.408 Squadron); buried in Germany. Award presented at Government House to next-of-kin, 7 November 1949. Photo PL-48175 shows his mother, Mrs. Edna R. Smith (Toronto) after presentation.

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

NOTE: When interviewed for RCAF, 23 May 1941, F/O R. Key wrote, "Excellent type, above average education. Athletic, keen and alert - good appearance; will develop under training to first class Air Crew material. Officer Caliber."

Course at No.3 ITS lasted 2 February to 27 March 1942. Courses and marks as follows: Mathematics (140/150), Armament, P and O (45/50), Signals (150/150), Anti-Gas (44/50), Aircraft Recognition (95/100), Drill (95/100), Law and Discipline (94/100), Navigation (145/200) and General Studies (95/100). He placed 9<sup>th</sup> in a class of 59 and was described as "Neat in appearance, mature, intelligent, pleasing personality, alert." Graded 120 (out of what ?) In "Character and Leadership".

Course at No.14 EFTS lasted 13 April to 3 July 1942 (Tiger Moths); in Flying Training he flew 41.25 dual, 42.15 solo, of which 10.05 was instrument flying, four hours at night; also logged 14 hours in Link. Although passed, the CFI wrote, "Still has a little difficulty with landings. Inclined to be on the nervous side. Should overcome this with further experience." Ground Training courses and marks were as follows: Airmanship (170/200), Airframes (78/100), Aero Engines (65/100), Signals, Practical (95/100), Theory of Flight (61/100), Air Navigation (169/200), Aircraft Recognition (70/75), Armament (119/125). Graded first in a class of 27.

Course at No.10 SFTS lasted 3 July to 23 October 1942 (Crane) where he logged 61.10 day dual, 90.15 day solo, 9.10 night dual, 10.50 night solo of which 24.15 was instrument flying. Also logged 21.30 in Link. S/L B.C. Andrew (Flight Commander) described him as "Just an average pilot who has progressed satisfactorily with training." Ground School subjects and marks were as follows: Airmanship and Maintenance (141/200), Armament-W (80/100), Armament-P (88/100), Navigation (127/150), Meteorology (35/50), Signals Theory (45/50), and Signals

Practical (90/100). Chief Ground School Instructor (S/L C.H. Clark) described him as "Above average student - mature and serious minded - pleasant personality." However, on 6 July 1942 he was awarded five days confined to base for being absent without leave, 5-6 July 1942 (18 hours and 30 minutes). Moreover, on 6 September 1942 he was confined to base for four days for "Failing to appear on Station Church parade, 6 September 1942, when ordered to do so." These incidents may have been what denied him a commission at the outset.

The course at No.15 (P) AFU lasted 23 February to 20 April 1943 (Oxford aircraft). While there he logged 19.45 day dual and 31.50 day solo (three hours 55 minutes day dual to first day solo) and 10.55 night dual plus 10.45 night solo (two hours 30 minutes night dual to first night solo). He logged three hours five minutes on instruments and 10.30 in Link. Flying Test subjects and marks were as follows: General Flying (240/400), Applied Flying (115/200), Instrument Flying (160/250), Night Flying (55/100) and Link Trainer (37/50). Character and Leadership graded as 60/100. On 1 March 1943 he was reprimanded for "negligently damaging one of his Majesty's aircraft, Oxford 792 [possibly HF782] at 0850 hours on 1 March 1943." It was a taxiing accident (Repairable at Unit). In spite of this, he was described by S/L G. Bulman as "A hard working, keen average pilot."

At No.22 OTU the course lasted from 20 April to 22 June 1943 (Wellington III aircraft). He logged 12.35 day dual and 33.55 day solo (6.25 day dual to first solo), 17.20 night dual, 30.35 night dual (6.25 night dual to first night solo). Of this, four hours 30 minutes was formation flying and 29 hours on instruments plus 15 hours in Link. There was no ground school; flying courses and marks were as follows: General Flying (240/400), Applied Flying (115/200), Instrument Flying (160/250), Night Flying (65/100) and Link (35/50). Character and Leadership graded as 65/100. Described by G/C R.B. Jordan [?] as follows "Good average pupil pilot. Had trouble at first through not knowing enough about the aircraft but since we pointed out his stupidity he has shown a very great improvement and has taken full advantage of his course. Keeps his crew together quite well and is a man of excellent principles. One Bullseye. Two cross countries above 10,000 feet. Average petrol consumption for cross countries - 1.91 mpg. Fighter Affiliation carried out with T.T. Flight. Recommended for a commission."

A report from No.1659 Conversion Unit dated 21 July 1943 listed the crew as follows:

Pilot - R115382 Sergeant Smith

Navigator - J14577 P/O Rigers (this was C.F. Rigers, DFC, killed with Smith)

WOP - 1223079 Sergeant Bowler (this was R.E. Bowler, killed with Smith)

AG - R142882 Sergeant Pettit

Bomb Aimer - R124942 Sergeant Beer (later P/O L.S. Beer, killed with Smith)

FE - 1791520 Sergeant Crofts (later 172205 P/O F.C. Crofts, killed with Smith)

The assessment of the CU course stated: "Time on course 46.55. Average (4). Low average Pilot who must be checked for small carelessness. Crew work well but Navigator should be watched. A good deal of 'Finger Trouble' throughout the Course but should improve with Operational experience" (signed by W/C R.S. Turnbull).

Squadron Leader Russell (No.408 Squadron) wrote of him (27 February 1944), "An above average captain with an excellent operational record in this squadron."

The website "Lost Bombers" gives the following on his loss. Lancaster DS791, No.408 Squadron (EQ-F), target Augsburg, 25/26 February 1944. DS791 was delivered to No.408 Squadron on 12 November 1943 and took part in the following operations: 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; Berlin, 29/30 December 1943; Berlin, 1/2 January 1944; Berlin, 2/3 January 1944; Brunswick. 14/15 January 1944; Berlin, 30/31 January 1944; Berlin, 15/16 February 1944; Leipzig, 19/20 February 1944; Schweinfurt, 24/25 February 1944; Augsburg, 25/26 February 1944 (lost). When lost this aircraft had a total of 187 hours. It was one of two No.408 Squadron Lancasters lost on this operation; the other was DS845. Airborne at 2111 hours, 25 February 1944 from Linton-on-Ouse. Cause of loss and crash- site not established. Crew were F/L W.R.Smith, DFC, RCAF (pilot, 28 trips, 186.03 hours, killed); Sergeant F.Crofts (killed); F/O C.F.Ridgers, DFC, RCAF (navigator, 24 trips, 163.30 hours, killed); Flight Sergeant L.S.Beer, RCAF (, bomb aimer, 26 trips, 180.41 hours, killed); Flight Sergeant R.E.Bowler (RAF, WOP/AG, 26 trips, 173.32 hours, killed); Flight Sergeant C.O.Draper, RCAF (air gunner, 20 trips, 137.08 hours, killed); Flight Sergeant D.G.Mullock, RCAF (air gunner, 23 trips, 154.20 hours, POW); Sergeant Fred Crofts (flight engineer, RAF, 27 trips, 183.41).

\* \* \* \* \*

SMITH, S/L William Watson (C878) - **Air Force Cross** - No.5 EFTS - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Enlisted at Calgary, 18 June 1938. Had previously organized Calgary Flying Club. Flight Lieutenant as of 1 November 1940. With No.5 EFTS as of 20 January 1942. Promoted Squadron Leader, 1 June 1942. Award presented 30 March 1944. To Release Centre, 16 December 1944. Retired 9 February 1945. Died in Paris, Ontario, age 75, on 23 October 1980.

This officer has been engaged in Flying Instructor duties since May, 1939. During this period he has flown 1,900 hours, his hours having been limited by his employment on administrative duties as Chief Flying Instructor. The number of hours flown by Squadron Leader Smith totals 4,700. In this time he has never been involved in any accident causing damage to aircraft or injuries to personnel. He has been responsible for the organization of the flying training at this unit since its inception in 1940. Prior to that time, he supervised the training of Provisional Pilot Officers in his capacity as Chief Flying Instructor and Manager of a civilian-operated school. This officer's efficiency and conscientious devotion to duty have been an inspiration to all officers and students under his command.

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SMITHBOWER, F/O Richard Joseph (C17182) - **Mention in Despatches** - No.239 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2

March 1945. Born 8 January 1912. Home in Hamilton, Ontario; enlisted there 12 April 1941 as Radio Mechanic Under Training. To No.1 Manning Depot, 27 April 1941. To University of Toronto, 23 May 1941. Promoted LAC, 30 August 1941. To Embarkation Depot, 28 September 1941. To RAF overseas, 2 October 1941. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 April 1943. Commissioned 20 April 1943 in Radar Branch. Promoted Flying Officer, 20 October 1943. Repatriated 25 September 1944. To No.5 Radio School, 29 October 1944. To Moncton, 13 May 1945. To Debert, 2 June 1945. To Release Centre, 10 July 1945; retired 29 July 1945. No citation. NOTE: Name sometimes given (incorrectly) as "Smith-Bower".

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SMITHMAN, F/O Ernest Lloyd (J35822) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 15 October 1922. Enlisted in Vancouver, 18 September 1942. To No.3 Manning Depot, 4 October 1942. To No.3 SFTS (guard duty), 23 November 1942; to No.4 ITS, 6 February 1943; graduated and promoted LAC, 12 April 1943 but not posted to No.2 AOS until 1 May 1943; graduated and commissioned 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, 21 October 1943. Promoted Flying Officer, 17 March 1944. Repatriated 2 August 1945. To No.3 Repair Depot, 13 August 1945. To No.6 OTU, 25 October 1945. To Patricia Bay, 16 January 1946. To No.9 (Transport) Group, 27 January 1946; to No.168 (Transport) Squadron, 29 January 1946. To No.8 Release centre, 27 March 1946. Retired 16 April 1946. 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.2610 (RG.24 Vol.20627) has recommendation by W/C G.A. Tambling dated 19 May 1945 when he had flown 30 sorties (190 hours 40 minutes). Of these, six were with No.424 Squadron (14 July to 9 August 1944) and the rest with No.433 (6 December 1944 to 3 May 1945 - last sortie recalled from Gardening).

This officer, Navigator in the crew captained by Flight Lieutenant Strelchuk, has now completed twenty-nine trips over enemy territory including several long distance targets which called for a high degree of navigational ability.

Flying Officer Smithman 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:

14 July 1944 - Anderbelck (3.50)  
20 July 1944 - Ferme-de-Grande-Bois (3.40)  
23 July 1944 - Donges (6.10)  
5 August 1944 - St. Leu d'Esserent (4.35)  
7 August 1944 - La Hogue (4.30)  
9 August 1944 - Prouville (4.10)  
\* \* \* \* \*  
6 December 1944 - Osnabruck (6.20)  
17 December 1944 - Duisburg (6.45)  
26 December 1944 - St. Vith (5.20)  
5 January 1945 - Hanover (5.15)  
6 January 1945 - Hanau (7.20)  
13 January 1945 - Saarbrucken (7.30)  
16 January 1945 - Oslo (7.40)  
21 February 1945 - Duisburg (7.05)  
24 February 1945 - Portagrunn (7.40)  
2 March 1945 - Christenson (6.15)  
5 March 1945 - Chemnitz (10.30)  
7 March 1945 - Dessau (9.05)  
11 March 1945 - Essen (6.30)  
12 March 1945 - Kattegat (6.10)  
14 March 1945 - Zweibrucken (7.15)  
15 March 1945 - Hagen (7.55)  
20 March 1945 - Hemmingstadt (6.00)  
24 March 1945 - Bottrop (5.55)  
25 March 1945 - Hanover (6.30)  
31 March 1945 - Hamburg (5.50)  
9 April 1945 - Kiel Bay (5.55)  
13 April 1945 - Kiel (6.55)  
21 April 1945 - Kattegat (6.40)  
3 May 1945 - Gardening (4.55, duty not carried out)

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SMITTEN, Sergeant Leslie (R60902, later J19503) - **Distinguished Flying Medal** - No.9 Squadron - Award effective 15 August 1941 as per **London Gazette** of that date and AFRO 1292/41 dated 7 November 1941. Born Calgary, 24 January 1918; home in Edmoton; enlisted there 29 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 16 September 1940; posted that date to No.3 AOS; to Nos.2 BGS, 9 December 1940; graduated and promoted Sergeant, 19 January 1941. Posted that date to No.1 ANS. To Embarkation Depot, 12 March 1941; to RAF overseas, 29 March 1941. Taken on strength of No.3 PRC, 2 May 1941. To No.20 OTU, 4 May 1941. To No.9 Squadron, 28 June (first reported sortie with unit was 5/6 July 1941, Munster) to

11 August 1941 when posted to Station Honington (non-effective). To No.15 OTU, 20 January 1942. Invested with award by King George VI, 5 May 1942. To No.28 OTU, 28 October 1942. Commissioned 23 February 1943. To No.57 Squadron, 1 April 1943. To No.44 Squadron, 12 April 1943. To No.1661 Conversion Unit, 18 April 1943. To No.28 OTU, 12 May 1943. Promoted Flying Officer, 23 August 1943. To No.82 OTU, 8 September 1943. To RCAF Overseas Headquarters, 23 January 1944. Embarked for Canada (operational leave), 23 January 1944. Retained in Canada, 24 February 1944. To No.1 Central Navigation School, 12 June 1944. To No.10 AOS, 29 August 1944. Promoted Flight Lieutenant, 23 February 1945. To No.7 BGS, 13 April 1945. Retired 29 August 1945. Rejoined as Personnel(Education Officer) in Trail, British Columbia, 8 February 1957 (301614) and assigned to No.5 Air Division. Released 19 October 1959. Died in Castlegar, British Columbia, 22 December 1985 as per British Columbia Vital Statistics. RCAF photo PL-2713 shows Sergeants M.R. Sharun (St. Paul, Alberta), H.V. Peterson (Calgary), L. Smitten (Edmonton) and L. Bolli (Jasper, Alberta). Cited with Sergeant Jack Cyril Saich (RAF).

Sergeants Saich and Smitten were captain and navigator of an aircraft engaged in an attack on a target at Bremen one night in July. When over Bremen the aircraft was caught and held by a large concentration of searchlights and immediately subjected to most intense and accurate fire from the ground defences. One shell burst wounded the rear gunner and cut the hydraulic controls of the turret, and a second set fire to the fabric of the fuselage. In a few seconds the fire spread backwards to the tail fin. Sergeant Smitten endeavoured to reach the rear gunner, but being driven back by the fire, he attacked it with an extinguisher and successfully subdued it. He then succeeded, with difficulty, in releasing the injured rear gunner who was trapped in his damaged turret. During this time another shell splinter ignited the forced landing flares in the port mainplane, but these burnt through and fell away from the aircraft. Despite all these hazards, Sergeant Saich successfully extricated his aircraft from this area and set course for home. In spite of the damage sustained he succeeded, with the skilful navigation of Sergeant Smitten, in reaching the shores of this country where he made a forced landing without further injury to the crew. Both airmen displayed great courage, coolness and determination.

NOTE: Public Record Office Air 2/8858 has recommendation drafted 23 July 1941 when he had flown three sorties (17 operational hours).

Wellington aircraft T2619 with Sergeant Saich as captain of aircraft and Sergeant Smitten as navigator, took off on a bombing mission against a target in Bremen at 2330 hours on the night of 14<sup>th</sup> July 1941.

At 0140 hours on the 15<sup>th</sup> July 1941, the aircraft was over Bremen at the height of 11,000 feet, when it was caught and held in a large concentration of searchlights. It was immediately subjected to the most intense and accurate light and heavy anti-aircraft fire. One shell burst immediately behind and under the rear turret, wounding the rear gunner in the shoulder and in the hand, and

cutting the hydraulic controls to the turret. Another shell burst inside the fuselage of the aircraft just level with the leading edge of the tail-plane. Fragments of this shell riddled almost everything inside the rear portion of the fuselage with holes, and set fire to the fabric. In a few seconds the whole of the fabric aft of this portion was ablaze and also the tail fin. In the pilot's words, this seemed to be the signal for every anti-aircraft gun in the target area to give full and uninterrupted attention to this one aircraft. However, by skilful and evasive action, Sergeant Saich managed to prevent his aircraft receiving any further direct hits. During this time the navigator, Sergeant Smitten, was endeavouring to reach the rear gunner to render him assistance, but he was driven back by the fierce fire raging round the tailplane. He returned to attack the fire with a fire extinguisher, with which he finally subdued it, and he then managed to extinguish the fire on the fin by spraying it through the frame work of the fuselage.

The rear gunner had swung his turret into the beam position and was preparing to abandon aircraft, when Sergeant Smitten eventually reached him. It was then found that the turret was jammed in the beam position by the turret doors which were open. Sergeant Smitten, leaning through the side of the fuselage, managed to smash off the doors when the rear gunner was able to swing his turret amidships again and extricate himself.

Meanwhile, another shell splinter had ignited the forced landing flares in the port main plane. Sergeant Saich, seeing these flames, thought that his port engine was on fire. He promptly turned off the petrol to this engine, opened the throttle fully and switched it off. Luckily, the burning flares burnt through the main-planes and fell away from the aircraft. Sergeant Saich then turned on the petrol again and restarted the port engine.

All this time the aircraft was still under the most accurate and intense anti-aircraft fire. The second pilot, who was pumping what oil remained in the auxiliary oil tank into the engines, described the shell splinters as rather like hail tearing through the aircraft.

At the time when the aircraft was first hit, the pilot was on his bombing run with his bomb doors open. Unfortunately, only one bomb was released and notwithstanding all the efforts of Sergeant Smitten, the remaining six bombs "hung up", and with the hydraulic system throughout the aircraft shot away, it was found impossible to close the bomb doors.

The captain, having extricated the aircraft from the attention of the ground defences, set course for base. The aircraft was extremely difficult to fly because a shell has passed straight through the starboard main-plane, and the hole left was blanketing off the starboard aileron. As the bomb doors were open and the

major portion of the bomb load could not be released, the airspeed obtainable was very low. The aircraft arrived over the English coast on track for its base some four hours later at 0535 hours. It was then nearly daylight and the captain having had no petrol showing on the gauges for two hours, and fearing that he might run out at any minute, decided to force-land. He tried to pump the undercarriage down with the emergency hydraulic gear, but only succeeded in getting one side down and the tail wheel. He landed successfully in a barley field on one wheel, and the aircraft struck an obstruction pole, swung round and came to rest on its belly with a broken back.

An examination of the aircraft shows that the shell which passed through the starboard main-plane just missed the petrol tanks. Shell fragments had pierced the port airscrew in three places. The fuselage and rear turret were holed in many places. The whole of the fabric on the fuselage extending nine feet forward from the rear turret and the lower part of the fin was burnt away. Another shell had carried away the top portion of the rudder.

With the second pilot slightly wounded, the rear gunner out of action and no petrol showing on the gauges, this aircraft was navigated nearly 300 miles across the North Sea under extremely difficult conditions and managed to force land successfully on track for its base, without further injury to the crew..

On 25 July 1941 the Officer Commanding, Station Honington, wrote:

I consider that this young and inexperienced navigator showed the most intense courage and total disregard for his own safety, when under intense anti-aircraft fire, for not only did he extinguish a dangerous fire in the aircraft, but he liberated the trapped tail gunner and subsequently navigated the almost un-airworthy aircraft safely back to our shores. I strongly recommend him for the award of the Distinguished Flying Medal.

This was subsequently endorsed by the air Officer, No.3 Group (27 July 1941) and approved by the Air Officer Commanding-in-Chief, Bomber Command (1 August 1941).

A biographical note in his DHH file has some material on his stay with No.9 Squadron but no details on other postings. The note reads, in part:

The Form 540 of No.9 Squadron contains accounts of operations and of weather only, so the date of Smitten's posting cannot be confirmed. He appeared first in the crew list of an operation on the night of July 5<sup>th</sup>, an attack on the railway and canal junction at Munster. His captain was Sergeant Anderson and most of the crew had had operational experience. The town was apparently taken by surprise and practically undefended. Great damage was done by nearly 90 Wellingtons and Whitleys of Bomber Command, large fires being visible for 80



miles from the target. Sergeant Anderson's crew dropped their bombs between Greven and Munster, starting a fire which burned with dark red flames.

Smitten's next sortie was with the same pilot on July 7/8th. They had just taken off for Cologne when one of their engines caught fire. They jettisoned their bombs in a wood near base and made a safe landing little more than half an hour after they had left. A smaller, but fairly successful second attack was made on Munster on July 8/9th, with Sergeant Smitten again in Anderson's crew. They saw their bombs burst about 500 yards north of the aiming point. Other crews saw direct hits on the Post Office and many fires.

It is quite likely that Sergeant Smitten had come to the squadron from the Operational Training Unit was one of a complete crew, and that he and the pilot were having their first operational sorties "under instruction." From July 10<sup>th</sup> on his captain was Sergeant Saich, who had been a second pilot with F/L Wilberforce on the raids previously mentioned, and the rest of the crew (except the second pilot) had not previously appeared in the crew lists.

Their first sortie was on July 10/11th against Cologne. Weather was very poor and identification difficult. Saich's crew was one of several that bombed what they thought was Bonn, as they failed to find the primary target. Thick haze made their second operation difficult and less than half the aircraft detailed reached the target. Saich's crew was among them, however, but could observe no results after dropping their bombs in the right area. The story of their next sortie is told in the squadron Form 540 (Transcriber's note: the following does not seem to be in the Form 540 as consulted on-line but may have been in an Appendix):

"This aircraft took off to attack a target in Germany. Whilst over the target area, they were held in a cone of searchlights and fired at, but not hit. During violent evasive action they lost height from 13,000 to 11,000 feet, when they were again caught in searchlights and sustained a number of hits from light anti-aircraft fire in the fuselage and main planes. The aircraft was set on fire in the rear portion of the fuselage and on the fin. The forced landing flare in the main plane was set on fire. The pilot, thinking that the port engine was on fire, switched off the petrol to that engine and switched the engine off, but the fire eventually went out so he turned on the petrol and restarted the engine. It was found then that the bomb doors were open, the hydraulics having been shot away. The navigator succeeded in extinguishing the fire in the fuselage.

"They had only been able to drop one bomb, and the rest, consisting of six 500-pound bombs, they were unable to drop by any means. Three members of the crew were hit by shrapnel, but only slightly injured.

“The captain set course for base, but owing to the bomb load still being on the bomb doors open, his air speed was very low, and the pilot was using as little throttle as possible to conserve his petrol, as he did not know if he had been hit in the tanks. There was a shell hole in the starboard main plane, which was blanketing off the aileron and which made the aircraft difficult to fly. Two fixes were obtained from this aircraft, one over the Dutch coast south of Texel, and the other just off the English coast. Just after this latter fix, the aircraft obtained homing bearings from Newmarket H/F D/F Station.

“About this time, the captain being satisfied that he was going to reach land before running out of fuel, decided to test his undercarriage, which he lowered, thus detracting further from the aircraft’s airspeed. He was, however, unable to bring it up again, as the main hydraulic system had been shot away. On reaching the coast, and his petrol gauges having shown nothing for some time, he thought that he was about to run out of fuel and decided to force land immediately rather than attempt to make an aerodrome. He selected a large field where he could land into wind, and after attempting to lock the undercarriage down with the emergency hydraulic system, he executed a forced landing in the selected field. In the half light of the dawn the pilot had not noticed that the field was obstructed by poles and ropes. He struck two of these poles prior to touching down, which were carried away successfully. On touching down, the starboard oleo leg collapsed and the aircraft striking another post, swung round and broke in two forward of the main rear member. All the crew returned to Honington with the exception of the rear gunner, who was taken to Norwich hospital after the captain had ensured that a guard had been placed on the aircraft.”

For their part in this feat, Sergeant Saich and Sergeant Smitten were granted the immediate DFM. This was announced in the **London Gazette** on August 15<sup>th</sup> in a citation which tells how Sergeant Smitten fought the flames with an extinguisher and “then succeeded, with difficulty, in releasing the injured rear gunner who was trapped in his damaged turret.”

With a new rear gunner and a new second pilot, the crew set out on the night of July 25<sup>th</sup> to bomb Hamburg. Only three of the nine Wellingtons despatched by No.9 Squadron reached their primary objective. Sergeant Saich’s crew was one which picked an alternative target to attack, in their case Saint Peter. Their next sortie was against the same target and this time the attack was more successful. Although pinpointing was difficult owing to haze, most of the aircraft identified the city and it was estimated to have received a sharp attack.

This was the last operation in which Smitten’s name appears. On August 6<sup>th</sup> the crew had a different observer, and it is presumed that Smitten was ill, as he was posted on August 11<sup>th</sup> to the non-effective strength of Honington station - which usually indicates injury or illness. And there the record of his activities ends,

except for the list of postings.

\* \* \* \* \*

SMYTH, F/L Eldon Robert (J19459) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 22 July 1922. Home in Trochu, Alberta; enlisted in Calgary, 14 March 1941 and posted to No.2 Manning Depot. To No.5 BGS, 2 May 1941 (guard duty). To No.2 ITS, 3 July 1941; graduated and promoted LAC, 20 August 1941 when posted to No.15 EFTS; graduated 10 October 1941 when posted to No.11 SFTS; graduated and promoted Sergeant, 2 January 1942. To "Y" Depot, 3 January 1942; to RAF overseas, 23 January 1942. Promoted Flight Sergeant, 2 July 1942. Promoted WO2, 2 January 1943. Commissioned 3 December 1943. Promoted Flying Officer, 3 June 1944. Promoted Flight Lieutenant, date uncertain. Repatriated 14 May 1945. To No.5 OTU, 11 August 1945. To No.2 Flying Training School, 18 November 1945. To No.124 Squadron, 30 December 1945. To No.8 Release centre, 14 February 1945. Retired 9 March 1946. Award sent by registered mail 11 March 1950. RCAF photo PL-42330 (ex UK-19186 dated 28 February 1945) shows three pilots in a huddle after a raid in Dortmund - F/L R.F. Bertran (Hagersville, Ontario), F/L E.R. Smyth (Trochu, Alberta) and S/L W.C. Pierce (Reston, Manitoba). Died in Edmonton, 3 October 2009 as per **Legion Magazine**, "Last Post" column, March-April 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." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 15 April 1945 when he had completed 36 sorties (220 hours 15 minutes), 25 August 1944 to 21 March 1945.

This officer has, since August 1944, made thirty-six sorties over enemy territory, and has attacked many of the heavily defended targets including Hamburg, Cologne (4), Dortmund, Essen and Dresden.

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.

Flight Lieutenant Smyth's aircraft has on numerous occasions been attacked by enemy aircraft, but despite this he has always pressed home his attacks with courageous determination. He has shown exceptional qualities of leadership and fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

25 August 1944 - Ferfay (4.15)  
27 August 1944 - Mimoyieques (3.40)  
28 August 1944 - Ferme du Grand Bois (3.55)  
12 September 1944 - Dortmund (5.40)

17 September 1944 - Boulogne (3.45)  
20 September 1944 - Calais (2.55)  
4 October 1944 - Bergen (6.45)  
6 October 1944 - Dortmund (6.00)  
23 October 1944 - Essen (5.45)  
25 October 1944 - Hamburg (5.05)  
28 October 1944 - Cologne (5.45)  
30 October 1944 - Cologne (6.10)  
1 November 1944 - Oberhausen (5.50)  
2 November 1944 - Dusseldorf (6.15)  
4 November 1944 - Bochum (5.30)  
6 November 1944 - Gelsenkirchen (4.50)  
2 December 1944 - Hagen (5.45)  
29 December 1944 - Oberlar (6.20)  
30 December 1944 - Cologne (6.25)  
2 January 1945 - Ludwigshaven (7.10)  
1 February 1945 - Ludwigshaven (7.50)  
2 February 1945 - Wiesbaden (6.35)  
4 February 1945 - Bonn (6.30)  
13 February 1945 - Dresden (10.05)  
15 February 1945 - Oslo (7.20)  
20 February 1945 - Dortmund (7.10)  
24 February 1945 - Portsgrunn (7.30)  
2 March 1945 - Cologne (6.05)  
5 March 1945 - Chemnitz (10.20)  
8 March 1945 - Gardening (5.30)  
11 March 1945 - Essen (6.20)  
12 March 1945 - Dortmund (6.30)  
14 March 1945 - Zweibrucken (7.35)  
16 March 1945 - Heligoland Bight (4.50)  
20 March 1945 - Hemmingstedt (6.05)  
21 March 1945 - Hilderein (6.15)

\* \* \* \* \*

SNAPE, FS Gordon (R52977) - **Mention in Despatches** - East Moor - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Fitter IIE. Born 3 May 1912 in Bolton, Lancs., England (RCAF press release announcing award). Attended Guelph Public Schools, Guelph Collegiate (commercial course), took a course in acetylene welding (also at Guelph Collegiate) and worked nine years as a mechanic in Guelph and Weston. Home in Toronto; enlisted there 20 October 1939 as Aero Engine Mechanic. To Trenton, 25 November 1939. Promoted AC1, 1 April 1940. Promoted LAC, 1 July 1940. Promoted Corporal, 15 December 1940. Promoted Sergeant, 1 October 1941. Promoted Flight Sergeant, 1 August 1942. To "Y" Depot, 25 May 1943. Embarked from Canada, 23 June 1943. Disembarked in Britain, 1 July 1943. To No.1659 Conversion Unit, 21 July 1943. To No.61 Base, 29 November

1943. To No.410 Repair and Salvage Unit, 27 January 1944. Attached to No.419 Repair and Salvage Unit, 27-29 January 1944. Posted to No.419 Repair and Salvage Unit, 29 January 1944. Posted to No.426 Squadron, Eastmoor, 5 May 1944. Posted to No.432 Squadron, 15 May 1944. Posted to No.62 Base, 12 August 1944. Repatriated 18 June 1945. To Debart, 19 June 1945. To Halifax, 4 September 1945. Retired 8 September 1945. RCAF photo PL-32012 (ex UK-14252 dated 24 August 1944) shows Corporal G.W. Chapman (Truro, overseas three years) and Flight Sergeant Gordon Snape (Guelph, fitter, overseas 18 months) examining a Halifax that had been heavily damaged on raid to Brunswick (cannon shells in both wings, ailerons, main spar and bomb-bay) and crash landed with a blown tire. Died in Guelph, Ontario, 6 May 1997 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1997. No citation in AFRO or biographical file. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has list of MiDs this date with unit. No citation in AFRO; DHist file 181.009 D.1719 (RG.24 Vol.20606) has recommendation forwarded to No.6 Group HQ, 19 February 1945 when he had served 42 months in Canada, 18 months overseas.

This NCO has been instrumental in maintaining a reliable state of aircraft serviceability at this unit. Flight Sergeant Snape has always displayed outstanding ability for organization, leadership and devotion to duty.

SNAPE, FS Gordon (R52977) - **British Empire Medal** - No.432 Squadron (Station East Moore in AFRO, but see below) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. 81.009 D.1722 (PAC RG.24 Vol.20606) has recommendation dated 2 February 1945, submitted by W/C J.K. MacDonald, Commanding Officer, No.432 Squadron. Had then served 45 months in Canada, 18 months in UK. Award presented.

Flight Sergeant Snape, throughout his long term of service as NCO in charge the Daily Servicing crews of No.432 Squadron, has shown exceptional organizing ability. By his untiring efforts and splendid example of devotion to duty, he has been an inspiration to all ground personnel attached to the squadron. His zeal and efficiency have proved a major factor in ensuring that aircraft under his care were mechanically perfect to set out on a successful mission against the enemy, with the full confidence of the aircrew in the work carried out under his supervision. For the high standard of determination and results achieved under his direction, Flight Sergeant Snape is strongly recommended for the award of the British Empire Medal.

RCAF photo PL-42999 (20 March 1945) captioned as follows: "The Canadian Leaside Squadron's engineering section checks up on the serviceability of their Halifax aircraft following a night raid on Dortmund. Left to right, Sergeant E.A. Archer (Tilbury, Ontario), Sergeant J. Mann (with cigar) of Hamilton, Ontario, P/O W. Bentley, London, England, Flight Sergeant Gordon Snape, Toronto, and Squadron Leader W.E.R. Boone of Indian Head, Saskatchewan, chief technical officer."

**Notes:** Assessed 8 January 1942 - "A very reliable and conscientious NCO. A good crewman and Maintenance work." (W/C G.P. Dunlop, Central Flying School, Trenton).

Assessed 12 February 1945 - "Very capable, efficient NCO." (S/L W.E.R Boone, Station East Moor).

He was very active in sports before the war (President of Guelph Hockey League) and while at Trenton (where he boxed and wrestled and was captain of the Trenton Flyers ). In stating his postwar plans, he expressed the wish to become a Sports Director.

\* \* \* \* \*

SNEDDON, FS James Allan (R121611) - **Distinguished Flying Medal** - No.115 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943. Born in Edmonton, 11 June 1923; home there (order clerk); enlisted there 8 August 1941. To No.3 Manning Depot, 15 September 1941. To No.7 SFTS, MacLeod, 27 September 1941 (guard duty). To No.8 BGS, Lethbridge, 18 January 1942; graduated and promoted Sergeant, 16 February 1942. To "Y" Depot, Halifax, 18 February 1942. To RAF Trainee Pool, 30 March 1942. Taken on strength of No.3 PRC, Bournemouth, 16 April 1942. To No.7 Air Gunner School, 6 June 1942. To No.26 OTU, 7 July 1942. To No.115 Squadron, 28 September 1942. Promoted Flight Sergeant, 1 December 1942. Promoted WO2, 16 February 1943. To No.1678 Conversion unit, 25 May 1943. Commissioned 2 May 1943 (J17725), 2 May 1943 as per orders date 9 August 1943. Award presented by King George VI, 30 November 1943. To No.514 Squadron, 17 December 1943. Killed in action with No.514 Squadron, 14 January 1944 (Lancaster LL685); buried in Germany.

Flight Sergeant Sneddon has completed numerous operational sorties including some against such heavily defended targets as Frankfurt, Duisburg, Dusseldorf, Essen, Berlin, Kiel and Turin. He has proved to be a rear gunner of the highest order who has consistently shown courage and determination in the face of the enemy and a great keenness to participate in operational flying.

NOTE: Public Record Office Air 2/8964 has recommendation drafted 21 May 1943 when he had flown 27 sorties (153 hours 15 minutes). Sortie list and submission as follows:

10 September 1942	Dusseldorf (4.45)
16 September 1942	Essen (4.05)
6 November 1942	GARDENING (7.00)
20 November 1942	Turin (8.50)
28 November 1942	Turin (8.15)
2 December 1942	Frankfurt (6.30)
28 December 1942	GARDENING (4.30)
2 January 1943	GARDENING, La Rochelle (8.00)
3 January 1943	La Rochelle (6.00)
9 January 1943	GARDENING, Heligoland (4.35)
13 January 1943	GARDENING, La Rochelle (6.25)
15 January 1943	Lorient (5.05)
26 January 1943	Lorient (5.20)

27 January 1943	La Rochelle (6.00)
4 February 1943	Turin (7.30)
7 February 1943	Lorient (5.15)
16 February 1943	Lorient (5.20)
18 February 1943	La Rochelle (5.30)
19 February 1943	Wilhelmshaven (4.30)
29 March 1943	Berlin (6.40)
2 April 1943	GARDENING, La Rochelle (4.45)
3 April 1943	Essen (3.00)
8 April 1943	Duisburg (4.00)
10 April 1943	Frankfurt (5.00)
20 April 1943	Stettin (7.40)
28 April 1943	GARDENING, Kiel Bay (6.00)
12 May 1943	Duisburg (2.45)

This Non-Commissioned Officer has completed a total of 27 operational sorties as a rear gunner, including some against the more heavily defended targets such as Frankfurt (twice), Duisburg (twice), Dusseldorf, Essen (twice), Berlin, Kiel and also some long trips such as Turin (three). Flight Sergeant Sneddon has proved himself a rear gunner of the highest order, showing courage and determination in the face of the enemy and always displaying great keenness to fly on operations.

NOTE: At No.8 BGS the course lasted 19 January to 16 February 1942. He flew 12 hours 55 minutes by day in Fairey Battles (total). He placed 20th in a class of 20. Described as "Reliable and dependable man. Not outstanding as student but should make a good team worker in aircrew. Fired a total of 188 rounds on ground, 2,000 rounds air to ground, 1,800 rounds air to air..

Medical report of 20 March 1943 stated he had flown 275 hours (130 on operations). Never had trouble with nose or ears until two weeks previously when he experienced pain in the head and was deaf for two days. On 21 February 1943 on return from an operational trip he again had severe pain behind left eye while descending 6,000 feet. His trouble revived again on Berlin raid of 29 March 1943 when he had much pain during evasive action. The problem seemed to recur when there were rapid descents of 2,000 feet or more.

The website "Lost Bombers" has the following on his final sortie. Lancaster LL685, No.514 Squadron (JI-G2), target Brunswick, 14/15 January 1944. LL685 was a Mark II (Hercules engines) and was delivered to No.514 Squadron from No.115 Squadron on 24 December 1943. Also wore the markings A2-G. Took part in no operations with No.115 Squadron but the following with No.514 Squadron: Berlin, 29/30 December 1943 (as A2GG); thereafter as JI- G2 to Berlin, 1/2 January 1944; Berlin, 2/3 January 1944; Brunswick, 14/15 January 1944 (lost). When lost this aircraft had a total of 32 hours. LL685 was one of two No.514 Squadron Lancasters lost on this operation; the other was LL679. Airborne at 1706 hours, 14 January 1944 from Waterbeach. Shot down by a night-fighter and crashed 1905 800 metres west of Bennebostel, 5 km S of Celle, where all were buried 15 January 1944. Crew (all killed) were S/L E.F.Sly, DFC; F/O P.F.Boulter; F/O J.L.Martin, RCAF; P/O E.H.Thomas, DFM, RCAF; P/O

W.L. Harvey, DFM, RNZAF (DFC awarded 16 March 1943 for services with No.149 Squadron); F/O J.A.Sneddon, DFM, RCAF; P/O F.G.Rosher, DFM.

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SNELGROVE, F/O Howard Baron (J25869) - **Distinguished Flying Cross** - No.550 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 30 July 1921 in Trinity, Newfoundland; home in Port Hope, Ontario (ex-militia); enlisted in Toronto, 16 January 1942 and posted to No.1 Manning Depot. To No.1 Training Command, 15 February 1942. To No.4 BGS, 2 March 1942, To No.1 ITS, 9 May 1942; graduated and promoted LAC, 3 July 1942 but not posted to No.20 EFTS until 15 August 1942; to No.1 SFTS, 10 October 1942; ceased training and posted to Composite Training School, Trenton, 2 November 1942; to No.1 SFTS again, 24 December 1942; reclassified as navigator trainee and posted to No.3 AOS, 9 January 1943; graduated and commissioned 30 April 1943. To "Y" Depot, 14 May 1943. To RCAF overseas, 12 June 1943. Promoted Flying Officer, 30 October 1943. Repatriated 25 October 1944. To No.1 Training Command, 28 November 1944. To No.1 Instrument Flying School, 4 December 1944. Promoted Flight Lieutenant, 30 April 1945. To No.4 Release Centre, 24 July 1945. Released 1 August 1945. Award sent by registered mail 20 April 1949. Died 21 September 1999 in Gananoque, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2000. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9039 has recommendation dated 3 October 1944 when he had flown 30 sorties (142 hours 32 minutes). Navigator to F/O M.A. Buchanan.



24 May 1944 - Aachen (4.20)  
2 June 1944 - Calais guns (3.01)  
3 June 1944 - Wimereux (3.02)  
5 June 1944 - Crisberg (4.01)  
6 June 1944 - Acheres (4.53)  
9 June 1944 - Flers (4.29)  
12 June 1944 - Gelsenkirchen (4.06)  
14 June 1944 - Le Havre (3.15)  
16 June 1944 - Sterkrade/Holten (4.03)  
22 June 1944 - Nimoyecques (3.08, day)  
23 June 1944 - Saintes (7.09)  
24 June 1944 - Flers (3.50)  
27 June 1944 - Chateau Bernapre (3.43)  
30 June 1944 - Oisemont/Neuville (4.11)  
1 July 1944 - Domleger (3.39)  
12 July 1944 - Revigny (9.10)  
16 July 1944 - Sannerville (4.00)  
18 July 1944 - Scholoen (4.08)  
20 July 1944 - Wizernes (3.17)  
23 July 1944 - Kiel (4.49)  
24 July 1944 - Stuttgart (8.26)  
28 July 1944 - Stuttgart (8.36)  
30 July 1944 - Cahagnes (4.00)  
31 July 1944 - Le Havre (3.35)  
1 August 1944 - Belle Croix les Bruyers (2.49)  
2 August 1944 - Le Havre (3.18)  
3 August 1944 - Trossy/St.Maximim (4.22)  
16 August 1944 - Stettin (8.26)  
18 August 1944 - Ghent/Terneuzen (3.41)  
26 August 1944 - Russelheim (9.05)

This Canadian officer has successfully completed a tour of operations in Bomber Command. He has at all times navigated his aircraft with skill and accuracy. During his tour he has operated deep into the heavily defended fortress of Europe against such targets as Stuttgart and Stettin. Flying Officer Snelgrove also proved his ability to be of the highest order against precision targets in occupied territory where, upon timing and accuracy, depends the whole success of the operation.

At all times, in spite of all enemy action, his cool, calm determination to achieve the successful completion of his task was an inspiration to others. There is no doubt that on his steadfast devotion to duty, ability and zeal depended the ultimate success of the sorties undertaken.

The example of quiet confidence, skill and determination of this Canadian officer, it is considered, well merits the award of the Distinguished Flying Cross.

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SNELGROVE, F/L Jack McLean (J18668) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 27 August 1919 in Regina; home there; enlisted there 9 July 1941. Leave Without Pay until 1 October 1941 when posted to No.3 Manning Depot. To No.15 SFTS (guard), 15 October 1941. To No.2 ITS, 6 December 1941; graduated and promoted LAC, 31 January 1942 but not posted to No.5 EFTS until 28 February 1942; may have graduated 24 April 1942 but not posted to No.7 SFTS until 9 May 1942; graduated and promoted Sergeant, 28 August 1942. To No.34 OTU, 11 September 1942. To No.31 Personnel Depot, 15 September 1942. To RAF overseas, 25 September 1942. Promoted Flight Sergeant, 28 March 1943. Commissioned 20 September 1943. Promoted Flying Officer, 20 March 1944. Promoted Flight Lieutenant, 28 March 1944. Repatriated date uncertain. To United Kingdom again, 8 March 1946. Repatriated again, 30 March 1946. To No.2 Air Command, 9 April 1946. Re-engaged in Interim Force, 1 October 1946, retaining rank of Flight Lieutenant. To No.14 Photo Squadron, 13 January 1947. To No.11 Group, 9 April 1947. Discharged 12 April 1947. Obtained a degree in Mechanical Engineering, University of Saskatchewan, 1950. Employed by Saskatchewan Power Corporation and then R.W. Beck and Associates (Seattle) where he specialized in power generating stations. Migrated to Issaquah in 1963; to Bainbridge Island in 1966; American citizen in 1981; retired 1984. In 1989 he relocated to Viking Park, Poulsbro and in 2005 to Bremerton, Washington. Died there 12 April 2010. Photo PL-28687 (ex UK-9870 dated 19 April 1944) shows F/L Jack Snelgrove (left, Regina) and F/L P. 'Esky' Escaravage Winnipeg), "both promoted to the rank of Flight Lieutenant earlier in the day" following attack on railway yards at Ghent. The Regina **Leader-Post** had an article in 1946 (not further dated) saying he piloted an aircraft known as "Bachelor's Knell" because the majority of the crew got married after commencing operations on it. The machine was badly holed raiding Leverkusen and returned on two engines; one crewman kissed the ground when they made it home although their airfield of choice was under attack and they had to land elsewhere. .Award

presented. 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 10 June 1944 when he had flown 37 sorties (219 hours 45 minutes); no sortie list to provide context.

This officer has been with the squadron since its formation and has completed a total of 37 sorties. Well over half of these operations have been against heavily defended targets in Germany, including two against Berlin. Flight Lieutenant Snelgrove is a first class operational pilot whose efficiency, devotion to duty and determination is an inspiration to all those who serve with him.

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SNELGROVE, S/L William Henry (C3131) - **Mention in Despatches** - No.39 Wing Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born in Toronto, 30 December 1915. Home in Montreal; enlisted in North Bay, Ontario, 16 November 1940 in Aeronautical Engineer Branch. First postings unclear. Promoted Flight Lieutenant, 10 May 1941. Promoted Squadron Leader, 1 March 1942. To No.10 SFTS, 2 August 1942. To "Y" Depot, 15 September 1942. To RAF overseas, 2 October 1942. Repatriated 8 August 1945. To No.1 Air Command, 17 August 1945. To No.2 Release Centre, 14 November 1945. Retired 16 November 1945. Died in Victoria, 11 December 2003. No citation.

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SNELL, F/L Charles Rendol (J18140) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 19 May 1944 and AFRO 1380/44 dated 30 June 1944. Born in St.Catharines, Ontario, 19 May 1920; home in Sarnia; enlisted in London, Ontario, 19 July 1941. To No.1 Manning Depot, 28 August 1941. To No.31 BGS, 13 September 1941 (guard). To No.1 ITS, 10 November 1941; graduated and promoted LAC, 2 January 1942; to No.6 ITS, 1 February 1942; to No.20 EFTS, 14 February 1942; graduated 22 May 1942 and posted next day to No.16 SFTS; graduated and promoted Sergeant, 11 September 1942. To "Y" Depot, 25 September 1942. To RAF overseas, 26 October 1942. Promoted Flight Sergeant, 11 March 1943. Commissioned 14 June 1943. Promoted Flying Officer, 14 December 1943. Promoted Flight Lieutenant, 29 December 1943. Repatriated 9 February 1945. To No.1 Air Command, 26 February 1945. To No.5 OTU, 30 March 1945. To Release Centre, 10 September 1945. Retired 13 September 1945. Died in Goderich, Ontario, 24 December 1978. Buried in Lakeview Cemetery, Sarnia. See Martin Middlebrook, **The Nuremberg Raid**, p.239. Award presented 14 June 1949. No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

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SNELL, F/O Paul Frederick (J85030) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 28 June 1918 in Montreal; home in Westmount. Former COTC. Enlisted in Montreal, 15 September 1941 and posted to No.5A Manning Depot. To No.4 Repair Depot, 3 November 1941. To No.3 ITS, 17 January 1942; graduated and promoted LAC, 14 March 1942; to No.5 Manning Depot, 28 March 1942; to No.17 EFTS, 23 April 1942; ceased training and posted to Trenton, 4 June 1942; to No.1 AOS, 15 August 1942; graduated and promoted Sergeant 4 December 1942. To "Y" Depot, date uncertain; to RAF overseas, 4 January 1943. Promoted Flight Sergeant, 4 June 1943. Commissioned 28 December 1943. Promoted Flying Officer, 28 June 1944. Repatriated 2 August 1945. To No.7 Release Centre, 12 August 1945. Retired 19 October 1945. Living in Westmount, June 1950. Award presented 25 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". Public Records Office Air 2/9025 has recommendation dated 20 June 1944 when he had flown 36 sorties (248 hours 45 minutes). The sortie list indicates that he was often (though not always) in the same crew as A.G. Stark.

28 June 1943 - Anti-sub sweep (8.00)  
1 July 1943 - Anti-sub sweep (8.00)  
2 July 1943 - Anti-sub sweep (9.20)  
6 July 1943 - Anti-sub sweep (9.05)  
14 July 1943 - Anti-sub sweep (10.15)  
17 July 1943 - Anti-sub sweep (8.50)  
19 July 1943 - Anti-sub sweep (10.30)  
29 September 1943 - Bochum (5.30)  
3 October 1943 - Kassel (7.05)  
22 October 1943 - Kassel (6.25)  
3 November 1943 - Dusseldorf (5.18)  
18 November 1943 - Mannheim (8.00)  
3 December 1943 - Leipzig (8.29)  
20 December 1943 - Frankfurt (6.36)  
15 February 1944 - Berlin (6.56)  
25 February 1944 - Augsburg (7.54)  
13 March 1944 - Le Mans (5.00)  
15 March 1944 - Stuttgart (8.07)  
18 March 1944 - Frankfurt (5.50)  
24 March 1944 - Berlin (7.22)  
26 March 1944 - Essen (4.49)  
30 March 1944 - Nuremburg (7.55)  
10 April 1944 - Tergnier (5.05)  
22 April 1944 - Dusseldorf (5.03)  
24 April 1944 - Karlsruhe (6.44)  
26 April 1944 - Paris (5.09)  
27 April 1944 - Montzen (3.47)  
1 May 1944 - Malines (3.47)  
11 May 1944 - Trouville (3.30)  
21 May 1944 - GARDENING (5.27)  
22 May 1944 - GARDENING (5.02)  
3 June 1944 - GARDENING (5.00)  
5 June 1944 - Coursevilles (4.43)  
6 June 1944 - St.Lo (5.22)  
9 June 1944 - Laval airfield (5.01)  
15 June 1944 - Fouilliard (5.06)

This officer has now completed his first operational tour consisting of 36 sorties involving a total of 248 hours. As navigator in one of the most successful crews he has given most valuable services to the squadron. His enthusiasm for his work, [and] his accuracy at all times have in fact contributed very largely to this success.

On the ground also he has done much valuable work in his section and has worked unsparingly to improve the standard of navigation of the less experienced crews. He has taken part in attacks against the most heavily defended targets and has always shown the greatest courage and coolness in face of danger.

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

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SNELLING, LAC Clive Anthony Grey (R73792) - **British Empire Medal** - No.424 Squadron - Award effective 12 November 1943 as per **London Gazette** of that date and AFRO 2558/43 dated 10 December 1943. Born in India, 19 February 1922; home in Argyleshire, Scotland (mechanic); enlisted in Montreal, 17 October 1940 as Wireless Operator (Ground). Remustered to Aero Engine Mechanic, 26 March 1941. To Technical Training School, St. Thomas, 23 April 1941. To Embarkation Depot, 11 September 1941. To RAF overseas, 17 September 1941. Promoted AC1, 1 December 1941. Promoted LAC, 1 January 1943. Repatriated 8 December 1944. To No.4 Release Centre, 19 December 1944. Released 13 February 1945. Award presented by King George VI, 6 June 1944. Cited with F/O R.J.O. Doehler (MBE), F/L E.J.A. Lindsay (GM), F/L R.J. McCombe (GM), Sergeant J.A. Campbell (BEM), and LAC P.P. Wilkinson (BEM). See Campbell, above, for citation.

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SNIDER, F/O Donald Leonard (J19789) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. See **Field of Honour** (Bank of Montreal, c.1950). Born 18 December 1918 (obituary notice) in Brantford, Ontario; home there. Former member of Royal Canadian Artillery and Bank of Montreal employee; enlisted in Hamilton or Toronto, 14 October 1941 and posted to No.1 Manning Depot. To No.5 SFTS, 10 November 1941 (guard). To No.1 ITS, 4 January 1942; graduated and promoted LAC, 27 February 1942; to No.1 EFTS, 28 February 1942; may have graduated 24 April 1942 but not posted to No.5 SFTS until 9 May 1942; graduated and promoted Sergeant, 28 August 1942. To No.10 AOS, 14 September 1942; promoted Flight Sergeant, 28 February 1943; to No.1 GRS, 27 November 1942; to No.32 OTU, 5 March 1943. To "Y" Depot, 12 June 1943. To RAF overseas, 22 June 1943. Promoted WO2, 28 August 1943. Commissioned 31 January 1944. Promoted Flying Officer, 31 July 1944. Repatriated 15 November 1944. To No.1 Training Command, 4 January 1945. To No.1 BGS, 8

January 1945. To No.4 Release Centre, 19 February 1945. Retired 4 April 1945. Award presented 14 June 1949. Returned to Bank of Montreal after the war, rose to senior management level and retired after 42 years service. Died in Brantford, 16 August 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." DHist file 181.009 D.1515 (RG.24 Vol.20600) has recommendation dated 8 November 1944 when he had flown 34 sorties (163 hours 25 minutes), 10 April to 26 September 1944, although obituary notice mentions 37 sorties. Nicknamed "Pappy", his crew referred to their aircraft as "Pappy's buzzbomb". Took part in D Day raids on shore batteries; participated in raid on Isle de Cezembre (near St. Malo); attacked three times by night fighters during an attack on Fredrichshaven. For good luck he flew with one of his baby's booties.

Flying Officer Snider has completed an operational tour as captain in four-engined bombers. Many of these trips took him to such heavily defended targets in Germany as Karlsruhe, Friedrichshafen, Wesseling and Kiel. On all occasions, Flying Officer Snider displayed great determination in pressing home his attacks in spite of anything the enemy had to offer in the way of defences. More recently, on precision targets requiring the utmost in skill, he has bombed the target, bringing back excellent aiming point photographs. Throughout his tour he has displayed exceptional keenness in operations and coming to grips with the enemy, and by his keenness has inspired his crew and all members of the squadron.

Flying Officer Snider has, by his cheerful spirit and fine operational ability, been a great asset to this squadron, and I consider that his fine operational record fully warrants the grant of the Non-Immediate Distinguished Flying Cross.

The sortie list was as follows:

10 April 1944 - Laon (5.10, second pilot)  
18 April 1944 - Noisy-le-Sec (5.20)  
20 April 1944 - Cologne (4.50)  
24 April 1944 - Karlsruhe (6.30)  
27 April 1944 - Friedrichshaven (8.30)  
8 May 1944 - Haine St. Pierre (4.30)  
9 May 1944 - Calais (3.30)  
19 May 1944 - Franceville (4.45)  
27 May 1944 - Bourg Leopold (5.00)  
5 June 1944 - Longues (4.15)  
6 June 1944 - Coutances (5.50)  
7 June 1944 - Acheres (4.40)  
9 June 1944 - Le Mans (5.50)  
21 June 1944 - St. Martin (3.40)  
23 June 1944 - Bientques (3.40)

24 June 1944 - Bamieres (4.00)  
26 June 1944 - Foret d'Eawy (4.15)  
4 July 1944 - Villeneuve St. George (5.50)  
5 July 1944 - Siracourt (4.15)  
6 July 1944 - Coquereaux (4.20)  
7 July 1944 - Caen (3.55)  
15 July 1944 - Bois de Jardins (4.05)  
18 July 1944 - Wesseling (4.55)  
23 August 1944 - Brest (5.05)  
27 August 1944 - Mimoyecques (3.10)  
30 August 1944 - Ile de Cezembre (4.30)  
3 September 1944 - Volkel (3.20)  
8 September 1944 - Le Havre (4.05)  
9 September 1944 - Le Havre (4.25)  
11 September 1944 - Castrop Rauxel (4.55)  
12 September 1944 - Village, 51-30N 07-10E (4.40)  
15 September 1944 - Kiel (5.50)  
18 September 1944 - Boulogne (4.10)  
25 September 1944 - Calais (4.35)  
26 September 1944 - Calais (4.15)

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SNIDER, FS (now P/O) Edward Austin (R165420/J88585) - **Distinguished Flying Medal** - No.424 Squadron - Award effective 5 September 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born Haliburton, Ontario, 6 November 1914; home there (shipping clerk); enlisted in Toronto, 12 May 1942 and posted to No.1 Manning Depot. To No.1 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942 but not posted to No.1 BGS until 7 November 1942; to No.1 AOS, 6 February 1943. Ceased training as Observer and posted to No.1 Manning Depot, 18 March 1943; to No.1 Air Gunner Ground Training School, 3 April 1943. To No.9 BGS, 15 May 1943; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Commissioned 23 July 1944. Repatriated 28 October 1944. To No.1 Training Command, 23 November 1944. To No.1 BGS, 29 November 1944. Promoted Flying Officer, 23 January 1945. To Mountain View, 29 January 1945. To No.4 Release Centre, 20 August 1945. Retired 22 August 1945. Award presented 18 October 1947. The incident raiding Villeneuve St.Georges was 4/5 July 1944. First attack by a Bf.109 began at 0040 hours as it came from behind and slightly to the left. It opened fire at 200 yards, breaking away at 150 yards; Snider opened fire, assisted by Sergeant J.W. Cumbers in the other turret. Both gunners saw strikes and saw the '109 going down on fire. After bombing the target, the Halifax was attacked again, at 0136 hours a FW.190 was seen trying to sneak up. Both gunners opened fire and the target went down burning, exploding on the ground. For photos see PL-34006 (Snider portrait), PL-31713 (Snider and Cumbers), PL-31714 (Snider climbing into his turret) and PL-31715 (Cumbers in his turret).



Flight Sergeant Snider is a most capable and determined air gunner and has taken part in very many sorties. On a recent occasion, on the outward flight to Villeneuve-St.Georges, his aircraft was attacked by a fighter. Coolly and skilfully, Flight Sergeant Snider directed the necessary combat manoeuvres and, as the attacker broke away, he delivered bursts of fire which struck the enemy aircraft, causing its destruction. This airman has proved himself to be a most reliable and courageous member of aircraft crew.

The original recommendation by W/C J.D. Blane, drafted 13 July 1944 when he had flown 25 sorties (146 hours) was as follows:

This airman has taken part in numerous sorties over enemy territory and has displayed exceptional courage and devotion to duty. While on the outward journey to attack Villeneuve St. George, his aircraft was attacked by an Me.109 at a close range. Flight Sergeant Snider coolly and skilfully directed his captain in the necessary evading tactics and subsequently when the fighter was breaking away at 150 yards on the starboard quarter, with a well directed few bursts of fire he shot the enemy aircraft down. It was seen to be going down in flames and an explosion was observed through the clouds. Sergeant Snider's considerable action contributed materially in getting his aircraft to the target for a most successful operation, and I recommend Sergeant Snider for the immediate award of the Distinguished Flying Medal.

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SNIDER, F/L Edward Cavell (J8620) - **Distinguished Flying Cross** - No.11 (BR) Squadron - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 9 March 1916, Preston, Ontario; finished his education in Galt. Enlisted in Hamilton, 5 November 1940. To No.22 Manning Depot, 17 December 1940. To No.3 ITS, 23 March 1941; graduated and promoted LAC, 3 May 1941 when posted to No.1 Manning Depot; to No.5 AOS, 24 May 1941; graduated 17 August 1941 when posted to No.3 BGS; graduated and promoted Sergeant, 29 September 1941; to No.1 ANS, 30 September 1941; graduated and commissioned 27 October 1941. To "K", 28 October 1941. To No.5 (BR) Squadron, date uncertain). Promoted Flying Officer, 1 October 1942. To Eastern Air Command Headquarters, 19 October 1943. To No.5 (BR) Squadron, 4 December 1943. To No.11 (BR) Squadron, date uncertain. Promoted Squadron Leader, 1 February 1945. Award presented 17 May 1948. Reported that he flew on both coasts, participating in three attacks on U-boats. Remained in postwar RCAF (19636), rising to Group Captain; his duties included teaching military history at Royal Military College, attendance at Officers Staff College, Bracknell, England, command of Station Mont Apica (December 1955 to October 1958), Canadian Liaison Officer to NORAD at Madison Wisconsin (1960) and a final tour of duty at AFHQ. Awarded Queen's Coronation Medal, 23 October 1952 when a Wing Commander in Training Command. Stockbroker in

retirement. Died in Delta, British Columbia, 29 November 2003. Photo PL-16160 shows him at work in a Canso or Hudson. Governor General's Records (RG.7 Group 26 Volume 58, file 190-I, dossier 6) has citation. When recommended he had flown 1,456 hours, 1,027 on operations (100 sorties). See DFC entry for J.W.C. Langmuir for account of attack on U-Boat, 4 May 1943.

This officer has completed hundreds of hours of operational flying in the North Atlantic area. During his operations as navigator he has participated in several U-Boat attacks. At all times he has shown determination, skill and devotion to duty of the highest order. Now on his second tour, this officer, as squadron navigation leader, has brought the standard of navigation in his squadron to a very high level. His perseverance and leadership are most commendable.

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SNIDER, P/O Howard Lawrence (C12583) - **Air Force Cross** - No.3 FIS - Award effective 16 April 1943 as per **London Gazette** of 13 April 1943 and AFRO 1035/43 dated 4 June 1943. AFRO gives name as Harold Lawrence Snider but pay card gives name as Howard Lawrence Snider. Born 7 March 1917. Enlisted in London, Ontario, 5 September 1940 as Elementary Flying Instructor and posted to Trenton. To No.12 EFTS, 22 October 1940. Granted rank of Sergeant, 1 November 1940. To No.1 Manning Depot, 22 March 1942. To No.6 SFTS, 25 April 1942; qualified as Service Pilot, 19 June 1942 and commissioned that date. To Trenton, 20 June 1942. To No.3 Flying Instructor School, 3 August 1942. Promoted Flying Officer, 19 December 1942. Promoted Flight Lieutensnt, 1 July 1943. To No.2 Flying Instructor School, 28 January 1944. To No.19 SFTS, 12 January 1945. To No.6 OTU, 1 February 1945. To "Y" Depot, 18 May 1945. To United Kingdom, 28 May 1945. Repatriated 3 December 1945. To No.4 Release Centre, 10 December 1945. Retired 16 January 1946. Award presented 31 May 1944. Died 24 December 2003 in Exeter, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2005 (which nevertheless give his name as "Larry H. Snider" while giving his service number as C12583). The following citation found in Governor General's Records, RG.7 Group 26, Volume 57, file for 1943.

This officer has completed 1,950 flying hours as an Elementary Flying Instructor in the past two years and three months. His total flying time exceeds 2,100 hours. Pilot Officer Snider has proven to be a consistent and exceptionally hard-working instructor whose personal skill is reflected in his pupils. His devotion to duty, coupled with his enthusiasm for flying, has been an excellent inspiration to his associates.

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SNIDER, S/L John Douglas (J15257) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2610/43 dated 17 December 1943. Born in Hamilton, 10 June 1916; home in Grimsby, Ontario; store

clerk and salesman for three years; seven months with Canada Steamships in 1939. Enlisted in Hamilton, 2 July 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 7 October 1940 when posted to No.3 EFTS; graduated 25 November 1940 when posted to No.6 SFTS; graduated and promoted Sergeant, 10 February 1941. To No.1 Manning Depot, 20 February 1941. To Embarkation Depot,, 26 February 1941. To overseas, 4 March 1941, arriving in Britain 19 March 1941. To No.59 OTU, 22 March 1941. To No.19 OTU, 26 March 1941. To No.78 Squadron, 30 June 1941; flew 200 hours (21 sorties, six as second pilot and 15 as captain). To No.2 Central Flying School, 23 November 1941. To No.6 SFTS, 20 January 1942. Embarked for North America, 13 March 1942. Commissioned 14 March 1942. Disembarked in New York, 25 March 1942. To No.38 SFTS, Estevan, 12 April 1942.. Promoted Flying Officer, 1 October 1942. To No.31 Personnel Depot, 24 October 1942 and thence to overseas again. To No.419 Squadron, 22 January 1943. Promoted Flight Lieutenant, 4 March 1943. Promoted Squadron Leader, 5 June 1943. To No.1664 Conversion Unit, 5 June 1943. Repatriated 31 October 1943. To AFHQ, 15 December 1943. To Western Air Command, 12 February 1944. To No.5 OTU, 31 March 1944. To No.2 Training Command, 18 October 1944. Granted Leave Without Pay, 26 October 1944. Returned to No.2 Air Command, 25 August 1945. To No.4 Release Centre, 24 September 1945. Retired 27 September 1945. Award presented 21 September 1945. Killed in crash of Air Canada Flight 831 (DC-8), Montreal, 29 November 1963.

This officer has a splendid operational record. He has completed a large number of sorties including attacks on Essen, Kiel and targets in the Ruhr. Throughout all his missions he has shown great determination, and his cheerful confidence has had an excellent influence on all younger members of aircraft crew. Squadron Leader Snider's organizing ability, together with his determination and courage, have been a valuable asset to the squadron.

**Notes:** Accident, 8 May 1942, No.38 SFTS, Estevan. Collision on taxi way - Anson 5018 (brake failure) and Anson 6493. No injuries. No clear which he was in.

It appears that while he was at No.38 SFTS, RAF authorities thought he was a member of the RAF and posted him back to Britain (along with a CAN/RAF pilot, W.M. Lewis), although he was reluctant to go. This was in accordance with an RAF Directive that all ex-operational Bomber Command personnel should be returned to the United Kingdom immediately for further employment in connection with the heavy operational program undertaken by Bomber Command. This was a mistake, and it took some effort once he had returned to the UK to have him posted to No.419 Squadron rather than to a British unit. In a memo dated 19 November 1942, one S/L H.L. Wright stated to the Deputy Air Officer Commanding-in-Chief (Edwards), , "I can think of nothing that will break morale faster than to permit a practice whereby Canadians can be posted to and from Canada without reference to their own Headquarters in Ottawa."

**Training:** Interviewed 16 April 1940 in Hamilton. "This applegart is well built, fine appearing, and has keen desire to fly. He has one year of militia training; should make a very good Airman Pilot."

Attended No.1 ITS, 22 July to 14 September 1940. Courses in Mathematics (71/100), Armament, practical and oral (78/100), Drill (90/100) and Law and Discipline (92/100). Placed 95<sup>th</sup> in a class of 193. "Good pilot material. Active in games. Alert."

Attended No.3 EFTS, 7 October to 25 November 1940. Fleet Finch - 25.55 dual, 25.00 solo. Logged 2.30 in Link. Rated above average as pilot - "Slightly nervous and tends to be erratic. Seemed frightened of aerobatics, otherwise quite safe." Ground courses in - Airmanship (154/200), Airframes (182/200), Aero Engines (169/200), Signals, practical (50/50), Theory of Flight (67/100), Air Navigation (143/200) and Armament, oral (160/200). Rated 135/200 in qualities as an NCO. "Quiet and unassuming. Conduct average. Under confident." Placed 15<sup>th</sup> in a class of 20.

Attended No.6 SFTS, 25 November 1940 to 9 February 1941. Harvard aircraft - 36.00 day dual, 43.50 day solo, 1.25 night dual, 4.35 night solo plus 1.20 in Link. "Progress fair, navigation good. Needs practice in forced landings." Courses in Airmanship (123/300), Maintenance (88/100), Armament, written (88/100), Armament, practical (66/100), Navigation (148/200) and Signals (42.5/50). "Very satisfactory, good effort shown throughout." Placed 48<sup>th</sup> in a class of 51.

Attended Central Flying School, 24 November 1941 to 16 January 1942 for Flying Instructor Course. Flew Tutor (10.00 day dual, 10.10 day solo) and Oxford (24.45 day dual, 1.25 night dual, 42.39 day solo, 2.50 night solo). Ground courses in Theory of Flight (75/100), Navigation (86/100), Airmanship (55/100) and Technical Subjects (68/100). Described as average pilot, average instructor, above average Link instructor. "A keen, conscientious NCO who has worked hard and obtained considerable benefit from the course. His flying is generally sound, especially at night when it is above average. A most suitable type to hold a commission." (S/L C.W. Lindsay)

**Assessments:** "A neat, cheerful officer who knows his job as a Flying Instructor and makes every effort to cooperate with those above him in the performance of his duty." (S/L, name unclear, looks like "Philipson", No.38 SFTS, 23 October 1942.)

"This officer has been a flight commander in 1664 H.C.U. His enthusiasm was somewhat dampened by his keenness for repatriation but now that he has achieved that end he will make an excellent flight commander." (W/C S. Clark, No.1664 Conversion Unit, 27 October 1943. Snider had flown 1,039 hours, 90 in previous six months).

"This officer's previous experience as Flight Commander of an HCU in Bomber Command overseas, and his wide knowledge of operational training work makes him a most valuable asset to this Unit in his capacity as Chief Flying Instructor." (W/C H.Malkin, No.5 OTU, Boundary Bay, 22 May 1944).

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SNIDER, F/L Leigh Hammill (C7672) - **Mention in Despatches** - Middleton St. George - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Member, Royal Flying Corps and RAF and training to be a pilot when the First World War ended. Home in Ingersoll, Ontario (barrister and solicitor); enlisted in London, Ontario, 4 October 1941 in Administration Branch and commissioned as Flying Officer. To No.1 Manning Depot, 2 November 1941. Promoted Flight Lieutenant, 15 December 1942. To "Y" Depot, 25 July 1943. To United Kingdom, 3 September 1943 but only taken on strength of No.3 PRC, Bournemouth on 8 October 1943. Repatriated 12 September 1944. To No.1 Manning Depot, 24 October 1944. Discharged 3 December 1944. RCAF photo PL-28378 (ex UK-9272 dated 28 March 1944) shows him as "Adjutant of a large operational station in RCAF Bomber Group overseas." No citation.

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SNOW, P/O Grenfell William (R124515 and J86562) - **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 2 June 1920 in Edmonton; home in Cambridge Station, Nova Scotia (motion picture projectionist); enlisted in Halifax, 8 August 1941 and posted to No.4A Manning Depot, Valcartier. To No.3 ITS, Victoriaville, 14 September 1941; graduated and promoted LAC, 19 October 1941; to No.4 Manning Depot, Quebec, 27 October 1941; to No.4 BGS, Fingal, 29 November 1941; to No.3 WS, Winnipeg, 10 January 1942; to No.5 BGS, Dafoe, 5 July 1942; qualified as Wireless Air Gunner and graduated as Sergeant, 3 August 1942. Served at No.4 AOS (18 August 1942 to 6 April 1943; promoted Flight Sergeant, 3 February 1943). To "Y" Depot, 7 April 1943. Embarked from Halifax, 16 May 1943; disembarked in United Kingdom, 24 May 1943. Attached to No.4 AOS - also designated, No.4 (Observer) Advanced Flying Unit - 15 June 1943. To No.24 OTU, 13 July 1943. To No.61 Base, 7 October 1943. To No.1659 Conversion Unit, 20 October 1943. To No.428 Squadron, 12 December 1943. To No.1664 Conversion Unit, 22 December 1943. Promoted WO2, 3 February 1944. To No.434 Squadron, 12 February 1944. Commissioned with effect from 26 April 1944 as per Appointments, Promotions Retirements order dated 24 July 1944. Killed in action with No.434 Squadron, 27/28 April 1944. Halifax LL243. Buried in Holland. A letter from A/C D.E. McKell dated 15 July 1948 to his mother states that the award was "for his services in the recent war, particularly in recognition of his valuable contribution towards the liberation of Belgium." This appears to be a stock phrase used for all those receiving this honour at the time.

The website "Lost Bombers" gives the following details of his loss. Halifax LL243 of No.434 Squadron (WL-O), target Montzen, 27/28 April 1944. It was one of two No.434 Squadron Halifaxes lost on this operation; the other was LL258. Airborne at 2302 hours, 27 April 1944 from Croft, tasked to bomb the railway yards. Shot down by a night-fighter (Oblt Georg Fengler, 1./NJG1), crashing 0140 at Witten (Limburg), 18 km ESE of Maastricht. Crew consisted of F/O G.F. Maffre, RCAF (killed), Sergeant A.W. Fuller (POW), F/O A.G. Stacey, RCAF (evaded capture with help of Belgians), F/O J.E.J. Arcscott (evaded with Dutch help), Warrant Officer

G.W.Snow, Croix de Guerre avec Palme, RCAF (killed), Sergeant R.A.Meek, RCAF (killed) and P/O V.J.Cownden, RCAF (killed).

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SNOW, F/O John Harold Thomas (J10888) - **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 Vancouver, 12 December 1911. Family moved to England before the First World War; returned to Canada in 1919. In 1928 embarked on career with Royal Bank of Canada. Home in Calgary; enlisted there 4 March 1941. To No.2 Manning Depot, 3 May 1941. To No.8 SFTS (guard), 15 May 1941. To No.4 ITS, 20 June 1941; graduated and promoted LAC, 26 July 1941 when posted to No.18 EFTS; ceased training 15 August 1941 and posted to Trenton; to No.3 AOS, 11 October 1941; to No.2 BGS, 17 January 1942; graduated and promoted Sergeant, 28 February 1942 when posted to No.1 ANS; graduated and commissioned, 3 April 1942. To "Y" Depot, 5 April 1942. To RAF overseas, 24 April 1942. Promoted Flying Officer, 4 October 1942. Promoted Flight Lieutenant, 4 April 1944. Repatriated 5 September 1945. To No.7 Release Centre, 13 September 1945. Retired 20 October 1945. Following the war he went to Alberta Provincial Institute of Technology (later Alberta College of Art and Design) and launched on a career as an artist. Died in Calgary, 2004. No citation in AFRO.

RCAF Press Release No.4603 dated 23 April 1944, transcribed by Huguette Oates, reads:

AT A BRITISH PARATROOP BASE: -- When allied paratroops take part in the invasion of the Continent, F/O J.H.T. Snow will be among the aircrew who have had previous experience in dropping men over enemy territory.

F/O Snow, whose home is on R.R.3 Innisfail, Alberta, took part in paratroop operations during the invasion of Sicily in July, 1943 and will be one of the hundreds of RCAF men who will participate in the aerial thrust at the Continent. As navigational officer of an RAF Squadron which specializes in airborne and glider operations, Snow oversees briefing of navigators in his unit prior to training flights. His duties entail heavy responsibility, as the releasing of gliders and dropping of paratroops demands the aircraft must be over its planned rendez-vous at precisely the right moment in order to achieve the most effective results.

A great percentage of aircrews in the squadron in which Snow serves are Canadians, along with a scattering of British, Australians and New Zealanders. The RCAF men trained in Canada and initially in this country as bomber crews, were transferred later to their present assignments.

Snow, who guided a paratroop carrier to its rendez-vous near Syracuse on the east coast of Sicily during the night of last July 9-10, returned to Britain in October to take up his present job. "We were operating out of North Africa then," Snow recalled. "It would have been a shorter trip from Malta all right, but the airfields

there were so jammed with fighters there was no room for anybody else. It was a pretty interesting assignment, being in on the start of the show like that. We had trouble with the weather on the way in though. The wind was high and kept blowing us off course. Kit kept me busy keeping us going in the right direction.”

“We were back over Sicily later on, too,” Snow said, “when the fighters moved inland and dropped paratroops at the various points behind the lines”.

Snow and his crew were in Italy during the early part of the campaign there, and then he was posted back to the United Kingdom to put his experience to work in training other crews for their part in future operations.

RCAF men from all parts of the Dominion are serving in the same Squadron as Snow. Those Alberta men are W/O 2 Chilbecki, navigator, Vegreville; F/S L.R. Bunn, air-gunner, 111-12th Street N.W., Calgary; F/O W.M. Schierer, pilot, Ponoka; F/O Hugh A. Doherty, navigator, Mannville; F/O R.N. Bassarab, navigator, Gleichen; F/S J.R. Wright, air-gunner, Cardston; F/S R.G. Thorburn, pilot, Stettler; F/S J.E. Seedhouse, air-gunner, Enthistle; W/O T. Patterson, wireless operator-air-gunner, 9639-110th Avenue, Edmonton.

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SNOW, F/O William Field Crichton (J10517) - **Mention in Despatches** - No.145 Squadron (deceased) - 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 Montreal, 5 July 1915; home in Vancouver (labourer for six years, clerk and book-keeper from 1938 to enlistment). Enlisted in Vancouver, 21 May 1941 and posted to No.2 Manning Depot, Brandon. To No.34 SFTS, Medicine Hat, 21 June 1941 (guard duty). To No.2 ITS, Regina, 8 August 1941; graduated and promoted LAC on 13 September 1941; posted next day to No.15 EFTS, Regina; graduated 7 November 1941 and posted next day to No.11 SFTS, Yorkton; graduated and commissioned 27 February 1942. To No.13 (Operational Training) Squadron, Patricia Bay, 8 March 1942; to Eastern Air Command, Halifax, 2 June 1942; to Station Yarmouth, 23 June 1942; to No.145 (BR) Squadron, 13 August 1942. Promoted Flying Officer, 1 October 1942. Killed in action, 28 January 1943 in crash of Hudson 760 near a convoy; no known grave; name on Ottawa Memorial.

Flying Officer Snow has carried out 37 operational sorties over the North Atlantic, having flown 171 operational hours out of a total flying time of 562 hours. During this flying he carried out three well-delivered attacks on enemy submarines. In the execution of his duties this officer has consistently displayed skill and judgment of a high order.

**Notes on Training:**

At No.15 EFTS he flew 31 hours dual and 28.30 solo on Tiger Moth (eight hours on instruments plus ten in Link). Chief Flying Instructor described him as "Very slow to absorb training at beginning of course. A type of pilot better suited to control, aircraft by instruments than to do acrobatics." Described in Ground School as "Average type - good student, well mannered and excellent personal discipline." Placed 20th in a class of 33.

At No.11 SFTS (twin-engine aircraft) flew 53.45 day dual, 44.50 day solo, 6.05 night dual, 8.20 night solo - 30.50 on instruments and 45 hours in Link. Described by CFI as "a good average pilot whose instrument flying requires practice, learns slowly by remembers. is somewhat lacking in self confidence." Chief Ground Instructor described him as "Good type, quite well liked, above average ability",. He placed 6th in a class of 64.

Report dated 10 August 1942 by F/L A. Vauhre (?), Hudson Training Unit, Yarmouth, noted the had flown 115.50 as pilot on Hudson III and 12.15 as passenger, "This officer was given 38.15 hours Instrument Flying and 7.20 hours Night Flying. He should be given the opportunity to practice Single Engine Flying on instruments, otherwise he is O.K. on instruments. He has received no Air Gunnery or Bombing on this course. he is keen and reliable, should be a good operational pilot.

On 9 February 1943, S/L E.M. Williams of No.145 (BR) Squadron recommended a Distinguished Flying Cross as follows:

Flying Officer W.F.C. Snow has carried out 37 operational sorties over the North Atlantic, having flown 171 operational hours out of a total flying time of 562 hours. One day in October 1942, while carrying out an anti-submarine sweep, he sighted and immediately attacked an enemy submarine with unfortunately no apparent results beyond a small oil patch.

Approximately one month later he again carried out a well planned attack on another enemy submarine. Although no visible damage was apparent it is believed that the submarine must have received a sever shake-up.

In view of these two attacks along with his keenness and devotion to duty, it is felt that this officer is highly deserving of recognition.

G/C R.S. Grandy added the following remarks (no date recorded):

The remarks and recommendation of the Officer Commanding 145 Squadron are concurred in. Flying Officer Snow, part from the good work he did himself, was a source of inspiration to other crews.

On 24 February 1943, A/V/M. G.O. Johnson formally recommended a Mention in Despatches.



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SNYDER, F/L James Clayton (J4338) - **Air Force Cross** - RCAF Station Rockcliffe (Test and Development Establishment) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Kitchener, Ontario, 13 August 1919 as per RCAF Press Release reporting award; educated there and University of Toronto. Enlisted on 20 July 1940 at Montreal (may have been a native of Waterloo, Ontario). To Trenton, 20 August 1943. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 30 September 1940 but not posted to No.5 EFTS until 7 October 1940; may have graduated 27 November 1940 but not posted to No.5 SFTS until 11 December 1940; graduated and commissioned 12 March 1941. To Coal Harbour, date uncertain. Promoted Flying Officer, 12 March 1942. To AFHQ, 15 March 1943. Promoted Flight Lieutenant, 1 September 1943. To Winter Experimental and Test Flight, 24 October 1943. Promoted Squadron Leader, 1 February 1945. To No.8 OTU, 28 April 1945. To "K", 21 July 1945. To Trenton, 4 August 1945. To No.4 Release Centre, 11 November 1945. Retired 16 November 1945. Postwar furniture manufacturer. Died in Kitchener, Ontario, 2 June 2011. Had completed 1,845 hours flying at time of award. Award presented 2 May 1946. Photo PL-21996 has the following caption: "The log books of these test pilots at No.1 Test and Development Establishment at Rockcliffe show they have flown 91 types from Tiger Moths to Lancasters - F/C F.C. King (Toronto, S/L H.R. McLaughlin (Winnipeg), F/L J.P. Culliton (Fort William), F/L J.C. Snyder ((Waterloo), F/L R.L. Davis (Burnaby))."

For almost two years this officer has been in charge of de-icing test flying in the Royal Canadian Air Force. He has personally carried out hundreds of hours of flying. As the research entailed requires the deliberate accretion of ice on the aircraft in various ice-forming weather conditions, this flying has been of the most hazardous nature, requiring great flying skill. Flight Lieutenant Snyder's excellent work has been an inspiration to all who know it and a very definite asset in the prosecution of the war.

\* \* \* \* \*

SNYDER, LAW (now Corporal) Lilian (W302047) - **Mention in Despatches** - Station Gander - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 12 January 1905 at Glasgow, Scotland (RCAF press release 2659 announcing award). Enlisted 29 November 1941 as Messwoman; To Canadian Women's Training Centre, 22 December 1941. To No..6 SFTS, 24 January 1942. Promoted AW1, 23 February 1942. Promoted Leading Airwoman, 23 June 1942. To Newfoundland, 16 July 1942. Promoted Corporal, 1 September 1943. To No.501 Personnel Holding Unit, 19 June 1944. To No.11 SFTS, 29 June 1944. Remustered to Chef, 12 September 1944. To No.3 Repair Depot, 15 November 1944. To No.8 Release Centre, 7 January 1945. Released 19 January 1945.

This airwoman's fine record of constant devotion to duty is worthy of the highest

praise. She has conscientiously and cheerfully accepted responsibilities and successfully carried out duties over and above what is normally expected. Her efficient leadership has at all times given confidence to those who have come in contact with her.

\* \* \* \* \*

SNYDER, P/O (now F/O) Wilbert Sylvester (J25558) - **Mention in Despatches** - No.11 Squadron (Canada) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 25 May 1917, Sandwich, Ontario (RCAF press release 2659 announcing award). Enlisted in Windsor, Ontario, 16 December 1940. Posted to No.1 Manning Depot. To No.1A Manning Depot, 15 January 1941. To No.1 BGS (guard duty), 8 February 1941. To No.3 ITS, 23 March 1941; graduated and promoted LAC, 21 April 1941 when posted to No.10 EFTS; ceased training 29 April 1941 when posted to No.1 Manning Depot; to Trenton, 12 May 1941. To No.9 AOS, 7 July 1941; graduated 27 September 1941 when posted to No.6 BGS; graduated and promoted Sergeant, 7 November 1941 when posted to No.1 ANS. To Western Air Command, 10 December 1941. To Eastern Air Command, 20 December 1941. To No.10 (BR) Squadron, 29 December 1941. Promoted Flight Sergeant, 7 May 1942. To No.11 (BR) Squadron, 31 August 1942. Promoted WO2, 7 November 1942. Commissioned 10 December 1942. Attained rank of Flight Lieutenant, 1 March 1944. To Eastern Air Command Headquarters, 12 July 1944. To No.4 Release Centre, 25 May 1945. Retired 30 May 1945. RCAF photo PL-2779 is of Windsor airmen (all AC2 rank at the time) - Front row, J.R. Wood, J.G. Burnet, D.M. Norman, C.R. Wharram; back row, C.N. Bunney, J. McFarlane, D.C. McNab, R. Murdock, W.S. Snyder, P.E. Wynn.

This officer has proven himself to be an outstanding navigator who continually sets a fine example in his devotion to duty. In addition to his regular work he is particularly active in improving the standard of navigation, an undertaking to which he applies himself with great determination and cheerfulness.

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SOBERING, F/L Gerhard Henry (J88682) - **Distinguished Flying Cross** - No.115 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 21 October 1919 in Letellier, Manitoba; home in Gretna, Manitoba (farmer, ex-Royal Canadian Artillery); enlisted in Winnipeg, 23 October 1941 as "Tradesman" and posted to No.1 Manning Depot. Promoted AC1, 23 January 1942. To Trenton, 24 January 1942 when reclassified as "Guard". To "B", 14 February 1942. To "U-St.", 19 February 1942. To No.13 Radio School, 15 July 1942. Remustered to aircrew and posted to No.4 ITS, 5 December 1942; promoted LAC, 23 January 1943 but not posted to No.23 EFTS until 20 February 1943; posted on 11 April 1943 to No.10 SFTS; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943. To United Kingdom, 12 September 1943. Commissioned 5 August 1944. Promoted Flying Officer, 19 December 1944. Repatriated 18

June 1945. To No.8 OTU. To Greenwood for Tiger Force training, 31 July 1945. To "Y" Depot, 6 September 1945. Retired 11 September 1945. Award presented 22 May 1946. Appears to have changed his name to "George" after the war. Died 28 August 2007 in Dundas, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2008, which nevertheless give his name as "George Sobering." . DHist biographical file has a nice photo of him as he got married. RCAF photo PL-43373 (ex UK-20596 dated 20 April 1945) taken 15 April 1945 at St. John's Presbyterian Church, Kensington on marriage of Corporal Irene Reddock (WD, St. James, Manitoba) and F/O George H. Sobering, DFC (Gretna, Manitoba). Corporal Margaret Skinner (Winnipeg) was bridesmaid and F/O Ken B. Morrison (Gladstone, Manitoba) was best man.

This officer has completed many operational sorties which have included attacks against such major targets as Frankfurt, Essen and Cologne. Throughout Flight Lieutenant Sobering has shown the utmost enthusiasm and determination to operate against the enemy. In December 1944 his aircraft was detailed to attack Rheydt. All the bombs failed to release on the first run over the target and Flight Lieutenant Sobering had to make three runs before they were finally released. In addition which over the target one engine developed a severe oil leak. Nevertheless the mission was successfully completed. Flight Lieutenant Sobering's courage and devotion to duty have always been most noteworthy.

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SOBOTIN, F/O Arthur Joseph (J25566) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 19 July 1919 in Edson, Alberta; home in Vancouver. Attended Vancouver Technical School. Employed by Pacific Uniform Company as uniform cutter. Former member of Canadian Army; enlisted in RCAF in Vancouver, 13 June 1942. To No.3 Manning Depot, 12 July 1942. To No.4 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942 but not posted to No.2 AOS until 28 December 1942; graduated and commissioned ,16 April 1943. To "Y" Depot, 30 April 1943; to RAF overseas, 26 May 1943. Promoted Flying Officer, 16 October 1943. Repatriated 28 October 1944. To Western Air Command, 7 December 1944. To No.6 OTU, 8 December 1944. Promoted Flight Lieutenant, 16 April 1945. To Release Centre, 28 February 1946. Retired 6 March 1946. Award presented in Vancouver, 22 October 1949. Postwar accountant for Revenue Canada (36 years). Died in North Vancouver, 22 July 2017. 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 25 August 1944 when he had completed 32 sorties (149 hours 45 minutes), 9 April to 18 August 1944.

As navigator this officer has completed a large number of sorties, including many against heavily defended targets. By his accurate navigation, often under hazardous circumstances, he has proven a most valuable member of an aircraft

crew. His cheerfulness and disregard for danger have been an inspiration to other crew members.

It is considered that his fine fighting qualities, skill and devotion to duty, fully merit the award of the D.F.C.

The sortie list was as follows:

2 April 1944 - Villeneuve St. George (5.50)  
10 April 1944 - Ghent (4.30)  
9 May 1944 - St. Valery en Caux (4.00)  
11 May 1944 - Boulogne (4.20)  
12 May 1944 - Louvain (4.55)  
19 May 1944 - Le Clipon (3.50)  
24 May 1944 - Aachen (4.40)  
27 May 1944 - Bourg Leopold (5.35)  
7 June 1944 - Acheres (4.40)  
8 June 1944 - Mayenne (4.55)  
12 June 1944 - Arras (5.15)  
14 June 1944 - Cambrai (3.50)  
15 June 1944 - Boulogne (3.40)  
17 June 1944 - Oisemont (4.25)  
21 June 1944 - Oisemont (4.15)  
24 June 1944 - Bonnetot (4.30)  
25 June 1944 - Gorenflos (4.10)  
27 June 1944 - Wizernes (3.55)  
4 July 1944 - Villeneuve St. George (5.35)  
20 July 1944 - Grand Bois (3.45)  
24 July 1944 - L'Hey (3.40)  
25 July 1944 - Stuttgart (8.30)  
28 July 1944 - Hamburg (5.00)  
30 July 1944 - Amaye Seulle (4.00)  
1 August 1944 - L'Hey (3.20)  
3 August 1944 - Foret de Nieppe (4.05)  
5 August 1944 - St. Leu d'Esserent (5.05)  
8 August 1944 - Chantilly (4.25)  
12 August 1944 - Brunswick (5.40)  
13 August 1944 - Aisy (4.25)  
15 August 1944 - Gardening (5.35)  
18 August 1944 - Bois St. Remy (3.25)

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SODEN, F/L Henry Morris (C7298) - **Mention in Despatches** - Station Gander - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Home in Westmount, Quebec; enlisted in Montreal, 6 September 1941 in Administration Branch. Granted rank of Flying Officer as of 4 October 1941. To No.4 Manning Depot, 5 October 1941. To "K", 6 February 1942. Promoted Flight Lieutenant, 1 October 1942. To No.10 (BR) Squadron, 25 March 1943. To No.8 OTU, 25 November 1944. Promoted Squadron Leader, 1 January 1945. To Greenwood, 31 July 1945. To No.2 Release Centre, 13 October 1945. Retired 16 October 1945.

This officer has been employed as Squadron Adjutant for over two years in an isolated base. During all this time and especially during a period of conversion in the squadron, he has shown outstanding ability in organization and administration. In achieving this, he has cheerfully worked many long hours far above the normal call of duty. To all members of the squadron he has been a constant source of inspiration.

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SODEN, F/L James Arthur (C28460) - **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 Montreal, 20 October 1922. Raised in Bedford, Quebec. Joined Boy Scouts at age 13. In due course he achieved the ranks of King Scout, Troop Leader, and Sphinx Scout, garnering numerous badges along the way. At the age of 14 he began a byline column on scouting in the Verdun **Guardian**. He was later invited to become a member of both the Quebec and Canadian Councils of Scouts Canada. Following his graduation from high school in 1939 he took a business course at Sir George Williams (now Concordia University), in Montreal. Set out to hitch hike through the United States ending up in Selma, Alabama, where his money ran out. He was hired by the US Air Force Base in Selma as a court reporter and after two years returned to join the RCAF as a radar technician. Enlisted in Montreal, 5 June 1942 as Radio Mechanic. Granted Leave Without Pay until 21 June 1942 when posted to No.1 Manning Depot. To Queens University, 10 August 1942. Promoted LAC, 7 December 1942; reclassified that date as Radar Mechanic and posted to No.1 Manning Depot. To No.31 RDF School, 17 March 1943. Commissioned 2 July 1943. To No.5 Manning Depot, 7 August 1943. To RAF Detachment, 18 August 1943. To No.5 Radio School, 11 October 1943. To "Y" Depot, 5 January 1944. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944. Promoted Flying Officer, 2 June 1944. Promoted Flight Lieutenant, 1 December 1944. Service with Nos.692 and 405 Squadrons. Repatriated 7 June 1945. To No.8 OTU, 8 June 1945. To No.2 Release Centre, 25 September 1945. Retired 2 October 1945. His obituary notice went on to say:

At the end of the war Jim was encouraged to go to law school, despite his misgivings that he should get out to work now that he was married. Jim and the many veterans, whose numbers swelled the incoming McGill Law class of 1947, had completed their abridged Arts courses and presented a curious mixture of a

mature outlook combined with a penchant for playing pranks, perhaps to make up for earlier lost opportunities. On the first day of classes Jim suggested to some of his classmates the formation of a study group to share what promised to be onerous work. 'The Group', as they were to call themselves, met thereafter every Saturday morning to discuss the past week's cases and readings. They were to study hard, regularly peppering their professors with insightful questions borne of life experience and a sense of urgency to learn and move on after many lost years. One of the Group's better remembered pranks concerned a fictitious French Freedom Forces veteran who was fraudulently registered as a member of the class, for whom they wrote exams after finishing theirs, and who was nominated in an undergraduate society election, defeating the legitimate candidate. Following graduation in 1950, Jim worked for the Montreal law firms of Wainwright Elder Leslie (a predecessor of Borden Ladner Gervais LLP) and Phillips & Vineberg (the present day Davies Ward Phillips & Vineberg LLP) as a commercial real estate lawyer. He lectured for eight years (1950 -1958) to a generation of lawyers, notaries and businessmen in Real Property Security and Civil Procedure at the McGill Faculty of Law and in Business Law at Sir George Williams. He was as generous a teacher to his students as he was with the juniors of his law firms. Indeed, if life had not led him down a different path Jim might well have left the private practice of law to become a full-time professor. But fate, four young children and some exceptional talents led him to devote his professional life to reshaping and rejuvenating Canada's urban real estate centers and pioneering a new professionalism in Canada's growing real estate industry when he was hired in 1957 by legendary real estate developer, Bill Zeckendorf, to join Zeckendorf's Canadian subsidiary, Webb & Knapp Canada Ltd. Shortly thereafter he was elected President of Trizec Corporation, Canada's first public real estate company, which he founded in 1960 and later became its CEO and Chairman of the Board (after serving Webb & Knapp as CEO and Chairman of the Board) during Trizec's initial sixteen years. Jim Soden had a profound influence on the development of public real estate in Canada. A man of vision, he opened up a new era for commercial real estate and Canadian economic development. Under his leadership, Trizec Corporation became, at one point, the largest publicly owned real estate development company in the world. Developers came from around the globe to learn from such projects as the world's first omniplex, Place Ville Marie, in Montreal, and Canada's pioneering shopping centre, Yorkdale, in Toronto. Before the 1960s, developers tended to be privately-owned, family-run, with no uniform standards for accounting or reporting. Jim Soden changed that by spearheading the creation of the Canadian Institute of Public Real Estate Companies (CIPREC, now CIPPREC) which standardized accounting rules for public real estate companies. Jim was a recipient of the Order of Canada for his contribution to the development of the Canadian real estate industry and in particular, its governance and transparency. After Jim left Trizec he formed the Sonco Group Inc. with his former Vice-President, Mike Novac, of

Halifax, in 1978 and headed this property management and development company for the next 25 years until his retirement at age 80. While being kept busy with his Sonco responsibilities Jim still found the time to travel to Dubai to be responsible for the development of the first high rise building in that city (the Dubai International Trade Mart and the associated Hilton Hotel). Later Jim applied his talents to the then proposed development of Abuja, the new capital city of Nigeria. Jim Soden was a former director of St. Mary's Hospital in Montreal and of the York Finch Hospital in Toronto. We were privileged to have had, as a father and grandfather, this very brilliant and human man, who with Eddie left, through their example, a legacy of integrity, compassion, fairness, idealism, love of learning and of nature and, ultimately, devotion to family and contribution to the greater good.

Died in Toronto, 15 November 2009.

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SODERQUIST, FS Delbert Dale (R95447 and J16725) - **Distinguished Flying Medal** - No.15 Squadron (RAF) - Award effective 4 December 1942 as per **London Gazette** dated 15 December 1942 and AFRO 55/43 dated 15 January 1943 and **London Gazette** dated 15 December 1942. Born in Underwood, North Dakota, 12 April 1920; educated there and University of North Dakota. Home given as Washburn, North Dakota when he was a student at Minot State Teachers College. Enlisted in Winnipeg, 11 March 1941 and posted to No.1 Manning Depot. To No.4 Manning Depot, 8 April 1941. To No.1 WS, 22 April 1941. To No.3 ITS, Victoriaville, 10 June 1941; to Trenton, 30 July 1941; promoted LAC, 28 August 1941; to No.6 BGS, Mountain View, 30 August 1941; graduated and promoted Sergeant, 29 September 1941. To Embarkation Depot, 30 September 1941. To RAF overseas, 22 October 1941. To Air Armament School, 20 February 1942. To No.22 OTU, 29 April 1942. To No.1651 Conversion Unit, 23 May 1942. To No.15 Squadron, 22 June 1942. Promoted Flight Sergeant, 1 July 1942. Commissioned 14 December 1942 (J16725). To No.11 OTU, 18 March 1943. Retired 23 March 1943 on transfer to American forces. Award presented by King George VI, 13 April 1943. Died 17 May 1993 in North Bend, Oregon as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November 1993. Public Record Office Air 2/4922 has recommendation dated 14 November 1942 which states he had flown 26 sorties (157 hours 21 minutes).

During a recent sortie the aircraft in which this airman was flying as mid-upper gunner was attacked by two Junkers 88. Flight Sergeant Soderquist was wounded in the arm and his turret was damaged. In spite of this he maintained accurate fire, finally destroying one of the attacking aircraft and causing the other to discontinue the engagement. This airman has completed many sorties and has always displayed similar fighting qualities and courage.

A handwritten narrative (in poor hand) is in his DHH biographical file. It reads as follows:

Posted to No.15 Squadron on June 22, 1942, Soderquist went on his first operation two nights later. This was a combined bombing and nickeling mission to St. Nazaire and proved quite an introduction to operations. The Stirling's No.7 tank and starboard outer engine's cowling were punctured by the intense flak but the crew returned to base uninjured. They had bad luck the next time, too. On a return trip to St. Nazaire they experienced a complete failure of the port inner engine's fuel system and had to jettison their bombs safe in the sea.

By July 3 this crew had graduated from the nursery runs and went bombing Bremen. This was a difficult raid because of smoke and had to be done on Timed Run. Again, on the 16<sup>th</sup>, when Soderquist was wearing the crown of a Flight Sergeant on his sleeves in a raid on Vegasack, there was 10/10s cloud and as the Stirling's T.R. was unserviceable, bombs were all brought back. On the 21<sup>st</sup> they took part in an attack on Duisburg which was considered successful. Nazi fighters (Me.109s) however were smoked out, but Soderquist's pilot, P/O Baigent, by clever evasive action shook them off. Uneventful raids on Duisburg on the 23<sup>rd</sup> and Hamburg on the 26<sup>th</sup> were Soderquist's next operations and were followed by an exciting raid on Hamburg on the 28<sup>th</sup>. Over the target Soderquist's aircraft was coned for 15 minutes by searchlights, so flew on to Bremen where again it was coned on the run up. In addition, a fighter attacked once again, so they bombed Quackenbusch [?] aerodrome as a last resort. However, this was not the end of the danger. Over Bremen and the Dutch coast, they encountered three more Nazi fighters but evaded them without exchanging fire. Once again, in the final raid of the month, on Dusseldorf on the 31<sup>st</sup>, P/O Baigent successfully evaded enemy aircraft on the return trip.

The squadron did not go on any operations in August until the 6<sup>th</sup> when nine crews were briefed for Duisburg. The Rhine made identification possible and flares displayed the target, which was fortune as the T.R. on Soderquist's aircraft failed 20 minutes before it reached Duisburg, although it was serviceable again on the return journey. Bombing raids on Osnabruck on the 9<sup>th</sup>, to Kassel on the 27<sup>th</sup> and to Nuremberg on the 28<sup>th</sup> and a mining expedition to areas in the Kattegat on the 10<sup>th</sup>, completed Soderquist's operations for the month, interrupted as it was by the squadron move from Wyton to Bourn.

For Soderquist, September began on the 2<sup>nd</sup> with a raid on Karlsruhe which was followed by raids on Bremen on the 4<sup>th</sup>, Frankfurt on the 8<sup>th</sup>, Dusseldorf on the 10<sup>th</sup>, Bremen on the 13<sup>th</sup>, Munich on the night of the 19<sup>th</sup>. On the crew's last operation the mid-upper gunner was not Flight Sergeant Soderquist. On this night the Nazis paid a return call to Bourn aerodrome, dropping bombs which damaged one No.7 Squadron Stirling.



He was back with them the next month, however, in a raid on Aachen on October 5<sup>th</sup> and in mining areas in the Kattegat on the 11<sup>th</sup>. On the 13<sup>th</sup> they were detailed for an attack on Kiel but had to jettison when their port inner engine failed.

The squadron's first raid on Genoa was set for the 23<sup>rd</sup>. Baigent (now F/L) and crew were among ten detailed to attack. They carried incendiaries and had to bomb on Estimated Time of Arrival. The DR compass was unserviceable. Here again, however, enemy fighters were in evidence and two attacks made. It was believed a Ju.88 was shot down. The mid-upper gunner was slightly wounded.

This episode put Soderquist in hospital at Oakington on October 28<sup>th</sup> where hospitalization and leave kept him off duty for two months. On December 28 he was back with No.15 but the captain, F/L Baigent had been posted out.

With New Year the first Stirling Mark III aircraft was delivered - the new aircraft needed by a squadron which for some time had been crippled by the inadequacy and unserviceability of their aircraft. Training, testing and formation flying were carried out with zest. He was posted to No.11 OTU on 18 March 1943 and transfer to U.S. forces.

British National Archives (Kew), AIR 50/182 has the following Combat Report:

On the 23/24 October 1942, V/15, Captain Flight Lieutenant Baigent, took off to bomb Genoa, but owing to a defective compass got off track and when ten miles northeast of Antwerp (51.22N 04.48E) at 0110 hours, height 11,000 feet, I.A.S. 165 heading W, or aircraft was attacked by two Ju.88s.

Our aircraft was flying above 10/10 cloud, tops about 5,000 feet below, with a full moon to the south. There was no searchlight activity and with 10/10 cloud no track indicating lights could be seen on the ground, but just previously they had been engaged by ground defences.

The two enemy aircraft were first seen by the Rear Gunner (Sergeant Powell) slightly below; they closed in and whilst one broke away to starboard without attacking, the other opened fire at 800 yards closing to 200 yards and attacked; both the Rear Gunner and the Mid-Upper (Sergeant Soderquist) replying. On the second attack both aircraft came in from the port quarter to 200 yards and again both gunners replied and scored strikes on the enemy aircraft.

The rear turret was unserviceable before the combat began and Sergeant Powell was only able to reply in these first two attacks, but continued throughout the engagement to act as fighter control, advising the Captain as to what action to take.

The enemy aircraft broke away below from the second attack, but came in again from the starboard quarter; the Mid-Upper Gunner replied and they broke away below. In this attack the Mid-Upper Gunner was hit by a machine gun bullet which cut up his forearm.

The Rear Gunner was able to keep the enemy aircraft in sight throughout the engagement owing to the excellent visibility.

The fourth attack was from astern and a little above, one enemy aircraft breaking away from 50 yards above our aircraft and the wounded Mid-Upper Gunner continued his attack, scoring hits on the enemy aircraft fuselage which was seen to be on fire below the cockpit.

The aircraft was not seen again and is claimed as destroyed.

The remaining enemy aircraft came in for a fifth attack from the port quarter, the Mid-Upper Gunner replying. Our aircraft then got into cloud and remained in cloud for about five minutes, but on coming out the enemy aircraft was seen again following our aircraft, but broke away without engagement.

**Our casualties:** Mid-Upper Gunner wounded in forearm.

**Damage to Aircraft:** Bullet holes in fuselage and wings.

**Claims:** one destroyed.

Another file (AIR 50/297) has a report dated 7 November 1942, issued by No.3 Group Headquarters, "Summary of Encounters With Enemy Aircraft", with the following on this action:

**No.15 Squadron - Stirling Aircraft:** "V" (Captain F/L Baigent) on the night of 23/24th October 1942, believed near Cologne at 11,000 feet. Aircraft gently weaving. Full moon, south, cloud at 5,000 feet. Sergeant Powell (Rear Gunner) reported two Ju.88s flying in line astern 1,500 yards astern below. One Ju.88 made stern attack, firing cannon and machine guns from 800 yards, closing to 300 yards. Second Ju.88 crossed starboard to attack on port quarter. Rear turret was unserviceable but Sergeant Powell hand-operated it and freed two inner guns from jams [sic, jams ?], firing these by hand when aircraft attacked dead astern, but concentrated chiefly on giving Fighting Control to captain. He acted as Fighting Controller throughout the action. Defensive tactics given on first attack by both aircraft together: corkscrew. Both enemy aircraft broke away and came in on port quarter, very clear in bright moonlight, closing to 200 yards and hitting our aircraft, damaging mid-upper turret and wounding Mid-Upper Gunner. Our aircraft turned in towards them when Ju.88s were at 600 yards. They then broke

away on starboard quarter and came in together astern, above. Defensive tactics: corkscrew. Enemy aircraft shot over our aircraft's tail. Leading Ju.88 was seen to be on fire under cabin, from effect of Mid-Upper Gunner's fire. It broke off the attack over tail and dived away (claimed destroyed). Other Ju.88 made attack from port quarter. Mid-Upper Gunner maintained his fire, strikes were seen and this aircraft is claimed as damaged. Our aircraft turned into cloud and flew through cloud for approximately five minutes. When it reached clear sky again Ju.88 appeared from cloud some 200 yards dead astern (indicating either pure fluke or very effective ground control, or possibly some form of 'A.I.') [**radar**]. However, it did not seem to relish any further combat but broke off immediately without firing. No more was seen of him. No searchlights or flares at time of attack, which took place some 15 minutes after very heavy flak bombardment had stopped.

**Comment:** Both gunners are to be highly commended; Sergeant Powell for efficiently handling a useless turret (oil leak in pipes above engine) and wisely concentrating on fighting control to his captain, thereby saving aircraft and crew from more than superficial damage. Flight Sergeant Soderquist, Mid-Upper Gunner, remained in his turret though shot through the arm and maintained fire with excellent effect, destroying one aircraft and probably damaging the other. The lessons learned in Fighter Affiliation have proved their worth in this combat.

It may be claimed that these gunners are responsible for the return of a valuable crew and aircraft.

**Training:** Interviewed 8 October 1940 by F/O F.H.W. Severin - "A very good type of American. Well educated. Nice manners. Intelligent. Good prospect. Prefers enlistment as air gunner."

No record of training at Wireless School.

Course at No.3 ITS was 21 June to 27 July 1941. Courses in Mathematics (10/100), Armament, practical and oral (60/100), Signals (80/100), Hygiene and Sanitation (32/40), Drill (80/100) and Law and Discipline (47/60). Placed 85<sup>th</sup> in a group of 145 but deemed to have failed the course. "Self confident and mature. Very poor in mathematics but particularly wishes to remain aircrew. Recommended as Air Gunner."

A note on his file dated 28 August 1941 reads: "An American who came up to enlist in the RCAF as a straight air gunner and wanted nothing else. Wants to get overseas quickly and fight. Had his parents consent, in fact they brought him up. Failed in Mathematics at ITS, stated he deliberately failed or at least never tried to learn the subject and was always weak in Maths at school. Greatly annoyed at the time lost in eventually achieving his purpose. However he is so well motivated he is recommended as Air Gunner."

Course at No.6 BGS was 1 September to 29 September 1941. Fairey Battle aircraft (10.40 day plus 3.30 as passenger). Fired 720 rounds on ground, 400 rounds air-to-ground and 1,734 rounds air-to-air. Scored 15.5 percent hits in Beam Test, 6.8 percent in Beam Relative Speed Test, and 13.3 percent hits in Under Tail Test. On written examination scored 68 percent; practical and oral examination 63 percent; graded 187/250 in Ability as Firer. Placed 28<sup>th</sup> in a class of 65. "His ability as an air firer is above average, and he will be an efficient Air Gunner."

**Notes:** Went AWOL at No.3 ITS (two days 19 hours) - forfeited three days pay and sentenced to five days punishment drill.

Severely reprimanded, 22 December 1941 for offence at No.3 PRC, Bournemouth - "Making away with his service equipment by selling a pair of flying boots unlawfully to Mr. Bealey of the Army and Navy Stores, Commercial Road, Bournemouth."

In action of 24 October 1942, wounded in right forearm. Hospitalized in Chelmsford, discharged 11 November 1942 and given 14 days leave. On month of ground duty thereafter. No fracture.

\* \* \* \* \*

SOLDAN, FS (now P/O) Paul (R142650/C90615) - **Distinguished Flying Medal** - No.425 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 10 May 1919; home in Two Hills, Alberta. Educated to Grade VIII, 1926-1933, Farming thereafter, but took an Aviation Mechanics course, August 1940 (Chicago Vocational Training Corporation). Served eleven months with Edmonton Fusiliers, January to November 1941. Enlisted in RCAF in Edmonton, 27 November 1941 as Aero Engine Mechanic and posted to No.3 Manning Depot. To Technical Training School, 13 January 1942. To No.3 SFTS, 22 April 1942. Promoted AC1, 18 August 1942. Promoted LAC, 1 October 1942. To "Y" Depot, 16 October 1942. Promoted Corporal, 1 November 1942. To RAF overseas, 10 December 1942. Disembarked in Britain 18 December 1942. To No.419 Squadron, 18 January 1943. Attached to RAF Tangmere, 21-27 June 1943. To No.6419 Servicing Echelon, 31 December 1943. To No.4 School of Technical Training, St. Athan, 23 February 1944. Remustered to Flight Engineer, 24 April 1944 and promoted Sergeant that date. To No.61 Base, 6 May 1944. Attached to Battle School, 6-17 May 1944. Attached to No.1664 Conversion Unit, 17 May to 6 June 1944. To No.425 Squadron, 6 June 1944. Commissioned 28 September 1944. Repatriated 8 December 1944. To No.2 Air Command, 20 December 1944. To No.3 SFTS, 25 January 1945. To "Y" Depot, Moncton, 4 March 1945. To United Kingdom, 18 March 1945. Promoted Flying Officer, 28 March 1945. To No.76 Base, 4 April 1945. To No.1666 Conversion Unit, 13 April 1945. To No.63 Base, 2 June 1945. To No.429 Squadron, 30 June 1945. Repatriated 13 June 1946. To No.2 Air Command, 25 June 1946. Applied for service in Interim Air Force but rejected as of 19 July 1946. To No.5 Release Center, 30 July 1946. Retired 2 August 1946. Award presented 14 June 1947. Died 22 February 1993 in Duncan, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion**

**Magazine** of May 1993.

Flight Sergeant Soldan is an outstanding flight engineer. During his operational tour he has displayed fine technical skill and resource which have played a large part in the safe return of his aircraft on numerous occasions. In July 1944, his aircraft was detailed for a mission to Stuttgart and after a successful attack had been accomplished one engine became unserviceable. His aircraft was then attacked by an enemy fighter and the necessary evasive action taken caused the petrol supply to run low. By careful calculations and great ingenuity in conserving the petrol supply Flight Sergeant Soldan enabled his pilot to fly his aircraft safely to a base in this country.

NOTE: DHH file 181.009 D.1730 (National Archives RG.24 Volume 20607) has recommendation drafted 16 October 1944 by W/C. H.C. Ledoux when he had flown 34 sorties (161 hours). Sortie list and submission as follows:

14 June 1944 - St. Pol (4.15)  
16 June 1944 - Sautrecourt (3.35)  
17 June 1944 - Oisemont-Neuville (4.05)  
23 June 1944 - Bientques (4.35)  
24 June 1944 - Bemieres (3.55)  
6 July 1944 - Coqueraux (4.45)  
7 July 1944 - Caen (4.20)  
15 July 1944 - Nucourt (4.35)  
17 July 1944 - Caen A.1 (4.05)  
18 July 1944 - Wesseling (4.30)  
20 July 1944 - Ferme dur Forestel (4.05)  
24 July 1944 - Ferfay (3.55)  
25 July 1944 - Stuttgart (8.00)  
28 July 1944 - Hamburg (6.15)  
31 July 1944 - Ouef-en-Tornois (4.45)  
3 August 1944 - Foret de Nieppe (4.40)  
4 August 1944 - Bois de Cassan (4.40)  
5 August 1944 - St.Leu de'Eseran (4.55)  
7 August 1944 - La Hogue (4.10)  
8 August 1944 - Foret de Chantilly (4.30)  
9 August 1944 - Foret de Nieppe (4.00)  
12 August 1944 - Foret de Montrichard (5.40)  
15 August 1944 - Brussels (4.30)  
16 August 1944 - Kiel (6.15)  
18 August 1944 - Connantre (6.40)  
3 September 1944 - Volkel (3.50)  
9 September 1944 - Le Havre (4.15)

10 September 1944 - Le Havre (4.45)  
11 September 1944 - Castrop-Rauxel (4.50)  
12 September 1944 - Wanne Eickel (5.10)  
13 September 1944 - Osnabruck (5.20)  
15 September 1944 - Kiel (5.40)  
17 September 1944 - Boulogne (3.50)  
25 September 1944 - Calais (3.55)

A keen member of a Halifax crew, Flight Sergeant Soldan has recently completed a tour of operations over enemy territory. Among the sorties made were attacks on the heavily defended targets of Wesseling, Stuttgart, Hamburg, Kiel and Osnabruck.

Under adverse flying conditions, Flight Sergeant Soldan has been very cool and has demonstrated outstanding resourcefulness. His thorough knowledge of his trade coupled with his quick grasp of a situation have been responsible for the safe return of the aircraft on numerous occasions.

On July 25<sup>th</sup>, 1944, the crew in which Flight Sergeant Soldan was Engineer were detailed to bomb Stuttgart, Germany. After a successful attack on the target, the port inner engine became unserviceable and had to be feathered. The aircraft was attacked by an enemy fighter and it was necessary to undertake evasive action. This caused a shortage of petrol. By minute calculations, calling upon the greatest ingenuity on the part of the Engineer, the aircraft was able to make a safe landing at a diversion base in England.

Throughout his tour, Flight Sergeant Soldan has exhibited qualities which bespeak the highest gallantry in the air. It is for this reason that I highly recommend Flight Sergeant Soldan for the Non-Immediate award of the Distinguished Flying Medal.

**Notes:**

Repatriation Form dated 28 September 1944 stated he had flown 160 hours 55 minutes on operations (34 sorties, the last on 25 September 1944) plus 48 hours 40 minutes in overseas training.

Application for Operational Wing dated 14 October 1944 stated he had flown 34 sorties (161 hours), 14 June to 25 September 1944.

**Training:** In October 1943 he appeared before an Aviation Candidates Selection Board, Doncaster. The report of the Board dated 5 October 1943 was that he was a "good solid man" but rather nervous on tests. He was too heavy to be an Air Gunner but might be a good Flight

Engineer; on enlistment he had been five feet eleven and one-half inches and had weighed 178 pounds. "Gives impression of dependability and solid worth. Is not extraordinary quick on the uptake but is efficient." (W/C E.N. Fuller).

Flight Engineer Course at No.4 School of Technical Training was 25 February to 26 April 1944. Courses as follows: Fuel System (90/150); Engines, General (30/50), Carburetor and Propellor (60/100), Engine Ground Testing (30/50), Engine Air Handling (90/150), Log Keeping (30/50), Airframe, General (30/50), Jettisoning, Ditching, Dinghies (60/100), Hydraulics, Electrics, Pneumatics (60/100), Anti-Icing, Oxygen, Inspection of Aircraft (60/100), Manufacturers' Course (average), Fuel Consumption Calculation (41/50). "Good average pupil - keen type." (F/L E.W. Reynolds, 11 April 1944).

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SOLMUNDSSON, P/O (now F/O) Kjartan Ari (J15190) - **Commemorative Medal (Norway)** - No.426 Squadron (deceased) - Award effective 3 July 1945 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Born in Gimli, Manitoba, 27 September 1915. Worked as a fisherman, hunter, trapper, miner and dog musher for five years and clerk for three years. Wife in Riverton, Manitoba; enlisted in Winnipeg, 27 June 1940. Posted to No.1 Manning Depot, Toronto on enlistment. To No.1 ITS, Toronto, 22 September 1940. Promoted LAC and posted to No.3 AOS, Regina, 16 September 1940. To No.2 BGS, 10 December 1940; promoted Sergeant, 19 January 1941; to No.1 ANS, Rivers, 20 January 1941. To Station Debart, 12 March 1941. To Halifax, 3 May 1941. To No.1 Training Command, 5 May 1941. Granted indefinite leave without pay, at which point he was attached to Royal Norwegian Air Force, apparently being sent directly to Iceland, RCAF authorities becoming responsible for his pay. Leave without pay cancelled as of 30 January 1942 on which date he was commissioned. Posted to No.330 Squadron, Iceland, 31 January 1942. This posting ended 1 December 1942 when he was posted to No.20 Group. To No.4 AOS, 26 January 1943. To No.23 OTU, 23 March 1943. To No.1659 CU, 12 June 1943. To Station Topcliffe, 4 July 1943. To No.427 Squadron, 22 July 1943. To No.405 Squadron, 24 October 1943. To No.426 Squadron, 10 December 1943. Killed in action 27/28 January 1944 (Lancaster LL688); name on Runnymede Memorial.

RCAF Press Release No. 2693 dated 28 September 1943 from F/O W.H. Dumsday read:

Thrills of bagging a German night fighter and limping home all the way from the Nazi spiritual centre of Nuremberg on three motors were experienced by a young western tail-gunner – Sgt. P.A. Dubois, R176162, of Arcola, Saskatchewan – and his all-Canadian crew on their first operational raid in a Halifax bomber.

For the pilot – Sergeant R.C. (Deeg) Deegan, R62559, Smiths Falls, Ontario, -- it was his second operational trip. In his first venture, he bailed out with the rest of the crew over England after a "shaky-do".

Telling of the feats of Dubois and Deegan, F/O K.A. (Solly) Solmundson of

Riverton, Manitoba (151190), navigator and only officer in the crew, said the entire flying team “acted like veterans and didn’t show a bit of panic even when flames from one of our motors were trailing the kite”.

Decorated with the Norwegian King’s Medal for completing 65 Arctic sorties, Solmundson, who worked for four years with City Hydro in Winnipeg before joining the RCAF, is making his second operational tour with the Lion squadron.

“We were going in on the target when a twin-engined fighter came at us from below and astern,” said the 26-year-old navigator. “Our rear-gunner, Dubois, first sighted Jerry’s lights and let him come to within about 300 yards. The fighter fired a burst which went beneath us and the rear-gunner told the skipper to corkscrew.”

“Just as we started the evasive, the rear-gunner gave two long bursts and at the conclusion of the second burst, the Jerry fell away with sparks coming from his port engine. He tumbled through cloud for about 3,000 feet and then exploded, lighting up the whole sky.”

Besides Deegan and Dubois, others who saw the night fighter explode were Sergeant H.J. Gibbs, R179492, mid-upper gunner, McMasterville, Quebec, and Sergeant J.C.A. Corbeill, R121428, Cluny, Alberta, flight-engineer.

Over the target, flak caught the bomber’s port outer and the motor caught fire, flames trailing for about 12 feet behind the aircraft.

The crew succeeded in extinguishing the blaze and feathering the motor but, with that job done, the kite was caught in searchlights.

“The skipper did a swell job of evasive action to shake the lights,” said Solmundson. “He brought the kite all the way home on three motors and at one time we only had two. As we were changing gas tanks the port inner cut but after dropping 3,000 feet she started again.”

Other Canadians in the crew which landed at a diversion base included Sergeant R.D. Anderson, R161094, 83 Falcon Street, Toronto, and Sergeant J.L.J. Fontaine, R82787, 5502-13th Avenue, Rosemont, Montreal, Quebec.

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SOLOMOS, F/O Harry (J86368) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 10 July 1922 in Montreal; home there (clerk); enlisted there 22 May



1942 and posted to No.5 Manning Depot. To No.4 Manning Depot, 2 July 1942. To No.3 ITS, 12 September 1942; graduated and promoted LAC, 7 November 1942 but not posted to No.4 EFTS until 5 December 1942; may have graduated 12 February 1943 but not posted to No.13 SFTS until 20 February 1943. Graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 25 June 1943. To RAF overseas, 29 June 1943. Commissioned 7 May 1944. Promoted Flying Officer, 7 November 1944. Repatriated 2 August 1945; to No.2 Release Centre, 12 August 1945. Retired 17 September 1945. Award presented in Montreal, 25 November 1949. Re-engaged as pilot, 2 August 1951 (Flying Officer, service number 45899) to uncertain date. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 Vol.2610 (RG.24 Vol.20627) has recommendation dated 15 November 1944 when he had flown 31 sorties (151 hours five minutes), 4 July to 11 November 1944.

This officer has since July 1944 compiled a record of thirty-one operational sorties over enemy territory, including such heavily defended targets as Hamburg (2), Duisburg (3) and Dortmund.

The successful completion of these sorties has been due largely to the initiative, resourcefulness and skilful airmanship of this officer. He has always set his mind on the task in hand, fearlessly and with a fine offensive spirit, thereby setting a magnificent example to his crew, and the squadron in general. His cheerful confidence has inspired a high standard of morale in his crew.

Flying Officer Solomos has consistently shown great devotion to duty and I consider that he in every respect fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

4 July 1944 - Villeneuve St. George (6.10)  
5 July 1944 - Ardouval (3.40)  
18 July 1944 - Caen (4.15)  
20 July 1944 - Forestal (4.10)  
23 July 1944 - Dognes (6.05)  
24 July 1944 - L'Hey (3.35)  
28 July 1944 - Hamburg (5.30)  
30 July 1944 - Villers Bocage (4.00)  
1 August 1944 - L'Hey (3.25)  
3 August 1944 - Foret de Nieppe (4.15)  
4 August 1944 - Bois de Casson (4.50)  
5 August 1944 - Leu d' Esserent (5.20)  
7 August 1944 - La Hogue (5.00)  
9 August 1944 - Foret de Croc (4.25)  
25 August 1944 - Farfay (4.15)

27 August 1944 - Mimeyeques (3.50)  
31 August 1944 - Ile de Cezambre (4.20)  
6 September 1944 - Emden (4.05)  
11 September 1944 - Le Havre (5.45)  
12 September 1944 - Dortmund (5.45)  
15 September 1944 - Kiel (5.45)  
27 September 1944 - Duisburg (5.25)  
28 September 1944 - Cap Gris Nez (4.10)  
14 October 1944 - Duisburg (4.55)  
14 October 1944 - Duisburg (5.35)  
15 October 1944 - Wilhelmshaven (4.50)  
25 October 1944 - Essen (6.10)  
25 October 1944 - Hamburg (5.05)  
1 November 1944 - Oberhausen (5.55)  
6 November 1944 - Gelsenkirchen (4.55)  
11 November 1944 - Gardening, Oslo (6.35)

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SOMERVILLE, S/L Ian (C4799) - **Air Force Cross** - No.15 EFTS - Award effective 16 April 1943 as per **London Gazette** of 13 April 1943 and AFRO 1035/43 dated 4 June 1943. Born 22 September 1908. Enlisted in Vancouver, 7 February 1940 and posted to Trenton; granted rank of Sergeant as of that date. To uncertain posting, 27 May 1940. To No.31 EFTS, 5 November 1941. Commissioned in rank of Flight Lieutenant, 10 November 1941. To No.15 EFTS, 18 March 1942. Promoted Squadron Leader, 1 January 1943. To "Y" Depot, 10 March 1944. Overseas as of 12 March 1944. Repatriated 10 September 1945. To No.1 Air Command, 21 September 1945. To Test and Development Centre, Rockcliffe, 26 October 1945. To No.9 Surplus Equipment and Holding Unit, 6 November 1945. Returned to Test and Development Centre, Rockcliffe, 22 December 1945. To No. 8 Release Centre, 6 July 1946. Retired 19 July 1946. Award presented. RCAF photo PL-33446 (ex UK-15750 dated 11 October 1944) taken outside Buckingham Palace following investiture. The following citation found in Governor General's Records, RG.7 Group 26, Volume 57, file for 1943.

Squadron Leader Somerville has been employed as Chief Flying Instructor at this school for the past ten months. The keen interest afforded by this officer to the training of every pupil at this school, coupled with his enthusiasm and devotion to duty, has made him an outstanding example to all instructors under him. He is an above average flying instructor and a capable officer who has completed a total of 2,588 flying hours, of which 1,288 hours are instructional given over a period of eighteen months.

RCAF Press Release 6967 dated 7 May 1946 gives the following account from his participation in Exercise MUSK OX:

Enthusiastic tribute was paid to Squadron Leader Ian Somerville of Trail, B.C. by the senior U.S. Air Force officer attached to Exercise Musk Ox for risking his life to fly a doctor to two men in a glider crash north of Fort Nelson. In a letter to Air Vice-Marshal A.L. James, Air Member for Research and Development at RCAF Headquarters, the U.S. officer, Lieutenant-Colonel Edward G. Butler, paid tribute to Somerville's resourcefulness, skill and alertness and personal bravery.

The accident occurred when a glider, loaded with a heavy engine, landed at high speed on an ice-covered lake. The nose ploughed into the snow and turned partly over. So heavy was the engine it tore loose from its moorings and pinned the American pilot and Canadian co-pilot into the nose. The former suffered shock and back injuries and the latter escaped serious injury.

Squadron Leader Somerville volunteered to land a power glider on the lake with a doctor, although he was warned that a "pickk-up" of the power glider might be impossible with the result that he would have to remain on the lake for sa week until a ground party could reach him. As it happened another glider, as well as the power glider piloted by Somerville, were picked up and towed back to base.

"I cannot compliment this officer too highly", wrote Lieutenant-Colonel Butler. "Although his work with us in the past few months has been exceptionally fine, I feel that a definite service was rendered to the United States Army Air Force on this occasion. I felt he made this decision [to attempt the landing] with complete disregard for his own personal safety."

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SOMERVILLE, S/L James Dean (C1999) - **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 Exshaw, Alberta, 14 August 1908; educated in England, 1915-1918, Cochrane, Alberta (1918-1922), and Oakwood Collegiate, Toronto, 1922-1924. Attended Technical Night School, 1924-1926. Trained as an electrical engineer. Member of Canadian Militia (Toronto Regiment), 15 May 1933 to 22 February 1934. Obtained a commercial pilot's license, 1931 and had flown about 250 hours solo when he joined RCAF. Joined RCAF, 8 May 1934 as a fitter with No.110 Squadron. Attended summer camps at Camp Borden. Promoted Corporal, 1 June 1935. Promoted Sergeant, 1 June 1938. Promoted Flight Sergeant, 15 August 1939. As of 2 January 1940, to St.Thomas. To AFHQ, 31 January 1940. To Trenton, 24 February 1940. Commissioned in General List, 1 April 1940. Promoted to Flying Officer on same day. To No.2 SFTS, Uplands, 3 September 1940. To No.11 SFTS, Yorkton, 10 April 1941, instructing there from that date to May 1943. Promoted to Flight Lieutenant, 15 June 1941; promoted to Squadron Leader, 1 July 1942. To No.4 SFTS, Saskatoon, 7 May 1943. To No.5 Manning Depot, Lachine, 10 June 1943. To RAF, Dorval, 10 June 1943; overseas as of 12 July 1943, arriving in UK on 13 July 1943. To No.12 (P) AFU, 3 August 1943. To No.54 OTU,

7 September 1943. With No.410 Squadron, 21 December 1943 to 9 October 1944 and No.409 Squadron, 9 October 1944 to 19 March 1945; promoted to Wing Commander, 9 October 1944. Repatriated 14 May 1945; to No.1 Air Command, 27 May 1945; to RMC Kingston, 29 June 1945. To Northwest Air Command, 19 August 1946 (active in Operation Beetle). To No.12 Group Headquarters, Vancouver, 18 June 1948. To Canadian Joint Staff, Washington, 18 August 1950. To Station St. Hubert, 28 January 1951. Promoted to Group Captain, 1 January 1953. To No.1 (Fighter) Wing, 7 August 1953. To Station Macdonald, 13 August 1956. To Reserve Officer School, St. Jean, Quebec, 11 May 1959, commanding that school to 2 July 1959. To Training Command Headquarters, 3 July 1959. To Station Sea Island, 10 August 1959. Retired 20 February 1960. Cited with F/O George D. Robinson (RCAF observer, awarded DFC; see above for citation). DSO and DFC presented 29 November 1947. Awarded Queen's Coronation Medal, 23 October 1953 (Group Captain, No.1 Wing). 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). Photo PL-36168 shows him well. Aerial victories as follows: **12/13 February 1944**, one Ju.88 destroyed and one Ju.88 damaged; **1/2 August 1944**, one Ju.188 destroyed northeast of Tessy; **2/3 August 1944**, one Do.217 destroyed northwest of Pontorson; **6/7 August 1944**, one Ju.88 destroyed, St.Hilaire; **14/15 August 1944**, one Ju88 destroyed west of Le Havre; **18/19 December 1944**, one Ju.88 destroyed, Kaiseworth; **23/24 January 1945**, one Ju.188 destroyed west of Diest. Photographs are PL-28994 (Robinson and Somerville), PL-36168 (studio portrait, 1944) and PL-95232 (portrait, 1957).

Public Record Office Air 2/9160 has recommendation drafted 15 August 1944 when he had flown 55 sorties (150 hours).

This officer is Flight Commander of a night fighter squadron. On his first operational sortie on February 13, 1944 he destroyed one Junkers 88 and damaged one Junkers 188 over the North Sea. He has 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. He has always displayed a high degree of skill, determination and courage, pressing home his attacks with the utmost vigour. His excellent example has been an inspiration to the entire squadron.

SOMERVILLE, W/C James Dean, DFC (C1999) - **Distinguished Service Order** - No.409 Squadron - Award effective 16 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945.

This officer has displayed outstanding efficiency, great courage and determination, qualities which have been well reflected in the fine fighting spirit of the squadron he commands. He has completed very many sorties and has destroyed seven enemy aircraft at night. He has set a fine example of loyal and devoted service.

**Notes:** Before the war he played rugby, softball and hockey extensively. He was short (five feet

five inches) and very stocky.

On 17 December 1940 he landed a Harvard wheels-up with a student at Uplands.

Known as "Red" to his friends, he flew 91 sorties (247 operational hours).

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SONDERGAARD, P/O Andrew Christian (C18909) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 10 January 1944 as per **London Gazette** dated 21 January 1944 and AFRO 410/44 dated 25 February 1944. Born in Holstebro, Denmark, 27 September 1916; educated there to Grade IX and at Dakota School, Alberta, 1929 to 1932. Home in Ponoka, Alberta (sheet metal worker, 1937-1938; Greyhound bus and truck driver, 1938-1940; enlisted in Edmonton, 19 April 1940 as Airframe Mechanic. To St. Thomas, 10 May 1940. To No.4 SFTS, Saskatoon, 18 September 1940. Promoted AC1, 19 July 1940. To No.2 WS, Calgary, 22 December 1940. Promoted LAC, 1 April 1941. To "Y" Depot, 27 October 1941. To RAF overseas, 2 November 1941. To No.414 Squadron, 14 November 1941. Overseas he took courses on Allison, Hercules and Merlin engines. To No.4 School of Technical Training, 14 August 1942. Remustered to aircrew (Flight Engineer), 21 October 1942 and promoted Sergeant, as of that date. To No.405 Squadron Croft, 27 October 1942. To No.1659 Conversion Flight, 28 October 1942. To No.405 Squadron again, 25 November 1942. Promoted Flight Sergeant, 21 April 1943. Commissioned 10 September 1943. To No.1679 Conversion Unit, 1 February 1944 (instructing). To No.1659 Conversion Unit (instructing), 20 February 1944. Promoted Flying Officer, 10 March 1944. Award presented by King George VI, 11 August 1944. Repatriated 25 September 1944, having asked for pilot training (refused). To No.5 OTU, 1 November 1944 (instructing). To Release Center, 15 August 1945; retired 17 August 1945. Died 8 February 1988 in Surrey, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November 1988. RCAF photo PL-28920 (ex UK-10295 dated 5 May 1944) shows him listening to a fellow-HCU instructor, F/O Ted Doubassoff (pilot, New York City). Photo PL-28966 (ex UK-10296 dated 5 May 1944) shows same pair with a small car owned by Doubassoff and used to move about the base. RCAF photo PL-32556 (ex UK-13879 taken during investiture. 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 2/9153 has recommendation dated 23 November 1943 when he had flown 36 sorties (291 hours 15 minutes).

9 December 1942 - Anti-sub patrol (9.00)  
17 December 1942 - do. (9.05)  
20 December 1942 - do. (10.00)  
26 December 1942 - do. (7.05)  
2 January 1943 - do. (8.10)  
21 January 1943 - do. (10.05)  
25 January 1943 - do. (4.15)  
5 February 1943 - do. (8.25)  
8 February 1943 - do. (9.15)  
11 February 1943 - do. (8.15)  
14 February 1943 - do. (8.30)  
21 February 1943 - do. (10.20)  
24 February 1943 - do. (10.00)  
4 May 1943 - Dortmund (5.59)  
23 May 1943 - Dortmund (5.26)  
27 May 1943 - Essen (5.26)  
29 May 1943 - Wuppertal (4.41)  
19 June 1943 - Le Creusot (5.58)  
21 June 1943 - Krefeld (4.21)  
24 June 1943 - Elberfeld (4.51)  
28 June 1943 - Cologne (4.37)  
3 July 1943 - Cologne (5.07)  
25 July 1943 - Essen (5.05)  
27 July 1943 - Hamburg (5.36)  
2 August 1943 - Hamburg (5.46)  
9 August 1943 - Mannheim (5.49)  
10 August 1943 - Nuremburg (7.18)  
12 August 1943 - Turin (7.46)  
16 August 1943 - Turin (8.01)  
17 August 1943 - Peenemunde (7.42)  
23 August 1943 - Berlin (6.56)  
27 August 1943 - Nuremburg (7.15)  
30 August 1943 - Munchen Gladbach (3.57)  
31 August 1943 - Forest (2.58)  
5 September 1943 - Mannheim (6.24)  
8 September 1943 - Boulogne (2.57)  
7 October 1943 - Stuttgart (5.53)  
8 October 1943 - Hanover (4.27)  
18 October 1943 - Hanover (4.24)  
10 November 1943 - Modane (7.08)  
17 November 1943 - Mannheim (4.59)  
18 November 1943 - Berlin (7.32)

Pilot Officer Sondergaard has completed 36 operational sorties against many of the enemy's most heavily defended targets. He has invariably displayed coolness and courage of the highest order, and by his exceptional skill and devotion to duty has contributed much to making all the attacks he took part in successful ones. This officer is strongly recommended for the award of the Distinguished Flying Cross.

Public Record Office Air 50/248 has the following Combat Report relevant to his operations for night of 23/24 November 1943 (target Berlin, Lancaster V/405, JA974). Crew included F/L William Weiser (captain), Flight Lieutenant Glenmore Benjamin Ellwood (navigator), Pilot Officer Frank Cousins, RAF (Bomb Aimer), Pilot Officer Meyer (Wireless Operator), Pilot Officer Lloyd Gerrard Coburn (Mid-Upper Gunner), Flying Officer Henry Cecil Banks (Rear Gunner) and Flight Sergeant Andrew Christian Sondergaard (Flight Engineer).

On the night of 23/24 November 1943, at position 52.33 North 09.40 East, heading 250 degrees True, I.A.S. 168 knots, height 20,000 feet, our aircraft, Lancaster "V", JA974, 405 RCAF Squadron, was attacked by an unidentified enemy aircraft. The attack came from starboard quarter down at a range of 300 yards. One short burst was fired by enemy aircraft at 300 yards. Our rear gunner did not open fire. The evasive action taken was a corkscrew to starboard. The enemy aircraft was lost and seen no more. No damage was sustained by our aircraft. The attack took place cloudy night haze, no moon, there was no flak or searchlights cooperating. Monica gave first indication of attack. There is no damage claimed to enemy fighter.

**Notes:** Application for Operational Badge dated 25 February 1944 states he had flown two tours - 45 sorties, 4 December 1942 to 14 January 1944 (338 hours 45 minutes). Awarded the Wing and Bar.

When assessed 25 March 1944 (on posting from No.405 Squadron) he was described as having flown 462 hours (173 hours 17 minutes in previous six months).

When assessed 21 August 1944 at No.1659 Conversion Unit, he had flown 460 hours of which 60 had been in previous six months.

**Selected Assessments:** "Good workman who understands his duties." (No.4 SFTS, 31 December 1940, where he was a metal worker on Harvard airframes).

"Proficient, reliable - Has worked considerably on aero engines." (G/C E.R, Owen, No.2 WS, 8 October 1941).

"As an instructor employed on Flight Engineer duties, this officer performs his work to the best of his ability. However, he is considered temperamentally unsuitable for instructional work and is definitely not interested in anything other than work of a practical nature in which capacity he

would be most suitable,]" (W/C H. Malkin, No.5 OTU, 21 February 1945).

"This officer has not shown any interest in instructional duties whatsoever. It is suggested that he be employed elsewhere." (F/L A/L. Parnall, No.5 OTU Detachment, Abbotsford, 28 May 1945)

RCAF Press Release 4777 dated 26 April 1944 from Sergeant John Badger, transcribed by Huguette Oates, reads as follows (to be associated with photo UK-10295):

**WITH RCAF BOMBER GROUP OVERSEAS:** -- There are two sides to the character of Flying Officer Andy Sondergaard, DFC, and the odd thing is, this accounts for his tremendous popularity.

There is the Pride of Ponoka, Alberta, the joking clowning Danish-Canadian whose quick wit keeps the flight engineering section of his unit in an uproar. An operational veteran, the stocky Sondergaard now teaches novice flight engineers what their job is like on actual bombing missions. Keeping them laughing and learning is his motto. Result is that at the end of his courses his students know flight engineering very well, and Sondergaard even better. He's not hard to know. When an Air Force reporter visited Sondergaard's heavy bomber conversion unit, he found the other instructors in flight engineering, also veterans of operational flying, unenthusiastic to a man about publicity.

"You want to write a story about Sondergaard," observed one of the instructors grouped around the hapless reporter. "Sondergaard is approaching," roared a voice, "and as we have only a small paper in Ponoka, it should not be hard to fill with my story!" Brother officers were shouldered aside by a bustling young man who gripped the reporter by the arm.

"You are a reporter?" he asked earnestly. His blue eyes faked a fanatical glare but somehow they still looked honest and twinkling. "Good! Start like this: There I was in a screaming dive, the stick in one hand, a 12,000-pound bomb in the other..." Sondergaard's conversation is a firework display in sound and gesture. His hands and eyebrows say even more than his mouth, and that's plenty. "You don't like?" he continued anxiously. "How about this! Sondergaard has flown two tours and is still on his way to his 28th birthday!" "Hold on," grinned the reporter, trying to put this unruly interview in the usual form. "What's the name of the Ponoka paper?" "How should I know? I can't read!" roared the far from melancholy Dane. "If I could read and you could write, we'd make out better!"

That's one Sondergaard. The other is the good sense behind his nonsense; the reliability behind his vivacity; the courage that won him the DFC behind his



earthy gall and irrepressible friendliness which make him the social lion of his section. His fellow-instructors seem to sense this. Sondergaard is more than their court jester: he is a man they respect.

He left Denmark as a boy but has since flown over that country several times going and coming from German targets. "On our way in to Peenemunde one night," recalled Sondergaard, "our Halifax was flying at a fairly low level and it got shot up bad over the west coast of Denmark. They threw so much light flak my way, I figure my relatives were manning the guns." The great aircraft sustained 45 hits but went on to bomb its German target successfully. The crew were unhurt. "The big blitz on Berlin?" Sondergaard dismissed the subject as trivial, saying, "We started it!"

He passed quickly on to another topic but the truth is as hard to take as his exaggeration. In the Battle of Berlin, Sondergaard took part in eight raids on that best-defended of targets.

On one night flight to Hamburg – he made several – his City of Vancouver Squadron plane had to brave thunder and lightning as well as the usual inferno of flak, searchlights and fighters. As the Halifax made its straight bombing run over the city, the lowering elements, as though directed by Thor, Thunder God of the Nazi pagans, seemed to league with the flakbursts in trying to destroy the aircraft.

Ice formed on wings and fuselage and the plane was struck repeatedly by lightning flashes and flak fragments. Blue flame flickered along the guns and the boys behind them were awed. Despite this, despite 120 strikes by flak fragments that riddled the aircraft and left it without pneumatics, brakes, and a serviceable automatic pilot, the crew from "the true North, strong and free" still wrested victory from the fake Nordics below.

They bombed on schedule. Even as the great death-load dropped out of the bomb doors, two engines stopped, ice-choked, flak-hit. The stricken Halifax keeled over and nosedived after its bombs. Inside the battered aircraft, that ebullient Viking, Sondergaard, had taken the initial strain of the dive, lurched to the cockpit and was helping his skipper, P/O G.S. McMenemy of Hamilton, Ontario, to regain control.

When McMenemy began to master the control column; Sondergaard climbed back, fiddled until he got the two bad motors going again. The Halifax swooped triumphantly out of the dive 11,000 feet lower. Few of its instruments were working. Ice, flak and lightning had taken heavy toll of them. McMenemy found he couldn't get the shuddering aircraft to climb so he had to fly back low-level all the way across Germany. "The skipper warned us we might have to ditch over

the Channel,” Sondergaard recollects, “so I yelled, ‘Hang on, boss, I can’t swim!’ and he did.” The tattered Halifax landed safely with 10 gallons of gas between it and destruction.

Then there was the night they made the long flight to Turin. As the four-motored aircraft cruised into its bombing run, Sondergaard peered below, reported over the intercom: ‘What’s this, the cold shoulder? They aren’t shooting at all.’ “McMenemy says: ‘You got that right’”, relates Sondergaard. “Just then the rear gunner yells: ‘They’re working one gun down there. I see its flashes!’ ‘One gun’, I reply, ‘the pikers!’ And right away – Boom! That one gun had hit us square in the bomb bay.” By the narrowest of margins, the flak shell had arrived too late. The bombs had just been dropped, and the doors were still gaping open. The damage resulting did not prevent McMenemy from making the return flight safely.

Sondergaard flew in the same Frankfurt raid in which his 22-year-old brother Svend, also a flight engineer but with the RCAF Lion squadron, went missing. “I feel the young rip’s still wandering around,” Sondergaard says confidently. “The Jerries won’t kill him off easy. I hope he reads this in some German paper.”

That’s the kind of fighting man this 27-year-old ex-bus driver is. And to make sure the reporter knew his Sondergaard, the other instructors pointed out that this stouthearted new Canadian who seems anxious to represent himself as a refugee from a Hellzapoppin road show, has bought four hundred dollars’ worth of Victory Bonds since coming overseas and acted as salesman to his section in the Sixth Campaign.

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SONNICHSEN, F/O Andre Knud (C22607) - **Mention in Despatches** - Eastern Air Command (now Station Dartmouth) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 1 December 1903 in Senderho, Denmark (RCAF press release 2659 announcing award), home in Lunenburg, Nova Scotia. Enlisted in Halifax, 11 July 1941 in Marine Branch and immediately granted rank of WO2. On strength of “K” on enlistment. On strength of Eastern Air Command, 31 May 1942. To No.5 Manning Depot, 28 January 1943. Commissioned 29 January 1943 and promoted Flying Officer as of that date. To No.10 EFTS, 4 February 1943. To Eastern Air Command again, 19 March 1943. Promoted Flight Lieutenant, 1 February 1945. To No.1 Release Centre, 6 February 1946. Discharged 11 February 1946, settling in Halifax. See photograph PL-24408 and RCAF Press Release No.3047 when he was tied to the supply ship "Beaver" on her trip to and from Iceland, which he considered his most difficult trip, narrowly escaping being dashed against a 300-foot cliff when caught in an ice field near Newfoundland. Photo PL-24408 shows him well.

This officer, as master of an RCAF Marine Craft, has carried out many difficult assignments in extremely adverse weather conditions in the north. He has displayed initiative, enthusiasm and despatch in making possible the opening up of bases so essential to the prosecution of the war. In addition to superbly navigating his small vessel through uncharted waters, he charted and sounded many hazardous inlets, thereby providing information of inestimable value to future operations in the area.

\* \* \* \* \*

SORENSEN, F/L Paul Elmer (C1576) - **Air Force Cross** - No.9 Squadron (Canada) - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Seattle, Washington, 27 November 1911. Home in Picton, Ontario; enlisted at Camp Borden, 28 June 1928 as "Boy". Discharged, 8 September 1928 but permanently re-engaged, 9 September 1928, still as "Boy". Classified as Aero Engine Mechanic, 9 September 1929. Granted rank of AC2, 27 November 1929; promoted AC1, 1 April 1930. Promoted LAC, 1 February 1931. Remustered to Pilot, 27 May 1936 and promoted Corporal (Acting Sergeant). Confirmed as Sergeant and promoted Flight Sergeant, 1 April 1939. Commissioned 15 November 1939. As of 10 October 1939 he was on strength of No.8 (BR) Squadron. To Boundary Bay, 25 December 1941. To No.9 (BR) Squadron, date uncertain. Award presented 16 April 1943. To AFHQ, 13 May 1943; to Western Air Command Headquarters, 14 November 1943. Remained in postwar RCAF, initially as a pilot but remustered to Aero Engineering Branch, 1 April 1948. Still in the RCAF as of 1954.

Flight Lieutenant Sorensen has been in charge of training in his squadron since the squadron's formation. During this time he has shown unflagging zeal and the high standard of aircrew efficiency displayed by his squadron has been largely due to his efforts and ability. He is an outstanding pilot and his enthusiasm and devotion to duty whilst flying are exceptional.

RCAF file 1021-1-100, "Effect of Lightning on Metal and Wooden Aircraft" (National Library and Archives RG.24, Volume 5070) has the following taken from a letter dated 8 July 1937 from the Officer Commanding, No.3 (General Purpose) Detachment, based at Yellowknife, referring to a incident with Bellanca 611 engaged on a transportation operation (Operation Order 36/37 T.S.5/GORDON):

Upon the return of aircraft 611 from Gordon Lake (Mr. Carroll's Base) this date, the pilot, Sergeant Sorenson, reported that the aircraft had been struck by lightning while in flight. The lightning appeared to have entered one wing tip, passed down the wing, leaped the space between wings formed by the pilot's cockpit, and passed off the other wing tip. The pilot experienced a slight numbness in the hand grasping the control column, but no ill effects. Corporal

Simpson, the crewman, who was wearing smoked glasses, saw what appeared to be a series of sparks passing across the cabin before him, no more. The aircraft was thoroughly examined at Yellowknife and no damage could be detected. The aircraft was passing between two electrical storms at the time of this incident.

\* \* \* \* \*

SORENSEN, F/L Stanley Peter (J87861) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 24 February 1918 in Saskatoon; home in Rouleau, Saskatchewan (clerk, ex-Royal Canadian Artillery); enlisted in Regina, 19 May 1941 and posted to No.2 Manning Depot. To No.7 BGS, 20 June 1941. To No.4 ITS, 18 July 1941; graduated and promoted LAC, 19 August 1941 when posted to No.18 EFTS; graduated 11 October 1941 when posted to No.15 SFTS; graduated and promoted Sergeant, 2 January 1942. To "Y" Depot, 3 January 1942. To RAF overseas, 23 January 1942. Promoted Flight Sergeant, 2 July 1942. Promoted WO2, 2 January 1943. Promoted WO1, 2 July 1943. Commissioned 4 June 1944. Promoted Flying Officer, 4 December 1944. Promoted Flight Lieutenant, 4 January 1945. Repatriated 12 June 1945. To No.1 Composite Training School, 4 October 1945. Reverted to Flying Officer, 1 October 1946 on remaining in postwar RCAF as pilot (20454); attained rank of Flight Lieutenant (19 June 1951) and Squadron Leader (1 July 1957). Retired 24 February 1965 to Aylmer, Quebec. Award sent by registered mail 28 June 1949. Died in Victoria, 3 June 1982. Photo PL-128182 is a portrait taken at Downsview, 1959. 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 W.F. McKinnon dated 4 April 1945 when he had flown 35 sorties (216 hours 35 minutes), 25 August 1944 to 1 March 1945 including Nuremburg, 2 January 1945 (nine hours 10 minutes), Dresden, 13 February 1945 (11 hours), and Chemnitz, 14 February 1945 (nine hours 12 minutes).

Flight Lieutenant Sorensen has completed an operational tour against the enemy, including such heavily defended targets as Duisburg, Essen, Bochum, Mannheim and many others.

This pilot was on the outward journey of an operational mission when his port inner engine failed due to a defective C.S.U. The engine was feathered and the trip continued. Shortly after this his starboard inner engine gave trouble and had to be feathered. His fine flying ability enabled him to proceed out to sea to safely drop his bombs with only two engines running, then return to an aerodrome in England. Showing remarkable skill and coolness he landed the aircraft successfully without his normal hydraulic systems or his gyro flying instruments.

Throughout his operational tour, this pilot has invariably shown great keenness to engage the enemy and drop his bombs with the utmost accuracy. His courage and

devotion to duty, always of the highest order, has set a fine example for the rest of his squadron.

The sortie list was as follows:

25 August 1944 - Brest (second pilot, 4.40)  
27 August 1944 - Minoyeques (3.50)  
31 August 1944 - Ile de Cezembre (4.50)  
9 September 1944 - Le Havre (3.50)  
10 September 1944 - Le Havre (5.00)  
13 September 1944 - Osnabruck (4.40)  
25 September 1944 - Calais (4.40)  
26 September 1944 - Calais (4.25)  
27 September 1944 - Sterkrade (6.05)  
28 September 1944 - Cap Gris Nez (3.45)  
6 October 1944 - Dortmund (5.45)  
9 October 1944 - Bochum (5.40)  
14 October 1944 - Duisburg (5.50)  
14 October 1944 - Duisburg (6.05)  
16 November 1944 - Julich (5.35)  
18 November 1944 - Munster (5.35)  
21 November 1944 - Castrop Rauxel (6.25)  
27 November 1944 - Neuss (5.35)  
2 December 1944 - Hagen (7.05)  
5 December 1944 - Soest (7.15)  
6 December 1944 - Osnabruck (6.20)  
24 December 1944 - Dusseldorf (5.37)  
29 December 1944 - Scholven (6.44)  
2 January 1945 - Nuremberg (9.10)  
5 January 1945 - Hanover (5.34)  
6 January 1945 - Hanau (7.53)  
7 January 1945 - Munich (8.44)  
1 February 1945 - Mannheim (7.57)  
4 February 1945 - Bonn (7.13)  
13 February 1945 - Dresden (11.00)  
14 February 1945 - Chemnitz (9.12)  
20 February 1945 - Dortmund (6.37)  
21 February 1945 - Duisburg (6.55)  
27 February 1945 - Mainz (7.35)  
1 March 1945 - Mannheim (7.29)

\* \* \* \* \*

SORGE, F/O Francis Stewart (J18403) - **Distinguished Flying Cross** - No.602 Squadron - Award effective 8 August 1944 as per **London Gazette** dated 11 August 1944 and AFRO 2101/44 dated 29 September 1944. Born 21 January 1922 in Pincher Creek, Alberta; home there (farming); enlisted Calgary, 11 March 1941. To No.2 Manning Depot, 14 March 1941. To No.10 Repair Depot, Calgary, 3 May 1941. To No.2 ITS, Regina, 9 June 1941; graduated and promoted LAC, 26 July 1941; to No.6 EFTS, Prince Albert, 27 July 1941; graduated 10 October 1941 when posted to No.4 SFTS, Saskatoon; graduated and promoted Sergeant, 2 January 1942. To "Y" Depot, 4 January 1942. Taken on strength of No.3 PRC, 10 February 1942. To No.17 (P) AFU, 29 April 1941. To No.58 OTU, Station Grangemouth, 26 May 1942. Promoted Flight Sergeant, 2 July 1942. To No.602 Squadron, 18 August 1942. Promoted WO2, 2 January 1943. Promoted WO1, 2 July 1943. Commissioned 8 July 1943. Promoted Flying Officer, 8 January 1944. To No.1 Tactical Evaluation Unit, 3 April 1944. To Fighter Leaders School, 31 July 1944. Repatriated to Canada on special leave, 17 October 1944. To Class "E" Reserve, 26 February 1945. Award presented 14 June 1947. Aerial victories with No.602 Squadron as follows: **4 September 1943**, one FW.190 destroyed, west of Nieuport (Spitfire W3606); **24 October 1943**, one Bf.109F destroyed, Noordwijk (Spitfire MH722). Repatriated to Canada, 18 December 1944. To Class "E" Reserve, 26 February 1945. Called back as an instructor, 11 August 1952, flying Chipmunks at Lethbridge to 31 October 1953 (208538) as Flight Lieutenant, Primary Reserve. Died 20 August 1980 at Pincher Creek, Alberta as per **Legion Magazine** of September 1980.

Flying Officer Sorge has completed a great variety of sorties including bomber escorts and shipping reconnaissances. He has had many engagements with enemy aircraft, personally destroying two and also one anti-aircraft ship. His keenness and fine fighting spirit have at all times been most commendable.

NOTE: Public Record Office Air 2/9633 has recommendation dated 31 March 1944 when he had flown 89 sorties (180 operational hours). The text is more detailed than the above:

The above pilot has been in the squadron for 20 months and has completed 89 offensive sorties amounting to 180 operational hours. Of these sorties, nine have been fighter sweeps, 67 medium bomber escorts, seven heavy bomber escorts, and four shipping reconnaissances. On 18 of these occasions he has been closely engaged with enemy fighters, and he has destroyed one Focke Wulf 190 and one Messerschmitt 109, badly damaged one flak ship, and left a tanker damaged and smoking. At all times he has shown exceptional keenness to partake in operations to engage the enemy and his aggressive spirit has been a great influence in the squadron.

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**Training:** Interviewed 28 June 1940 by F/O R.H. Cowan who wrote: "Needs experience and discipline. Keen and alert, however and should develop well."

Course at No.2 ITS was 9 June to 9 July 1941. Marked as follows - Mathematics (63/100), Armament, practical and oral (64/100), Signals (79/100), Link (75/100), Hygiene and Sanitation (18/40), Drill (67/100), Law and Discipline (49/60). Placed 237<sup>th</sup> in a class of 260. "Inclined to be cautious but keen and should develop."

Course at No.6 EFTS was 27 July to 10 October 1941. Flew Tiger Moths (33.15 dual, 34.45 solo plus 10.30 in Link. Was 10.35 on instruments. "Flying ability average. Should make a satisfactory Service pilot." Ground school marks were Airmanship (129/200), Airframes (5/100), Aero Engines (80/100), Signals, practical (93/100), Theory of Flight (58/100), Air Navigation (136/200) and Armament (145/200). Quality as officer rated 140/200. Placed 31<sup>st</sup> in a class of 36. "This airman will require watching concerning ground school studies; should make a satisfactory graduate at service school. Conduct satisfactory."

Course at No.4 SFTS was 13 October 1941 to 2 January 1942. Flew Crane aircraft (32.40 day dual, 47.55 day solo, 3.10 night dual, 8.50 night solo plus 20.20 in Link. Flew 18.55 on instruments. "Has ability but does not apply it. Rather inclined to let things take their own course. Has not been well enough disciplined. Qualities of character and leadership low." Ground school marks were Airmanship and Maintenance (140/200), Armament, written (56/100), Armament, practical (77/100), Navigation (76/150), Meteorology (29/50), Signals, written (35/50) and Signals, practical (75/100). Placed 51<sup>st</sup> in a class of 53. "Below average student. Rather irritable, slightly nervous and erratic. May improve with experience. Attitude towards the service, fair."

Training at No.17 AFU was 30 April to 26 May 1942. Flew Miles Master (7.50 day dual, 6.25 day solo); of this 2.50 was formation and 1.45 on instruments. Two hours in Link. "Formation and aerobatics very weak. Needs very special watching. A borderline case."

Training at No.58 OTU was 26 May to 28 July 1942. Appears to have flown 30 minutes dual on Master, 30 minutes dual on Harvard, 45 minutes dual on Master, 35 minutes solo on Harvard, 52.50 on Spitfire. Flew 1.15 on instruments and a total of 5.40 formation (see notes below). Also logged twelve hours in Link. His first solo on Spitfire was 40 minutes. Made three flights in D/F

Homing Practice (one hour, one hour and 30 minute flight). Flew 1.05 in climb to 25,000 feet. Five exercises in Formation Flying (1.10, 1.15, 1.40, 1.10 and 1.20). Flew 50 minutes in Air Combats. Two flights in Aerobatics and Spinning (1.00 and 1.15). Flight Formation, two sections of four aircraft (1.25, 1.30 and 1.40), Low Flying (two flights of 1.20 each). Fired 4,155 rounds air-to-air (4.14 percent hits) and 800 rounds air to ground. Exposed 60 feet of film. Described under following headings: Natural Aptitude ("Average"), Skill in Landing ("Average"), Airmanship ("Average"), Aerobatics and Dogfighting ("Above Average"), Cockpit Drill ("Average"), Instrument Flying ("Average"), Formation Flying ("Above Average"), Air Firing and Cine Gun ("Average"), Map Reading ("Average"), R/T ("Operational Standard HF and VHF"). A more detailed analysis was as follows:

1. Persistence (Does he keep on trying or is he easily discouraged ?) - "Average"
2. Sense of Responsibility (Has he common sense or is he over-confident ? - "Average"
3. Endurance (Does he put up a consistently satisfactory performance under conditions of strain ? - "Average"
4. Leadership (Has he taken the lead in any activities ? Would he make a good captain of aircraft or Flight Leader ?) - "Average"
5. Method (Does he work systematically to a plan ?) - "Average"
6. Deliberation (Does he act decisively for reasons or on impulse ?) - "Average"
7. Initiative (Does he want to try things on his own ?) - "Average"
8. Dash ("Is he quick and decisive in action ?) - "Average"
9. Distribution of attention (Does he find it difficult to do more than one thing at a time ?) - "Average"
10. Self control (Does he get flustered ?) - "Average"
11. General Assessment on Suitability as an Operational Pilot. "Average"

**Notes:** Accident, 12 November 1942 with No.602 Squadron, Skeabrae, Orkney Islands, Spitfire VI, serial BS141. "I was tail chasing in No.3 position in Red Section. During a turn to port I overshot Section 2 during this manoeuvre; Red 2 and myself collided. My aircraft immediately started to go down but I finally regained control and brought it back. I made a good landing." Aircraft deemed repairable by contractor's working party.

Application for Operational Wing dated 2 April 1944 stated he had flown 89 sorties (180 operational hours), 18 July 1942 to 29 March 1944. Annotated by unknown person, "This



officer has been on the posted strength of this unit for 20 months and has completed one operational tour; did seven months instruction.”

Assessed 23 April 1944 on posting from No.602 Squadron. “An above the average fighter pilot with a good fighting heart, who seizes opportunities in the air. On the ground he is an average officer.” (S/L R.A. Sutherland). Report stated he had flown 620 hours overseas, 100 hours 15 minutes in previous six months.

Assessed 23 July 1944 while test pilot at No.1 TEU. “There is a little indicipline and needs a careful watch. He is a sound pilot and should do well on operations.” (Wing Commander Gordon Haywood). “A keen officer and a good pilot but wild and untidy. He should improve as he gets older.” (G/C G.C. Pimkerton).

RCAF Press Release No.2709 dated 4 September 1943 from J. Wenham reads:

A furious melee above the Channel when 25 to 30 FW190s attacked Spitfires escorting Marauders which bombed targets in Belgium this evening resulted in scores for two pilots of one Spitfire wing. One was shot down by Warrant Officer Francis S. Sorge of Pincher, Creek, Alberta, another one was damaged by F/O Johnny Innes, of Plymouth, Devonshire.

It was Sorge’s first victim, though he has damaged two enemy ships and has had three previous brushes with enemy fighters. The section he was leading was attacked three times by FWs. His victim was one of the second gaggle which attacked him. When three more FWs tried to down him after he had shot down his victim, he was forced to avoid combat having used up all his ammunition. “It was kind of exciting”, was his observation on the engagement when he got back to camp. “I felt pretty good at getting my first Jerry but I was sure in a hurry to get away from those other three.” When the gaggle of Focke Wulfs bounced the section Sorge was leading, there was a general melee, then suddenly the Canadian pilot saw one of the enemy below him about 2,000 feet down. An aileron roll brought him down to the same altitude. “I levelled out then behind him line astern”, said the 21-year-old pilot, “I gave him all I had about four to five hundred yards’ range. I saw my strikes on the wings and fuselage. Smoke poured out of him and he started to pull up then he suddenly went down smoke still pouring out of him.”

F/O Johnny Innes, a 21-year-old pilot who already had one enemy aircraft destroyed to his credit, all scored during the Battle of Malta last summer, briefly described the engagement in which he damaged one of the FW190s. “The FW190 attacked as we were returning after the bombing. He headed straight towards my section in which I was flying No.3. I followed the leader down. He went for the last one and I took on the first. He was about five to six hundred

yards when I gave him a burst and saw my shells strike his cooling system. Brown smoke puffed out from his engine, then I was over him and I didn't see him again." F/O Innes was once shot down during the Battle of Malta but was picked up by Air/Sea Rescue there after being only 35 minutes in the water. (Approved by Air Commander Vincent).

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SORSDAHL, WO (now P/O) Carl Edward (R70517/J16664) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 2 March 1943 as per **London Gazette** dated 12 March 1943 and AFRO 616/43 dated 9 April 1943 (and which gives name as Earl Edward). . Born 12 April 1916 in Midale, Saskatchewan; home there (teacher); enlisted in Regina, 13 August 1940. To No.11 Equipment Depot, 8 October 1940. To No.2 ITS, 8 November 1940; graduated and promoted LAC, 11 December 1940 when posted to No.3 AOS; to No.2 BGS, 3 March 1941; graduated and promoted Sergeant, 12 May 1941. Posted that date to No.1 ANS; graduated 10 June 1941 when posted to Embarkation Depot; to RAF overseas, 29 June 1941. Commissioned 20 September 1942. Promoted Flying Officer, 1 March 1943. Award presented by King George VI, 29 June 1943. Repatriated 31 October 1943. To No.1 CNS, 13 December 1943. To No.2 AOS, 14 January 1944. To Boundary Bay, 18 March 1944. To No.5 OTU, 31 March 1944. Promoted Flight Lieutenant, 29 August 1944. To No.1 Composite Training School, 10 November 1944. To Release Centre, 28 October 1945; retired 31 October 1945. Living in Kamloops in 1956. Appears to have changed surname to "Dales". For two Combat Reports bearing on his experiences see entry for Harry Malkin.

During his many sorties against the enemy, Warrant Officer Sorsdahl has always shown great determination and skill in reaching the target. His sound methods and careful preparation both before and during each sortie have contributed largely to the success achieved.

\* \* \* \* \*

SOSIAK, FS John (R162332, later J94357) - **Distinguished Flying Medal** - 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 26 June 1917 in Transcona, Manitoba; home there; enlisted in Winnipeg, 21 April 1942. To No.2 Manning Depot, 14 July 1942. To No.4 ITS, 23 October 1942; graduated and promoted LAC, 30 December 1942 but not posted to No.2 BGS until 20 February 1943; graduated 14 May 1943 and posted next day to No.5 AOS; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Commissioned 13 March 1945 (J94357). Repatriated 13 August 1945. To No.5 Release Centre, 21 August 1945. Promoted Flying Officer, 13 September 1945. Retired 3 October 1945. Worked as a carman in CN shops after the war. Died in St. Boniface, Manitoba, 27 March 2007. RCAF photo PL-45574 (ex UK-24088 dated 21 August 1945) is captioned as follows: "There is no fanfare and no hand shaking. It is a matter of 'mass production' and these Canadians are

shown receiving their various campaign medal ribbons. The picture was taken at the RCAF Repatriation Depot at Torquay, England where every effort is made to see that all returning Canucks have their ribbons up when they step off the train at home. In the foreground of this group P/O J. Sosiak, DFM of Transcona, Manitoba is receiving one of his ribbons from AC1 G. Camp of Eastview, Ontario." NOTE: The latter two dates are too close together and should be checked. Award presented 13 September 1947. The following brief citation appears in the AFRO: "This airman 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.1633 (RG.24 Vol.20603) has recommendation dated 18 August 1944 when he had flown 30 sorties (140 hours five minutes), 9 April to 15 August 1944. Medals with logbook and other documents offered for sale by Gateway Militaria, Catalogue No.14 (1999 ?) for \$ 750.00.

Flight Sergeant Sosiak has completed a tour of operations on four-engine bombers. During his tour he bombed many targets both in Germany and in occupied Europe in an exceptionally accurate and conclusive manner. As a bomb aimer he is outstanding. Regardless of the heaviest German defences, he always pressed home the attack and would never release his bombs unless absolutely certain that the target was in his bombsight. The accuracy of his bombing is well proven by the excellence of his photographs of tactical targets in occupied Europe. The percentage of aiming point pictures he obtained is of the highest order and he has set a standard of bombing accuracy which all crews on this squadron are trying to equal.

The sortie list was as follows:

9 April 1944 - Villeneuve St. George (5.00)  
18 April 1944 - Noisy-le-Sec (5.05)  
1 May 1944 - St. Ghislain (3.50)  
9 May 1944 - Calais (2.50)  
11 May 1944 - Boulogne (3.10)  
22 May 1944 - Dortmund (4.25)  
27 May 1944 - Bourg Leopold (5.35)  
31 May 1944 - Sea sweep (3.00)  
2 June 1944 - Neufchatel (3.55)  
5 June 1944 - Longues (4.35)  
6 June 1944 - Coutances (5.30)  
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 des Jardins (3.40)  
18 July 1944 - Wesselling (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)  
9 August 1944 - La Pallice (6.30)  
12 August 1944 - Montrichard (5.00)  
15 August 1944 - Brussels (4.20)

\* \* \* \* \*

SOUCH, P/O George Allan (J16825) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 20 September 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943. Born 13 August 1916 in Toronto; educated there including Eastern High School of Commerce. Store clerk, 1936-1937; ledger keeper for Imperial Bank, 1937-1938 and Clerk for CPR, 1938 to enlistment. Enlisted in Toronto, 7 March 1941. To No.1 Manning Depot, 5 May 1941. To RCAF Detachment, North Sydney, 26 May 1941. To No.1 ITS, Toronto, 2 July 1941. Graduated and promoted LAC, 8 August 1941; to No.1 Manning Depot, 9 August 1941. To No.5 AOS, Winnipeg, 17 August 1941; to No.7 BGS, Paulson, 18 January 1942; graduated and promoted Sergeant, 14 March 1942; to No.1 ANS, Rivers, 15 March 1942. To "Y" Depot, 15 April 1942. Disembarked in Britain, 21 May 1942. To No.10 (Observer) AFU, 23 June 1942. To No.22 OTU, 4 August 1942. Promoted Flight Sergeant, 14 September 1942. To No.424 Squadron, 20 October 1942. Commissioned 26 December 1942. Killed in action, 29 July 1943 (Wellington X304); aircraft crashed on takeoff and exploded. Buried in North Africa. Award presented to next of kin, 1 December 1948.

As bomb aimer this officer has completed many operational sorties, some of them over major German targets. He has consistently applied himself to improving his efficiency and has obtained some excellent photographs of the target areas. His skill and courage have been in a large measure responsible for the successes attained by his crew.

**Training:** Interviewed in Toronto, 30 August 1940 by F/O C.S. Stonehouse. "Splendid type young man. Nice personality. Keen. Average intelligence. Believe to be officer material."

Attended No.1 ITS, 4 July to 8 August 1941. Courses in Mathematics (71/100), Law and Discipline (100/100), Armament, practical and oral (83/100), Drill (75/100) and Signals

(95/100). Placed 13<sup>th</sup> in a class of 16 Observers. "Alert, calm and cool, quite confident and would consider very dependable. With service training, potential officer material."

Attended No.5 AOS. 13 October 1941 to 18 January 1942. Avro Anson - 26.25 as first navigator by day, 34.15 as second navigator by day, 4.40 as first navigator by night, 11.50 as second navigator by night, 12.10 bombing, 1.25 on photography. Rated as follows - Proficiency as Navigator (365/500), Proficiency as Bomb Aimer (61.2/100), DR Plotting (112/150), DR and DF WT, written (183.200), Compasses and Instruments (96/150), Signals (90/100), Bombing (75/100), Maps and Charts (76/100), Meteorology (55/100), Photography (83/100) and Reconnaissance (79/100). Placed fourth in a class of 20. "A good navigator. This man is a cool, clear thinker with plenty of initiative and self confidence in the air,"

Attended No.7 BGS, 2 February to 14 March 1942. Battle aircraft- 10.10 day bombing, 3.05 night bombing, 5.50 day gunnery. Dropped 38 bombs high level by day, 22 high level by night, 15 bombs low level by day. Fired 420 rounds in Beam Test (12 percent hits), 600 rounds in Beam Relative Speed Test (ten percent hits) and 530 rounds in Under Tail Test (ten percent hits). Graded in Bombing, written (91/150), Bombing, practical (99/200). Gunnery, written (70/100) and Gunnery, practical (80/200). "Fair bomb aimer but careless at times. Good ability as firer. Competent in handling guns." Placed 24<sup>th</sup> in a class of 26.

Attended No.1 ANS, 16 March to 13 April 1942. Anson aircraft - 6.15 as first navigator by day, 5.15 as second navigator by day, 8.35 as first navigator by night, 5.20 as second navigator by night, four hours bombing. Dropped two bombs by night and one by day. Rated 169/250 in Proficiency as Navigator, scored 91/150 in Astro Navigation Plotting, and 72/100 on written astro navigation test (supplemental). Placed 22<sup>nd</sup> in a class of 26. "Cool and confident but below average both in ground and air work,"

Attended No.22 OTU, 3 August to 13 October 1942. Flew 21.15 day and 31.50 night. "Average, keen but nervous."

\* \* \* \* \*

SOU MIS, P/O Joseph Anthime Marcel (J86177) - **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 2 December 1920 in Montreal; home there; enlisted there 7 August 1941 and posted to No.4A Manning Depot. To No.8 SFTS (guard), 28 August 1941. To No.1 WS, 7 November 1941; promoted LAC, 9 December 1941. Ceased training as WAG and posted to Trenton, 7 April 1942; to No.6 BGS, 23 May 1942; graduated as Air Gunner, 22 June 1942 and promoted Sergeant. To "Y" Depot, 23 June 1942. To RAF overseas, 17 July 1942. Promoted Flight Sergeant, 22 October 1942, Promoted WO2, 22 June 1943. Commissioned 4 April 1944. Promoted Flying Officer, 4 October 1944. Repatriated 14 April 1945. To No.1 Air Command, 28 April 1945. To No.13 EFTS, 29 May 1945. To No.1 Release Centre, 21 June 1945. Date of Release uncertain. Rejoined as Recruit, 24 January 1955

(23900) as LAC, Clerk Typist for three years. Award sent by registered mail 13 November 1948. Photo PL-35928 is a wartime portrait. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 22 June 1944 when he had flown 33 sorties (210 hours 10 minutes), 20 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 possessed coolness and displayed exceptional fearlessness in the face of danger. This fearless courage, outstanding determination and zealous devotion to duty are a brilliant example and inspiration to all gunners in the squadron.

The sortie list was as follows:

20 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)  
12 June 1943 - Bochum (5.00)  
12 August 1943 - Milan (9.00)  
22 August 1943 - Leverkusen (5.10)  
23 August 1943 - Berlin (7.30)  
30 August 1943 - Munchen Gladbach (4.50)  
5 September 1943 - Mannheim (7.15)  
22 September 1943 - Hanover (5.30)  
23 September 1943 - Mannheim (7.30)  
3 October 1943 - Kassel (6.20)  
4 October 1943 - Frankfurt (6.45)  
19 November 1943 - Leverkusen (6.00)  
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)  
24 February 1944 - Gardening (4.30)  
13 March 1944 - Le Mans (6.00)  
10 April 1944 - Ghent (4.20)  
24 April 1944 - Gardening (5.35)

27 April 1944 - Montzen (5.05)  
24 May 1944 - Trouville (4.25)  
5 June 1944 - Merville (5.15)  
6 June 1944 - Conde (5.55)  
7 June 1944 - Versailles (5.15)

\* \* \* \* \*

SOUTAR, F/O James Riley (J21823) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September and AFRO 2373/44 dated 3 November 1944. Born Dundee, Scotland, 12 August 1915; educated there to 1929; home in Sperling, Manitoba (mechanic); enlisted in Winnipeg, 15 September 1939 as Aero Engine Mechanic. To No.5 (BR) Squadron, 29 September 1939 (flew many coastal patrols and qualified for Atlantic Star). Promoted AC1, 29 February 1940. Promoted LAC, 25 May 1940. Promoted Corporal, 1 November 1940. To No.8 SFTS, 11 December 1940. Promoted Sergeant, 1 July 1941. Remustered to aircrew, 3 January 1942; reverted that day to LAC and posted to No.3 ITS; to No.21 EFTS, 28 February 1942; ceased training and posted to Trenton, 7 April 1942. To No.1 AOS, 25 April 1942; graduated and commissioned 28 August 1942. To "Y" Depot, 29 August 1942; to RAF overseas, 20 October 1942. Disembarked in Britain, 5 November 1942. Promoted Flying Officer, 28 February 1943. To No.10 (Observer) AFU, 1 March 1943 (Anson aircraft, 30 hours). To No.22 OTU, 20 April 1943 (Wellington, 62.30). Attached to No.311 Ferry Training Unit, 28 June to 16 July 1943 (Wellington, 29.30). To No.1 Overseas Air Delivery Unit, 16 July 1943. Departed for North Africa, 19 July 1943; taken on strength of No.424 Squadron that day (flew Wellingtons, 120.15). Embarked for Britain, 25 October 1943 with No.424 Squadron; arrived in UK, 6 November 1943. To No.426 Squadron, 1 February 1944 (Lancasters, 130 hours). To No.429 Squadron, 1 May 1944 (Halifax, 20.15). To No.82 OTU, 15 June 1944; attached to No.86 OTU, 19 June 1944 (Wellingtons, 65 hours). Promoted Flight Lieutenant, 28 August 1944. Repatriated 15 January 1945. To No.2 Air Command, 26 January 1945. To No.7 AOS, 8 March 1945. To No.1 CNS, 31 March 1945 (Anson V refresher course, six hours 15 minutes). To No.2 Air Command Headquarters, 8 May 1945. To No.3 ANS, Portage la Prairie, 11 May 1945. To No.1 CNS, Rivers, 13 August 1945. To No.2 ACU, Brandon (whatever that is), 31 August 1945. To No.23 EFTS, Yorkton, 15 September 1945. To No.2 FTS, Yorkton, 16 September 1945. To No.1 FTS, Centralia, 29 December 1945. To Rockcliffe, 7 March 1946. To No.3 Release Centre, 29 March 1946. To No.164 Squadron Detachment, Winnipeg, 18 August 1946 (this became No.435 Squadron). To No.2 Air Command for retirement, 14 December 1946. Retired 19 December 1946. Award presented 9 April 1949. Died in Carman, Manitoba, 17 February 1990. RCAF photos PL-28014 (ex UK-8933) and PL-28015 (ex UK-8934), both dated 20 March 1944, describe him as being from Dartmouth and place him in Nos.424 "Tiger" and 426 "Thunderbird" Squadron. States that he was an aero engine mechanic (Moncton) and flight engineer, logging 1,200 hours in Eastern Air Command, retrained as navigator. RCAF photo PL-28584 (ex UK-9212 dated 1 April 1944) shows part of a No.426 Squadron crew after a raid on Frankfurt being taken by truck to interrogation; left to right are P/O W.R. Shellington (wireless operator, Brantford), Warrant Officer George Lebel (rear gunner, Cacouna, Quebec), FS J.A.

McCrorry (mid-upper gunner, Montreal) and F/O J.R. Soutar (navigator, Dartmouth, Nova Scotia).

Flying Officer Soutar has flown on many sorties as navigator. He has operated against such heavily defended targets as Essen, Frankfurt and also in the Middle East theatre of war. He has proved himself a most capable navigator who has always displayed outstanding determination and fortitude.

**Notes:** On repatriation form (undated) he stated he had flown 30 sorties (200 operational hours), the last on 30 May 1944; also flew 156 non-operational hours.

Application for Operational Wing dated 2 June 1944 claimed 30 sorties (192 hours 20 minutes), 19 June 1942 to 24 May 1944. The earlier date is clearly an error.

Assessed 21 June 1944 by W/C A.F. Avant -“A very efficient and reliable navigator; hard working in the air.”

**Training:** Attended No.3 ITS, 5 January to 27 February 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas Armament (written), Aircraft Recognition, Drill and Signals (written). Scored 795 points of a possible 1,000. Placed 56<sup>th</sup> in a class of 163. “Mature, frank, dependable, honest, hard working, good service background. Alternative Recommendation Observer.”

Attended No.21 EFTS, 1 March to 24 April 1942. Fleet Finch aircraft - 11.35 dual to first solo, 19.20 dual, 13.00 solo, 4 ½ hours in Link. “This student lacked natural flying ability, was unable to absorb instruction and was very rough on controls. His judgement and air sense was poor although he worked very hard and diligently. Progress in Link was very slow; was an outstanding student in ground school and showed consistent improvement. Honest, hard working, dependable, wished to return to ground trade.”

Attended No.1 AOS, 27 April to 28 August 1942. Anson aircraft - 26.50 as first navigator by day, 25.30 as second navigator by day, 19.05 as first navigator by night, 20.55 as second navigator by night. Air work graded in Air Navigation, day and night (515/700), Photography (79/100). Ground marks were in Elements of Navigation (376/500, Magnetism and Compasses (80/100), Instruments (39/50), Signals, practical (90/100), Signals, written (35/50), Maps and Charts (42/50), Meteorology (60/100), Aircraft Recognition (97/100), Reconnaissance (54/100), and Photography (44/50). Placed 18<sup>th</sup> in a class of 24. “Air work average. Ground subjects average. Had some trouble because of time away from school. Will make good navigator. Air time is sufficient because of hundreds of hours of previous time.” This refers to work in No.5 (BR) Squadron.

Attended No.22 OTU, 20 April to 28 June 1943. Flew 33.30 by day, 29.35 by night. “A slightly above average navigator who has employed his aids intelligently and done particularly good



work in DR and log keeping. He ought to have a successful future on operations.”

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SOUTER, F/O Donald Ross (J89782) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1085/45 dated 29 June 1945. Born 9 August 1923 in Calgary; educated there home there (butcher, ex-Royal Canadian Artillery); enlisted there 17 February 1942. To No.3 Manning Depot, Edmonton, 25 March 1942. To No.7SFTS, Macleod, 9 May 1942 (guard), To No.2 ITS, Regina, 7 June 1942; graduated and promoted LAC, 1 August 1942; to No.19 EFTS, Virden, 16 August 1942; to No.15 SFTS, Claresholm, 11 October 1942; graduated 5 and promoted Sergeant, 5 February 1943. To “Y” Depot, 20 February 1944. Embarked for overseas, 8 March 1943. Disembarked in Britain, 17 March 1943. Promoted Flight Sergeant, 5 August 1943. To No.20 (Pilots) AFU, 19 May 1943. To No.4 Radio School, 20 July 1943 (staff pilot on Percival Proctors). To No.14 OTU, 25 January 1944. Promoted WO2, 5 February 1944. Commissioned 18 April; 1944. To No.51 Base, 19 April 1944. Attached to No.1654 Heavy Conversion Unit, 20 May to 9 July 1944. Attached to No.5 Lancaster Finishing School, 9 July 1944. To No.61 Squadron, 11 August 1944. Promoted 4 December 1944. Repatriated 7 February 1945. To No.2 Air Command, Winnipeg, 18 February 1945. To Station Trenton, 29 March 1945. To No.5 OTU, Western Air Command, 29 May 1945. To No.9 Release Center, 15 September 1945. Released 19 September 1945. Civilian flying instructor and commercial pilot. Rejoined RCAF in Calgary, 8 October 1948 (12795); to No.10 Repair Depot, 25 October 1948. To Trenton, 9 September 1950. To Air Armament School, Trenton, 5 November 1950. To Recruiting Unit, Calgary, 2 May 1952 (career counsellor). Promoted Flight Lieutenant, 1 January 1953. To No.129 Aircraft Acceptance and Ferry Flight, 30 November 1953 (detachment commander). To AFHQ, Ottawa, 17 August 1957. To No.109 Communications Flight, Grostenquin, 28 July 1960. To No.5 Support Unit, Metz, 24 July 1961. To Air Navigation School, Winnipeg, 17 July 1961. Retired 26 January 1969 to live in Vancouver. Died in North Vancouver, as Benjamin Donald Ross, 11 March 1989. Award presented 18 June 1949 at No.10 Repair Depot.

This officer has participated in attacks against some of the enemy's most important and heavily defended targets. In September 1944, following a successful sortie to Rheydt his aircraft was attacked by an enemy fighter and severely damaged. Despite this Flying Officer Souter engaged, damaged, and drove off the attacker, afterwards flying the crippled bomber safely back to base. As pilot and captain of aircraft this officer has consistently shown calm courage, resource and determination in the face of the enemy.

NOTE: Public Records Office Air 2/9049 has recommendation dated 14 December 1944 which has sortie list and a more descriptive account of his tour than that published above; he had flown 30 sorties (28 successful) totalling 168 hours 20 minutes:

\* unsuccessful sortie

11 August 1944 - Givors  
14 August 1944 - Brest  
15 August 1944 - Gilze Rijen  
16 August 1944 - Stettin  
18 August 1944 - Ile Adam  
19 August 1944 - La Pallice  
25 August 1944 - Darmstadt  
26 August 1944 - Konigsburg  
29 August 1944 - Konigsburg  
10 September 1944 - Le Havre  
11 September 1944 - Darmstadt  
12 September 1944 - Stuttgart  
17 September 1944 - Boulogne  
19 September 1944 - Rheydt  
23 September 1944 - Dortmund-Ems Canal  
24 September 1944 - Calais  
26 September 1944 - Karlsruhe  
27 September 1944 - Kaiserlauten  
5 October 1944 - Wilhelmshaven\*, recalled  
5 October 1944 - Wilhelmshaven  
6 October 1944 - Bremen  
23 October 1944 - Flushing  
28 October 1944 - Bergen  
1 November 1944 - Dusseldorf\*, port outer unserviceable  
4 November 1944 - Dortmund-Ems Canal  
6 November 1944 - Dortmund-Ems Canal  
11 November 1944 - Hamburg  
16 November 1944 - Duren  
4 December 1944 - Heilbronn  
6 December 1944 - Gieszzone

Flying Officer Souter has completed 28 successful sorties comprising 168 hours of operational flying including many attacks on German targets such as Stettin, Darmstadt (twice), Koenigsburg (twice), Wilhelmshaven, Bremen, Dusseldorf and Hamburg,

On the night of the 19/20 September 1944, after a successful attack on Rheydt, on the homeward journey, Flying Officer Souter's aircraft was attacked by an enemy night fighter which resulted in extensive damage to both fins and rudders of his aircraft. By skilful handling of his aircraft and despite the damage sustained, the enemy aircraft was engaged, damaged and driven off. Flying Officer Souter then flew his aircraft back to base and landed it safely.

Again, when attacking the Dortmund-Ems Canal on the night of 6/7th November 1944, Flying Officer Souter's aircraft was hit by heavy flak whilst on the bombing run. Undeterred, Flying Officer Souter held steadily on to the target and attacked it successfully. On the return journey, it was found that both GEE and Wireless Telephone had been put out of commission and that the fuselage was holed by flak, but Flying Officer Souter successfully flew back to this country on D/R Navigation and landed safely.

Flying Officer Souter has at all times shown a cheerful disregard for danger, coupled with calm courage and a high degree of skill as a pilot and captain of aircraft. His skill, determination and resource have been an inspiration to his fellow pilots and to his squadron. He is recommended for the award of the Distinguished Flying Cross.

**Notes:** A summary of his flying as of 8 July 1954 listed the following types and times- Dakota (1,022.10), Mitchell (41.45), Expeditor (188.30), Canso (183.05), C-119 (9.55), Harvard (300.20), Mustang (57.20), Auster (70.50), Otter (1.15), Ventura (227.40), Lancaster (233.30), Cornell (8.40), Stinson (14.35), Chipmunk (2.45), Tiger Moth (74.45), Crane (205.50), Oxford (67.35), Proctor (305.35), Wellington (80.45), Stirling (55.25), Liberator (11.00), Anson V (150.20), Taylorcraft (126.05), Piper J-3 (3.05), Globe Swift (38.30), Cessna 120/1HO (128.30), Seabee (206.05) and Aeronca (45 minutes).

In a memo dated 29 March 1966, he noted that "During the past ten years, the Dakota and the undersigned have become practically inseparable." He had by then accumulated 6,100 hours on them. He expressed a desire for a flying boat course and assignment to a Search and Rescue unit which would be professionally rewarding. "The thought of spending the remaining 2 ½ years solely on Dakotas is rather inhibiting."

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SOUTHAM, W/C Kenneth Gordon (C1496) - **Air Force Cross** - No.1 Central Flying School - Award effective 11 August 1945 as per **Canada Gazette** of that date and AFRO 1453/45 dated 14th September 1945. Home in Toronto; enlisted in Winnipeg, 2 January 1940 in General List Branch. Graduated from No.1 SFTS, 13 July 1940. To No.14 SFTS, 3 July 1941. Promoted Flight Lieutenant, 1 September 1941. Promoted Squadron Leader, 1 July 1942. To No.16 SFTS, 29 April 1943. Promoted Wing Commander, 1 October 1943. To No.1 Composite Training School, 8 May 1944 (should this read No.1 CNS ?). To No.4 Release Centre, 9 October 1945. Retired 11 October 1945. When recommended he had flown 1,777 hours, 1,560 as instructor, 80 hours in previous six months. Award sent by registered mail 12 April 1948.

This officer has displayed exceptional keenness and ability as a flying instructor for nearly five years. During this time he has held positions of Flight Commander, Squadron Commander, and Chief Instructor of a Service Flying Training School. At the present he is holding the position of Officer Commanding, No.1 Composite Visiting Flight. His skill, willingness and enthusiasm have contributed much to

the science of Flying Training and his great devotion to duty have [sic] established a splendid example amongst those with whom he has served.

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SOUTHCOTT, P/O Gordon Clarence (J85956) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 14 January 1922 in St.Catharines, Ontario; home there (clerk); enlisted in Hamilton, 13 February 1942. To No.1 Manning Depot, 3 April 1942. To No.1 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942; to No.1 BGS, 26 September 1942; graduated 20 November 1942 and posted next day to No.8 AOS; graduated and promoted Sergeant, 8 January 1943. To "Y" Depot, 22 January 1943. To RAF overseas, 25 January 1943. Promoted Flight Sergeant, 8 July 1943. Commissioned 17 April 1944. Promoted Flying Officer, 17 October 1944. Repatriated 2 February 1945. To No.1 Air Command, 13 February 1945. To No.4 Release Centre, 18 March 1945. Retired 4 April 1945. Award sent by registered mail 19 February 1949. 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 forwarded from squadron, date uncertain but apparently early July 1944 when he had flown 31 sorties (209 hours). Postwar he worked for Gulf Oil, retiring in 1982. Died in Toronto, 7 December 1995.

This Bomb Aimer has completed thirty-one operational bombing attacks against the enemy. His work in general has been of a very high calibre and his loyalty and devotion to duty worthy of commendation.

The sortie list was as follows:

15 September 1943 - Montlucon (3.45, duty not carried out)  
27 September 1943 - Hanover (6.45)  
3 October 1943 - Kassel (7.40)  
4 October 1943 - Frankfurt (8.15)  
8 October 1943 - Hanover (5.50)  
3 November 1943 - Dusseldorf (6.20)  
18 November 1943 - Mannheim (8.25)  
19 November 1943 - Leverrkusen (6.15)  
22 November 1943 - Berlin (7.50)  
25 November 1943 - Frankfurt (8.10)  
29 December 1943 - Berlin (8.25)  
28 January 1944 - Berlin (8.35)  
15 February 1944 - Berlin (7.10)  
19 February 1944 - Leipzig (4.25, duty not carried out)  
20 February 1944 - Stuttgart (7.35)

24 February 1944 - Schweinfurt (8.20)  
6 March 1944 - Trappes (5.10)  
7 March 1944 - Le Mans (6.00)  
15 March 1944 - Stuttgart (8.00)  
18 March 1944 - Frankfurt (6.45)  
22 March 1944 - Frankfurt (6.10)  
24 March 1944 - Berlin (7.20)  
26 March 1944 - Essen (5.25)  
30 March 1944 - Nuremburg (8.30)  
20 April 1944 - Lens (5.10)  
26 April 1944 - Villeneuve St. George (5.40)  
1 May 1944 - St. Ghislain (4.25)  
9 May 1944 - St. Valery en Caux (4.05)  
11 May 1944 - Boulogne (4.15)  
4 June 1944 - Calais (3.20)  
7 June 1944 - Acheres (5.40)  
17 June 1944 - Neuville (4.20)  
18 July 1944 - Mondeville (5.00)

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SOUTHERST, F/L Douglas Wilson (J20045) - **Mention in Despatches** - No.165 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 Windsor, Ontario, 16 October 1920; educated there and Lawrence Institute of Technology (Detroit), 1939-1941. Home in Windsor, Ontario (employed as electrician by Ford Motor Company); enlisted there 31 October 1941 and posted to No.1 Manning Depot. To Rockcliffe, 23 November 1941. To No.6 ITS, 14 February 1942; graduated and promoted LAC, 10 April 1942 but not posted to No.3 EFTS until 25 April 1942; graduated 3 July 1942; to No.14 SFTS, 4 July 1942; graduated and commissioned 23 October 1942. To "Y" Depot, 6 November 1942; to RAF overseas, 19 November 1942. Disembarked in Britain, 6 December 1942. To No.17 (Pilots) AFU, 16 February 1943. To No.55 OTU, 30 March 1943. Promoted Flying Officer, 23 April 1943. To No.1681 Flight, 22 June 1943. To No.1683 Bomber Defence Training Flight, 23 August 1943. To No.165 Squadron, 18 March 1944. Attached to Fighter Leader Course, 14 August to 2 September 1944. Promoted Flight Lieutenant, 23 October 1944. From No.165 Squadron to Beatwaters, 8 May 1945. Repatriated by air, 22 July 1945. date uncertain. To Dartmouth, , 23 July 1945. To No.4 Release Centre, 1 September 1945. Retired 6 September 1945 to Windsor, Ontario. Rejoined as pilot (131193), 1 September 1950; released 31 October 1953; again on RCAF strength (Recruiting Unit, London and London Flying Club), 1 July 1955; to Training Command Admin Unit, 8 July 1955; released 31 March 1958. Certificate sent 10 August 1948. Died 26 August 1996 in London, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1997.

**Notes:** Accident, 24 June 1942 at No.3 EFTS, London, Finch 4717, "Applied brakes too sharply

after landing.”

Pacific volunteer. On repatriation form dated 4 July 1945 he stated he had flown 61 sorties (216 operational hours) plus 428 non-operational hours. Last sortie had been 20 April 1945. Operational duty was “Fighter”, non-operational duty was “Fighter affiliation”. Types flown overseas were Tiger Moth (21 hours), Master I and II, Martinet (66.00), Hurricane I and II (52.00), Tomahawk (156), Spitfire IV and V (225.00) and Mustang (120.00).

Application for Operational Wing dated 14 September 1945 states he had flown 61 sorties (215 hours) on Spitfire IX and Mustang III aircraft, 20 March 1944 to 14 May 1945.

**Training:** Interviewed 16 October 1941 by F/O L. McMonagle. “Clean cut type - bright, intelligent - has good initiative powers. Gone to school after working hours - good education - should make valuable aircrew material.”

Course at No.6 ITS was 16 February to 10 April 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament, written, Aircraft Recognition, Drill and Signals. Scored 805 out of possible 1,000 points; placed 45<sup>th</sup> in a class of 135.. “Alert, cooperative and confident. Seems to take to studying naturally. Intelligent.”

Course at No.3 EFTS was 27 April to 3 July 1942. Fleet Finch - 9.15 dual to first solo, 33.05 day dual, 49.00 day solo, 3.00 night dual. Of these numbers, 10.15 on instruments. Logged ten hours in Link. Ground courses in Navigation, Airmanship, Airframes, Aero Engines, Theory of Flight, Armament, Aircraft Recognition, Signals. Scored 725 points of a possible 1,000, placed 12<sup>th</sup> on a class of 31. “Good average pupil pilot. Reliable, also hard worker. Department could be improved with occasional check.”

Course at No.14 SFTS was 6 July to 23 October 1942. Harvard and Yale aircraft - 6.15 dual to first solo, 55.10 day dual, 84.05 day solo, 6.20 night dual, 9.45 night solo. Flew 20.05 in formation, 23.45 on instruments, logged 26.30 in Link. Ground courses in Navigation, Airmanship, Armament, written, Signals and Meteorology. Scored 599 out of possible 750 points. Placed 15<sup>th</sup> in a class of 57. “A smooth pilot who has practiced his Sequences faithfully and has done a conscientious job throughout the course. He is an above average pilot and the type in whom one would place much confidence. He should be checked for over-use of instruments while clear hoof flying.”

Course at No.17 (Pilots) AFU was 24 February to 30 March 1943. Miles Master -three hours dual to first solo, 16.10 total dual, 15.25 solo; was 3.25 in formation, 2.20 on instruments, and logged 3.30 in Link. Also flew one hour night dual. Flying Test Grades in General Flying (300/400), Applied Flying (150/200), Instrument Flying (187/250), Night Flying (60/100) and Link (30/50). “A good average pilot with no special faults. He will require further dual at night before flying Masters solo.”

Course at No.55 OTU was 30 March to 8 June 1943. Master (30 minutes dual to first solo, total 1.30 day dual, 20 minutes solo) and Hurricane (49.35 day, 2.45 night - 15 hours in formation and 4,05 on instruments, Logged 12 hours in Link. One incident - 20 May 1943, Hurricane caught fire while taxiing. Fired 3,450 rounds air-to-air, nil air-to-ground, exposed 123 feet of film, scored five percent hits. Flying Test Grades in General Flying (250/400), Applied Flying (125/200), Instrument Flying (150/250), Night Flying (50/100) and Link (30/50). Ground courses in Airmanship (175/300), Armament (230/300), Intelligence (74/100), Navigation (86/200), and Signals (76/100). "A good average and keen pilot but at times erratic."

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SOUTHWARD, F/L Lloyd Kenneth (J26455) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 14 June 1918 in Lincoln County, Ontario; home in Beamsville, Ontario (fruit and vegetable inspector, ex-Royal Canadian Artillery); enlisted London, Ontario, 6 May 1942 and posted to No.1 Manning Depot. To No.6 SFTS (guard), 29 June 1942. To No.5 ITS, 1 August 1942; graduated and promoted LAC, 10 October 1942; to No.13 EFTS, 7 November 1942; may have graduated 10 January 1943 but not posted to No.2 SFTS until 23 January 1943; graduated and commissioned 14 May 1943. To "Y" Depot, 28 May 1943. To RAF overseas, 22 June 1943. Promoted Flying Officer, 14 November 1943. Promoted Flight Lieutenant, date uncertain. Repatriated 14 May 1945. To Moncton, 27 May 1945. To No.4 Release Centre, 31 July 1945. Released 7 August 1945 to live in Jordan Station. Award presented at Stamford Centre, 7 August 1949. Died in Beamsville, Ontario, 11 July 2010. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". Public Records Office Air 2/9082 has recommendation dated 18 March 1945 when he had flown 38 sorties (198 hours 55 minutes), 9 August 1944 to 8 March 1945.

9 August 1944 - Foret de Mormal (4.00)  
12 August 1944 - Russelsheim (5.40)  
15 August 1944 - Tir le Mont (3.35)  
17 August 1944 - Brest (4.40)  
1 September 1944 - La Pourchante (3.30)  
3 September 1944 - Sousterburg (3.30)  
12 September 1944 - Gelsenkirchen (4.05)  
15 September 1944 - Kiel (5.30)  
20 September 1944 - Calais (3.25)  
25 September 1944 - Calais (3.50)  
27 September 1944 - Calais (3.15)  
7 October 1944 - Cleve (4.10)  
14 October 1944 - Duisburg (5.15)  
14 October 1944 - Duisburg (4.55)  
28 October 1944 - Westkapelle (2.45)  
30 October 1944 - Cologne (5.15)  
4 November 1944 - Bochum (4.50)  
6 November 1944 - Gelsenkirchen (4.30)  
18 November 1944 - Munster (5.00)  
21 November 1944 - Sterkrade (6.05)  
29 November 1944 - Essen (6.00)  
12 December 1944 - Essen (6.05)  
26 December 1944 - St.Vith (5.45)  
30 December 1944 - Cologne (6.05)  
2 January 1945 - Ludwigshaven (6.20)  
6 January 1945 - Hanau (6.30)  
16 January 1945 - Magdeburg (5.35)  
9 February 1945 - Wanne Eickel (5.40)  
13 February 1945 - Bolhem (8.00)  
14 February 1945 - Chemnitz (8.10)  
17 February 1945 - Wesel (5.15)  
20 February 1945 - Reizholz (6.50)  
23 February 1945 - Essen (5.10)  
24 February 1945 - Kamen (6.10)  
27 February 1945 - Mainz (6.05)  
3 March 1945 - Kamen (6.10)  
7 March 1945 - Hemmingstedt (6.15)  
8 March 1945 - Hamburg (5.45)



Flight Lieutenant Southward has completed a tour of 38 operations against Germany and enemy occupied territory. He has attacked such heavily defended targets as Chemnitz, Essen, Mainz, Hamburg, etc. and has at all times displayed high qualities of skill and courage throughout. His devotion to duty and determination to carry out to the full all the missions he was detailed for, I consider merits the award of the Distinguished Flying Cross.

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SOWERBY, F/O Charles Ernest Robert (J24664) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 14 October 1916 in St.James, Manitoba; home in St.Vital, Manitoba (welder); enlisted in Winnipeg. 21 May 1942 and posted to No.2 Manning Depot. To No.5 BGS, 18 July 1942. To No.7 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942 but not posted to No.7 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. Posted to No.426 Squadron from No.425, 22 May 1944; navigator to Flight Sergeant C.A. Selfe. Promoted Flight Lieutenant, 19 March 1945. Repatriated 12 June 1945. Retained for "Tiger Force"; retired 11 September 1945. Award presented at Esquimalt, 21 July 1956. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 14 April 1945 when he had flown 33½ sorties (200 hours 30 minutes) from 19 April 1944 to 11 March 1945. On 6 June 1944 he had baled out and broke an ankle, returning to operations 21 October 1944 (recalled to base - this was likely the half-mission).

This navigator has completed a tour of operations against such targets as Hamburg, Kiel, Cologne and other heavily defended German cities. He has at all times shown himself to be a skilful and reliable navigator whose energy and enthusiasm has set a high example to other navigators. His determination and courage are worthy of highest praise and no effort has been spared on his part to ensure the highest standard of navigation both for himself and other navigators of the squadron.

The sortie list was as follows:

19 April 1944 - sea sweep (4.30)  
24 April 1944 - Karlsruhe (7.20)  
26 April 1944 - Essen (5.05)  
27 April 1944 - Alnoye (4.55)  
30 April 1944 - Somain (4.45)  
1 May 1944 - St. Ghislain (4.35)  
9 May 1944 - Haine St. Pierre (4.30)  
10 May 1944 - Ghent (4.15)

31 May 1944 - Cherbourg (5.15)  
2 June 1944 - Neufchatel (3.40)  
6 June 1944 - Coutances (4.15, baled out, broken angle)  
21 October 1944 - Hanover (3.50, recalled to base)  
23 October 1944 - Essen (6.20)  
25 October 1944 - Hamburg (5.25)  
28 October 1944 - Cologne (5.30)  
30 October 1944 - Cologne (6.10)  
1 November 1944 - Oberhausen (6.00)  
2 November 1944 - Dusseldorf (5.30)  
4 November 1944 - Bochum (5.40)  
6 November 1944 - Gelsenkirchen (5.10)  
16 November 1944 - Julich (5.05)  
18 November 1944 - Munster (7.05)  
21 November 1944 - Castrop Rauxel (6.10)  
27 November 1944 - Neuss (5.15)  
17 December 1944 - Duisburg (6.40)  
24 December 1944 - Dusseldorf (4.35)  
30 December 1944 - Cologne (6.00)  
13 January 1945 - Saarbrucken (7.00)  
13 February 1945 - Bohlem (8.45)  
14 February 1945 - Chemnitz (8.05)  
20 February 1945 - Manheim (7.15)  
21 February 1945 - Worms (6.30)  
23 February 1945 - Essen (5.50)  
7 March 1945 - Hemminstadt (6.35)  
11 March 1945 - Essen (6.20)

His own report of the incident of 6 June 1944 read as follows:

At approximately 0200 hours of the 7<sup>th</sup> June 1944, as a member of the crew of a Halifax Mark III aircraft, I abandoned the aircraft by parachute on instructions from the captain after the aircraft had been severely damaged. As soon as I left the aircraft one of my flying boots came off and on reaching the ground all my weight concentrated on one foot which twisted and resulted in a fractured ankle.

The incident involved Halifax LW377 (OW-G, No.426 Squadron, target Coutances). LW377 was initially issued to No.420 Squadron. Airborne at 2135 hours of 5 June 1944 from Linton-on-Ouse to bomb communications. Hit by a bomb from another aircraft while over the Aiming Point and, subsequently abandoned over Slapton Sands off the south coast of Devon. Crew were Flight Sergeant C.A.Selfe, RCAF; Sergeant H.Fellows, F/O C.E.Sowerby, RCAF (injured), F/O V.R.Paul, RCAF, Sergeant R.R.Bielby, RCAF, Sergeant A.E.Ashford and Sergeant J.D.Turner.

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SPACKMAN, F/O Grant Lawrence (J23988) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 13 June 1944 as per **London Gazette** of that date and AFRO 1660/44 dated 4 August 1944. Born Lethbridge, 3 August 1921; home in Raymond, Alberta; as a young man, he received the King Scout Award in Scouting. He was active in Boy Scouts of Canada as a Scout leader for many years. After high school, Grant received a scholarship to Olds College for winning an art competition. He attended Olds College, studying agriculture, where he was instrumental in forming the first branch of The Church of Jesus Christ of Latter-day Saints in Olds. However, as he considered a career, he decided that his allergies would make life on the farm difficult, so he made the decision to further his education at university and became an engineer. He wore his Professional Engineering ring for the remainder of his life. His studies were interrupted by the war. Enlisted in Calgary, 25 February 1942. To No.3 Manning Depot, 23 March 1942. To No.7 SFTS (guard), 8 May 1942. To No.2 ITS, 6 June 1942; graduated and promoted LAC, 1 August 1942; to No.19 EFTS, 15 August 1942; ceased training, 9 October 1942 when posted to No.1 Composite Training School; to No.8 BGS, 24 October 1942; to No.2 AOS, 9 January 1943; graduated and commissioned 19 February 1943. To "Y" Depot, 5 March 1943; to RAF overseas, 26 March 1943. Promoted Flying Officer, 19 August 1943. Repatriated 8 December 1944. To No.2 Air Command, 20 December 1944. To No.7 Release Centre, 22 January 1945. Promoted Flight Lieutenant, 19 February 1945. To "Y" Depot, 27 April 1945. To United Kingdom, 8 May 1945. Repatriated again, June 1945; to Greenwood, 23 July 1945. To No.7 Release Centre, 9 September 1945. Retired 18 September 1945. Lived in Edmonton. Award presented by King George VI, 11 August 1944; obituary says, "He received the Distinguished Flying Cross from King George VI in June 1944 for his valiant and heroic actions in crawling out onto the wing of the aircraft to extinguish a fire on the wing as it flew back to England from a mission over Europe. Grant later recalled, "As King George pinned the DFC (Distinguished Flying Cross) on me, I said, 'Thank you, Your Majesty. I accept this on behalf of my whole crew.' Then the king said quietly as he clasped my hand and looked into my eyes, 'But you were the man on the wing.'" After the war, he attended the University of Alberta in Edmonton where he met and married the love of his life, Beth Tanner, and graduated with a degree in engineering. They started their family in Edmonton before his career in the oil and gas industry moved the family to Estevan, Saskatchewan and then to Regina, Saskatchewan. In 1971, they moved to Calgary which was their home thereafter. Died 5 December 2014 in Calgary. Photo PL-32389 shows him. Cited with F/O M.C. Sherwood (which see for citation).

RCAF Press Release No. 5355 dated 29 May 1944 from F/L H.W. Eggleston, transcribed by Huguette Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- Two lads who formed a friendship at a bomber conversion unit in England and were crewed up together to fly Halifax bombers have just been awarded immediate DFC's. They are F/O M.C. "Mel" Sherwood (711 Third Avenue West, Calgary, Alberta and F/O G.L.

“Grant” Spackman (Raymond, Alberta), pilot and bomb-aimer respectively, of the “Tiger” squadron. Curiously enough, both hail from southern Alberta and are members of the Mormon sect in that district. F/O Sherwood is 25 years of age, F/O Spackman, 22.

The Albertans received their distinguished awards for an outstanding show of fortitude and determination one night during an attack on the railway marshalling yards at Aulnoye, France. Flying in the “Hally” bomber “J for Johnny”, they had just dropped their bombs on the target when the “kite” was caught in flak from the enemy’s ack-ack guns. The terrific blast started a fire in the port wing, rendered the mid-upper turret useless, and a piece of flak wounded the mid-upper gunner in the leg.

With the fire still burning in the wing as the pilot steered the aircraft for home, F/O Spackman returned to the centre of the aircraft and rendered first aid to the wounded gunner. At the same time, the flight engineer drained the two petrol tanks leading to the port outer engine by shutting off the balance of the tanks to avoid a further conflagration. The fire continued to burn in the wing for 53 minutes, time which elapsed for the aircraft to travel from the target area to an emergency ‘drome on the coast of England.

The great teamwork of the pilot and bomb-aimer continued when the aircraft was still taxiing down the runway. Before F/O Sherwood could bring it to a halt, F/O Spackman had climbed out on the wing with a fire extinguisher in an attempt to douse the fire. He was still using it when the fire fighters came on the scene. The feat of these two airmen was all the more creditable when it is considered that they could have bailed out or “ditched” into the sea. But bearing in mind that they had a wounded gunner aboard, they preferred to stick it out in order that the gunner would have every chance.

Slightly built, F/O Sherwood, who only weighs in the neighbourhood of 150 pounds, is the son of Mr. and Mrs. N. Sherwood of Calgary. He is single. Before he joined the RCAF in Calgary in September 1941, he was a student engineer at the University of Montana. He took his training in Edmonton and High River, winning his wings and commission in his home city February 5, 1943. Posted overseas immediately, he underwent the usual training in England before joining his present squadron. To date he has 18 sorties to his credit on enemy targets, including such cities as Dusseldorf, Frankfurt, Stuttgart, Essen and Hanover, etc.

Before he donned the air force blue, the youthful skipper was prominent in basketball and lacrosse circles in Lethbridge, Alberta. A younger brother, Forrest, who joined up with him, but was later grounded for medical reasons, is serving as an armourer at Lethbridge, Alberta.

Son of Mr. and Mrs. E.L. Spackman of Raymond, Alberta, F/O Spackman is a husky lad compared to his skipper. He was farming for his father when he heard the call to the colours in February, 1942, when he joined up at Calgary, Alberta. He took his training at Regina and Lethbridge, Alberta, and won his wings and commission at Edmonton. He came overseas immediately after graduation, went through the usual training, and then joined his present squadron. He has made 17 sorties on enemy targets along with his skipper. F/O Spackman is a graduate of the Olds Agricultural College. He has an elder brother, Robert, serving with the Canadian Army in England.

Neither of the newly-decorated airmen drink or smoke but admit that they are awfully fond of dancing.

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SPACKMAN, F/O William Reynolds (J16826) - **Mention in Despatches** - No.425 Squadron ? - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 3 October 1915. Home in Innisfail, Alberta. Enlisted in Calgary, 1 March 1941. Leave Without Pay until 27 May 1941 when posted to No.2 Manning Depot. To No.2 ITS, 27 May 1941; graduated and promoted LAC, 31 August 1941 when posted to No.3 AOS; to No.2 BGS, 6 December 1941; graduated and promoted Sergeant, 17 January 1942; posted that date to No.1 ANS; graduated 23 February 1942. To "Y" Depot, 24 February 1942. To RAF overseas, 12 March 1942. Commissioned 26 December 1942. Promoted Flying Officer, 26 March 1943. Repatriated 3 November 1944. Promoted Flight Lieutenant, 15 January 1945. To No.7 Release Centre, 26 February 1945. Retired 9 March 1945. Died in Kelowna, British Columbia, 8 January 1996. Was recommended for a Non-Immediate DFC for services with No.425 Squadron, 3 August 1943, but not awarded. At that time he was a Pilot Officer with 32 sorties (201:40 operational hours) behind him. Noted as a "most skilful navigator" who had attacked targets in Germany and Italy.

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SPAFFORD, F/L Frank Ronald (J23446) - **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 15 January 1921. Home in Toronto; enlisted there 20 December 1941. Leave Without Pay until 11 January 1942 when posted to No.1 Manning Depot. To No.8 SFTS, 12 February 1942 (guard). To No.3 ITS, 9 May 1942; graduated and promoted LAC, 4 July 1942 but not posted to No.17 EFTS until 14 August 1942; graduated 9 October 1942; posted next day to No.8 SFTS; graduated and commissioned 5 February 1943. Posted that date to No.34 OTU. To "Y" Depot, 15 April 1943; to RAF overseas, 26 May 1943. Promoted Flying Officer, 5 August 1943. Promoted Flight Lieutenant, 5 February 1945. Repatriated 14 May 1945. To No.1 Air

Command, 27 May 1945. To No.14 SFTS, 27 June 1945. To No.4 Release Centre, 27 July 1945. Released 3 August 1945. Died in York (Toronto), 10 May 2011.

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SPAFFORD, F/L Wyllie Hall (J14328) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 21 July 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born 23 November 1915 in Toronto, raised in Winnipeg (educated at University of Manitoba); enlisted there 6 November 1940 as Elementary Flying Instructor and posted that date to No.2 Manning Depot. To No.14 EFTS, 15 January 1941. Granted Leave Without Pay as Sergeant 17 February 1941. Taken on strength again at No.14 EFTS, 19 June 1942; posted that date to No.5 Manning Depot; to No.6 SFTS, 18 July 1942; graduated and commissioned 11 September 1942. To "Y" Depot, 25 September 1942. To RAF overseas, 27 October 1942. Attained rank of Flight Lieutenant, 28 August 1943. Flew with No.426 Squadron prior to posting to No.408 Squadron. Promoted Squadron Leader, date uncertain. Repatriated 17 February 1945. To No.2 Air Command, 28 February 1945. Reverted to Flight Lieutenant, 1 October 1946 in postwar RCAF (27164). In postwar RCAF with B-29s on LORAN duty, 1946-1947. Promoted Squadron Leader, 1 June 1951. Promoted Wing Commander, 1 July 1958 (but another source says he was a Wing Commander as of July 1956). Obituary notice stated that at Moose Jaw he had trained pilots for the Golden Hawks aerobatic team and for the first Snowbirds aerobatic team. Upon retirement (1964) he worked in private business, for the Saskatchewan government and, from 1971 onwards, for the Canadian International Development Agency, assigned to Nigeria. Died in Ottawa, 20 March 1999; extensive obituary article in Ottawa **Citizen** of 22 March 1999. Award presented by King George VI, 11 August 1944. RCAF photo PL-32539 (ex UK-13867) taken on investiture.

This officer has displayed a high standard of skill and gallantry in air operations against the enemy. He has completed many sorties during which he has attacked such strongly defended targets as Berlin, Frankfurt and Mannheim. He has invariably pressed home his attacks with vigour and has obtained much success. He is a most inspiring leader.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600) has original recommendation by W/C R.A. McLernon, drafted 17 June 1944 when he had flown 29 sorties (151 hours 55 minutes); no sortie list but text as follows:

Flight Lieutenant Spafford has completed a tour of operations against many of the most heavily defended targets in Germany, including several trips to Berlin, Frankfurt, Mannheim and Kassel.

On one occasion, while attacking the naval base at Stettin, a "scare-crow" burst immediately in front of his aircraft, covering it with burning oil and rendering the port outer engine unserviceable. Despite this and the heavy enemy defences, he

pressed home his attack with amazing coolness and determination, and finally, in conjunction with his bomb aimer, obtained a splendid photograph of the aiming point.

On two other occasions, over Mannheim and Kassel, his aircraft was coned by numerous searchlights, but again on each of these occasions he carried on with his bombing run undeterred, and again dropped his bombs on the aiming point.

He has at all times shown exceptional qualities of leadership and coolness and has set a splendid example of operational aggressiveness to his crew and to all other members of the squadron. Therefore he is recommended for the immediate award of the Distinguished Flying Cross.

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SPANKIE, F/L Edward (J86068) - **Distinguished Flying Cross** - No.166 Squadron (deceased) - Award effective 31 January 1945 as per **London Gazette** dated 12 February 1946 and AFRO 322/45 dated 29 March 1946. Born 1 July 1915 in Moose Jaw, Saskatchewan. Educated to Junior Matriculation and then took a two-year welding course. Farmed with his father, 1933 to 1935 and with another man, Bowden, 1935 to 1938. Employed in a family repair shop, 1938-1939 before returning to father's farm, 1939 to 1942. Enlisted in Edmonton, 10 June 1942. To No.3 Manning Depot, Edmonton, 30 July 1942. To No.3 BGS, Mossbank, 12 September 1942. To No.2 ITS, Regina, 11 October 1942; promoted LAC, 19 December 1942 but not posted until 24 January 1943 when he reported to No.15 EFTS, Regina; graduated 3 April 1943 and posted next day to No.11 SFTS, Yorkton; graduated and promoted Sergeant, 23 July 1943; to "Y" Depot, 7 August 1943; to RAF Trainee Pool, 25 August 1943 when he embarked from Halifax. Disembarked in Britain, 1 September 1943. Taken on strength of No.3 PRC, 2 September 1943. Attached to ECFS, 10-12 September 1943. To No.11 (P) AFU, 28 September 1943. Attached to No.1536 BAT Flight, 2-15 November 1943. To No.30 OTU, 15 February 1944. Commissioned 23 April 1944. To No.11 Base, 11 May 1944. To No.101 Squadron, 1 July 1944. To No.4 Base Headquarters, 30 July 1944. To No.166 Squadron, 20 September 1944. Promoted Flying Officer, 11 October 1944. Promoted Flight Lieutenant, 11 November 1944. Killed in action with No.166 Squadron, 1 February 1945 (Lancaster ME648); buried in Germany. Award sent by registered mail from Government House to his widow, 7 November 1949.

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

**Note:** At the time he went missing he was reported as having flown 714 hours 15 minutes as a pilot, 217 in previous six months. "A sound operational pilot but not much drive in the ground" (W/C R.L. Vivian, 17 February 1945); "An average operational captain and pilot." (G/C Ian G. Mackay, 18 February 1945).

**Particulars of Death:** German records show the aircraft was shot down at 1938 hours at Gemeindewald, Weingarten. One kilometre southeast of Lachenamuhle, five kilometres northwest of Germersheim. Crew consisted to Spankie (pilot), 1590356 Sergeant R. Stennet (flight engineer), 553937 FS H.H. Teggart (air bomber), 87419 F/L J.E. Shannon, DFC (navigator), 1573475 FS A. McIvor (WOP/Air), R220677 FS J.P. Brown (mid-upper gunner) and J92482 P/O P.A. Coombs (rear gunner).

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SPANNER, F/O Frederick Gordon (J15722) - **Distinguished Flying Cross** - No.207 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943. Name also rendered as Frederick Gordon Charles Spanner. Born 9 September 1915 in Toronto (but pay card says 9 September 1913); educated there to Senior Matriculation plus one year at Queen's University (Accounting); home in Toronto where he was an accountant for three different companies, 1932 to 1940; enlisted there 22 June 1940. To No.1 Manning Depot, 24 June 1940; to No.2 ITS, 30 June 1940; promoted LAC, 15 August 1940; posted to No.1 AOS, Malton, 17 August 1940; to No.1 BGS Jarvis, 10 November 1941; promoted Sergeant, 21 December 1940 and posted to No.1 ANS that date. Struck off strength of No.1 ANS, Rivers, 30 January 1941. Held for uncertain period at Militia Rest Camp, Halifax before posting on 20 February 1941 to Embarkation Unit. Embarked from Canada, 11 March 1941; taken on strength of United Kingdom, 24 March 1941. Posted from No.3 PRC to No.20 OTU, 7 April 1941; to No.16 OTU, 9 April 1941; to No.44 Squadron, 26 June 1941. To No.408 Squadron, 10 July 1941. To Station Syeston, 20 July 1941. Reposted to No.44 Squadron, 28 July 1941. Reported "slightly injured" as the result of an aircraft accident, 3 September 1941 when Hampden AD913 crashed about 0300 hours, Headley Heath near Dorking; presumed from enemy action leading to shortage of fuel; crew were 777644 Sergeant Edward Killeen Knight (Rhodesian, pilot), R.69572 Sergeant Spanner (observer), 751652 Sergeant James Stevens (WOP/AG, killed), and 999273 Sergeant Charles Fleming Churchill (WOP/AG). For more on this, see below. To Station Waddington (Non-Effective), 14 September 1941. Promoted Flight Sergeant, 1 April 1942. Returned to No.44 Squadron, 2 April 1942. To No.106 Squadron, 17 April 1942. Commissioned 20 July 1942. Posted at an uncertain date to No.9 CF (Conversion Flight ?). To No.1661 Conversion Flight, 9 November 1942. Promoted Flying Officer, 20 January 1943. Attached to No.16 OTU, 19 February 1943. To No.207 Squadron, 2 April 1943. Killed in action with No.207 Squadron, 3 September 1943 (Lancaster ED832); name on Runnymede Memorial. Award presented to next-of-kin by Governor General, 27 June 1945. RCAF photo PL-2226 shows LAC Schafheitlin (Halifax) and LAC H.S. Spanner (Toronto) walking to aircraft with aerial camera.

This officer has displayed outstanding efficiency as a bomb-aimer on many operational missions. He was a member of one of the crews especially selected for the "Shuttle Service" attacks on Friedrichshafen and Spezia and has also operated over targets on the Ruhr. On all occasions he has displayed eagerness to



undertake any duty however hazardous and has secured many successful photographs. As deputy bombing leader Flying Officer Spanner has shown organizing ability which has proved a great asset to the squadron.

**Events of 2/3 September 1941 and consequences:** Medical records indicate that the Hampden sortie of 2/3 September 1941 was his 10<sup>th</sup> trip. On returning from the mission, the crew were instructed to bale out following engine failure. He jumped at 1,000 feet and may have struck his head on flaps. He recalled landing in some trees with only minor scratches. He was taken to Kenley by police car, seen by Medical Officer and then returned to Waddington where he was seen on Sick Parade (4 September 1941) by S/L Shaw. Only contusions found and he was granted seven days leave. However, he overstayed leave owing to medical problems (including tonsillitis). By 21 September he was reported unable to resume flying duties; persistent headaches. A medical report of 8 October 1941 suggested that his injuries had been trivial and he was more likely suffering "Anxiety Neurosis", yet his Commanding Officer described him as "a keen airman". The report concluded by recommending treatment at No.1 Canadian Neurological Unit, Park Prad, Basingstoke.

A further specialist's report dated 30 October 1941 stated he had improved in terms of headaches, sleep, and mood swings, but he was now determined to return to flying only if he could do so as a pilot - "If he cannot pilot himself, he does not want to fly". The report concluded, "This man still has mild symptoms of anxiety. He has compromised in his desire to quit flying by making further flying conditional on being the pilot. Such a solution would involve training a thoroughly bad risk. From the long duration of his present reaction it is unlikely that he will respond to further hospital treatment. It is noted that he did not have a medical board on discharge from hospital. This should be arranged forthwith at C.M.E. Halton by his Unit M.O." (W/C G.A. Rumball, RAF Station Hospital Rauceby). It is not clear where he was from 30 October 1941 (the date of this report) and 2 April 1942 (return to No.44 Squadron), but it is evident that his problems with headaches dated back to May 1941 and continued even after his return to operations.

**Assessment:** On 23 June 1943, W/C P. Jennings wrote that he had flown 50 hours 20 minutes in previous six months and added:

Is employed on the squadron as an Air Bomber. He is exceptionally keen and produces consistently good results on operations. He knows his job well and should do well in the service.

To this, G/C A.F. McKenna added:

An excellent operational bomb aimer and an asset to his crew. Being of the earlier bomber navigator vintage he more than pulls his weight in operational affairs of the squadron. A good officer.

**Particulars of death:** Lancaster ED832, X/207 Squadron, departed Langar at 1954 hours to bomb Berlin. The load was one 4,000-pound bomb, 600 x four-pound incendiaries, and 60 x 30-pound incendiaries. Nothing further heard; reports from other captains indicated much cloud en route but clear over target; defences moderate and several fighters seen.. Crew were as follows: 62322 F/L (Acting Squadron Leader) I. Mc. Huntley-Wood, DFC (captain, 48 sorties, 311.30 operational hours), 29110 W/C (Acting Group Captain) A.F. McKenna (second pilot, Station Langar), J5689 F/L T.J.D. Waterman, DFC (navigator), 138835 F/O J.L. Young (WOP/AG Special), J15722 F/O F.G. Spanner (bomb aimer), 1385142 FS A.J.C. Whitehead (Air Gunner), and 136036 F/O J.K. Knight (Air Gunner).

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SPANNIER, WO2 Edward George (R163686) - **Distinguished Flying Cross** - No.15 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 17 June 1919 in Saskatchewan; home in Claybank, Saskatchewan (teacher). Enlisted in Regina, 4 May 1942 and posted to No.2 Manning Depot. To No.3 BGS, 22 June 1942 (guard). To No.2 ITS, 1 August 1942; graduated and promoted LAC, 24 October 1942 but not posted to No.2 BGS until 21 November 1942; to No.3 AOS, 11 February 1943; graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, 3 April 1943. To RAF overseas, 26 May 1943. Promoted Flight Sergeant, 19 September 1943; promoted WO2, 19 September 1944. Repatriated 17 November 1944; to No.2 Air Command, 3 January 1945; to No.5 BGS, 5 January 1945; to No.6 Release Centre, 18 February 1945; released 16 March 1945. Award presented 18 May 1946.

Warrant Officer Spanner has participated in attacks on vital and heavily defended targets including Stuttgart, Frankfurt, Nuremburg, Essen and Cologne. He has shown himself a most keen and reliable officer and his courage and tenacity merit high praise. He has obtained many very successful photographs which have proved of great value.

\* \* \* \* \*

SPARKS, W/C Bryan Noble George (C1492) - **Distinguished Service Order** - No.356 Squadron (deceased) - Award effective 25 September 1945 as per **London Gazette** dated 2 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 13 March 1913 in Wormley, Herts.; home in Windsor or Walkerville, Ontario (mechanic; employed by Standard Machine and Tool Shop, 1932 to 1934 as apprentice tool maker and Windsor Utilities Commission, Hydro Division, 1934-1939, mechanic and stock clerk); enlisted in Windsor, 2 January 1940. Commissioned 2 January 1940 and assigned to London Flying Club. To Station Trenton, 25 March 1940. To No.1 Initial Training Wing, Toronto, 15 April 1940. To Camp Borden, 19 April 1940. Promoted Flying Officer and posted to Station Trenton, 10 August 1940. To No.2 SFTS, Uplands, 21 September 1940. To Central Flying School, Trenton, 22 March 1941 ( instructing). Promoted Flight Lieutenant, 15 December 1941. Struck off strength of Trenton, 30 June 1942. To RAF via Ferry Command, 30 June 1942. Taken on strength of Empire Central

Flying School, 27 October 1942. Repatriated, 25 March 1943. To Central Flying School, Trenton, 11 April 1943. To AFHQ, Ottawa, 27 April 1943. Promoted Squadron Leader, 1 June 1943. To No.5 OTU, 17 May 1944. To "Y" Depot again, 14 September 1944. Taken on strength of No.3 PRC, Bournemouth, 4 October 1944. (Disembarked in United Kingdom, 12 October 1944). To Air Command, Southeast Asia, 5 November 1944. To No.231 Group Headquarters, 19 December 1944. To No.356 Squadron, 21 December 1944 as Flight Commander. Promoted Wing Commander, 12 February 1945. Died of natural causes (polio), 11 August 1945 in Malaya. Award presented to next-of-kin, 1 April 1949. Caption for photo PL-60286 (taken 9 March 1945) reads: "His second tour of operations finished, W/C H.R.M. Beall of Lindsay, Ontario (left) turned over command of his Liberator squadron to W/C N.B.G. Sparks, who was promoted from the rank of squadron leader and was previously a flight commander in the squadron. W/C Beall has been posted to new duties in Ceylon."

First as flight commander, and later as squadron commander, this officer has proved to be an outstanding leader both in the air and on the ground. On operations his enthusiasm, skill and cheerful courage have set an inspiring example and have been reflected in the high standard of operational efficiency maintained in his squadron. Wing Commander Sparks' leadership has materially contributed to the successful completion of many missions flown by his squadron in formation and in single sorties.

NOTE: Public Records Office Air 2/9132 has recommendation dated 19 May 1945 when he had flown 27 sorties (269 hours five minutes) as follows:

1 January 1945- Burma/Siam Railway south of Moulmein (6.00 by day and 5.00 by night)  
4 January 1945- Burma/Siam Railway, Anankwin; weather bad so attacked secondary, Taungup (6.30 by day and 1.55 by night)  
8 January 1945- Low level, Bangkok/Siam Railway (10.45 by day, .40 by night)  
11 January 1945- Low level, Bangkok/Chienhmai Railway (11.30, day)  
16 January 1945- Mingaladon aerodrome, Rangoon (8.50, day)  
21 January 1945- Kyaukpiu, Ramree Island (5.30 by day, 1.00 by night)  
25 January 1945- Railway installations, Amapura (7.25)  
31 January 1945- Japanese army headquarters, Kyaukse (7.40)  
5 February 1945- Army storage dumps, Madaya (7.35)  
11 February 1945- Supply areas north of Victoria Lake, Rangoon (8.45, day)  
18 February 1945- Japanese troops concentrations, Yenangyaung (6.40, day)  
22 February 1945- Kyaungmhudaw Pagoda (7.10, day)  
25 February 1945- Taunggyi (7.20, day)  
28 February 1945- Korat (7.15 by day, 6.00 by night)  
4 March 1945 - Railway yards, Bangkok (2.30 by day, 10.40 by night)  
7 March 1945 - Martaban Jettice (10.40, day)  
17 March 1945 - Rangoon dumps (10.00, day)  
19 March 1945 - Railway stores, Na Nien (13.20 by day, 2.00 by night)  
29 March 1945 - Low level attack, bridge 148 on Burma/Siam railway (8.15 by day and 3.00 by night)  
2 April 1945 - Railway repair sheds, stores yards, Kieng Kol (5.45 by night, 9.00 by day)  
14 April 1945 - Electric power plant, Bangkok (11.00 by day, 2.00 by night)  
18 April 1945 - Lock gates on Klong Damneon Saudauk Canal, Bangkok (12.00 by day, 2.00 by night)  
25 April 1945 - "M" Dumps, Rangoon (8.35, day)  
27 April 1945 - "L" Dumps, Rangoon (3.00 by day, 5.50 by night)  
2 May 1945 - Gun positions on Rangoon River (4.30 by day, 5.00 by night)  
10 May 1945 - Dump positions, Mergul (13.15, day)  
14 May 1945 - Port Blair, Andaman Island; ordered to return when half-way out (5.30 by day)

Apart from the DSO citation (which is virtually identical between recommendation and final publication), the remarks of the Air Commodore commanding No.231 Group, RAF, bear quoting:

Wing Commander Sparks has proved himself a quite outstanding squadron commander. He is an exceptionally able captain of aircraft and has displayed at all times the greatest possible enthusiasm for operations. His personal courage and skill as a formation leader are exceptional and have been an inspiration to those serving under him in the squadron. Wing Commander Sparks has brought his squadron to a very high pitch of efficiency and the bombing results achieved by this squadron have been second to none in the Strategic Air Force. The morale of his squadron has reached a very high peak and I attribute this to Wing Commander Sparks' personal example, energy, powers of leadership and flair as a disciplinarian.

**Notes and Assessments:** Accident on 6 March 1941 two miles south of Navan in clear weather, Harvard 2689, pupil not named, 1015 hours: "Demonstrating precautionary landing to a pupil, allowed airplane to come too close to ground before opening the throttle; engine was slow responding; airplane stalled just a few feet off the ground, right wing dropped and airplane skidded sideways, ripping undercarriage and wings." At the time he had 100 hours dual, 575 solo.

On strength of CFS Trenton on 12 August 1941; during night instruction at Mountain View (Harvard II 2505) and pupil was R65411 Sergeant A.N. Stephens, taxiing when another aircraft seen ahead. Sparks applied brakes and Harvard tipped up. No injuries.

Tested by F/L A.L. Anderson, Central Flying School, who wrote on 15 August 1941 that Sparks was "An above average pilot with a sound ability to instruct." As of that date he had flown Fleet, Moth, Yale, Harvard, Oxford, Anson and Lockheed aircraft and spent 980 hours instructing. His total flying times were 960 hours single engine solo, 71.30 single engine dual, 115 hours twin engine solo and 40 hours twin engine dual.

Memo, 10 October 1941 in which G/C T.A. Lawrence (Station Trenton) recommends promotion of several officers including F/O B.N.G. Sparks:

This officer has turned in a highly efficient job of work and is above average as a pilot and instructor. He is an A.2 category instructor whose deportment and capabilities as an officer are of a high standard.

On 11 June 1942 he was tested again (by S/L J.G. Stephenson) who wrote that Sparks had now flown 1,580 instructional hours at No.2 SFTS and Central Flying School. He was described under several headings: **Sequence** (above average), **Voice and Diction** (excellent), **Manner** (patient and instructive), **Ability to impart knowledge** (above average); **Ability as pilot** (above

average). Further described as follows: “This officer’s experience and instructional knowledge merits the highest category” and recommended award of A-1 category.

On 6 November 1942 he was pilot of Whitley K9050 at Empire Central Flying School; second pilot was 73009 F/L T.C. Pick. At 1540 hours, on instructional flight, he had taken off and was at 400 feet when he noticed that fabric was tearing away from the port mainplane. He completed the circuit and landed.

Report dated 17 November 1942 (Empire Central Flying Training School) noted that course had been 16 July to 15 October 1942. In that period he had flown the following types: **Magister** (45 minutes day dual, 9.30 day solo, 1.00 night solo); **Master** (2.55 day dual, 30 minutes night dual, 11.35 day solo, 1.00 night solo); **Oxford**, 3.50 day dual, 1.40 night dual, 37.25 day solo, 5.05 night solo; **Spitfire and Hurricane**, 6.50 day solo, 50 minutes night solo; **Bisley**, 50 minutes day dual, 1.50 day solo, **Other Types**, 2.00 day dual, 5.45 day solo. He had thus flown a total of 92 hours 20 minutes at the school (12.30 dual, 79.50 solo) and his total flying was given as 1967 hours 50 minutes (1,620 instructional). As a pilot and instructor he was described as “exceptional”. The Chief Ground Instructor (not identified) wrote:

This officer is exceptional in his keenness and in his ability in many respects. He almost handicaps himself by letting his keenness run away with him, and by thinking that his ideas are the only obvious and correct ones. He has learned much on the course, more than he himself obviously realises, and he has very nearly learned to consider the opinion of others. If he can do this, he has very great potentiality as an asset to flying training whether in this country or in Canada.

The Deputy Chief Flying Instructor, S/L N.S. Trevor Benson, wrote:

A very good pilot and a vigorous and convincing instructor. He is inclined to be dogmatic and impatient with opinions contrary to his own, but this is partly due to a most refreshing enthusiasm and keen interest in all flying problems. He would have gained more from the course if he had been able to approach it from the beginning with an open mind. (I am afraid too that he has often mistaken the attitude of more open-minded pilots for a lack of conviction). As the course progressed, however, he became gradually more mature, and there is no doubt that it has been a valuable experience for him. In return we have gained much by contact with his vigorous and forthright mind, and I consider that he will be an asset to any unit.

Air Commodore G.S. Oddie (Odell ?) wrote:

If led the right way, this officer should provide the stimulant so necessary in training. He has good ideas and so far keeps a sense of proportion and criticises only when he feels strongly that he is right.

On 22 February 1943, W/C A. Watts, Empire Central Flying School, reported that Sparks had flown 2,082 hours (208 in previous six months). "This officer has a very wide and sound knowledge of training matters. He has proved an excellent instructor at CCFS and will be a valuable asset to any flying training unit." To this was added the remarks of Air Commodore G.S. Oddie: "I consider this officer quite exceptional. He has the drive, enthusiasm and moral courage of youth with a knowledge and capacity for thought and maturity. Good guidance would make him first class."

Instrument Flying School course, Deseronto, 4 March to 18 March 1944 involved 32 hours ten minutes flying in Oxfords - 50 minutes day dual for conversion followed by four hours dual on instrument flying, four hours solo on instrument flying, ten hours day dual on beam approach flying, four hours 50 minutes day solo on beam approach flying, 90 minutes night dual on beam approach flying, seven hours as second pilot and ten hours in Link. Tests as follows: **Instrument Flying (Hooded)** (41/50), **Beam Approach Procedure (Link)** (36/50), **Beam Flying, Day** (40/50), **Beam Flying, Night** (40/50), **Weather Flying** (40/50 in two categories). Graded "Above average"; S/L W.A. Stewart wrote, "Above average I.F. pilot full conversant with all S.B.A. procedures."

Course at No.5 OTU, Boundary Bay was 22 May to 27 August 1944. Flew in Mitchell aircraft (21.55 day dual, 26.25 as first pilot by day, 7.05 as second pilot by day, 8.30 night dual, 16.50 first pilot by night, 3.20 as a passenger, 1.10 on instruments); also Liberator (23.40 day dual, 51.50 as first pilot by day, 3.15 night dual, 25.10 as first pilot by night, 10.35 as passenger and three hours on instruments.) One exercise on course not carried out because assigned navigator unfit for altitude flying. Ground training (scored 913/1000) placed him first in the class; courses and marks as follows: **Aircraft recognition** (46/50), **Navigational Meteorology** (188/200), **Elements of Navigation** (83/100), **Plotting** (44/50), **Airmanship in Mitchell** (270/300), **Airmanship in Liberator** (282/300). In Morse he received at ten words per minute and sent at ten words per minute; in Aldis Lamp he sent and received at eight words per minute. The Chief Ground Instructor (S/L W.H.F. Grierson-Jackson) wrote, "Above average in all ground work. Keen and cooperative; a good captain who has his crew well trained. His cooperative attitude as class senior has helped materially in the training of his course." The Chief Instructor (W/C H. Malkin) wrote, "An above average pilot. Keen, very cautious. His knowledge and handling of the aircraft are all above average. Has no weaknesses to watch." Final assessment on 2 September 1944 read, "An above average pilot and captain. He is well suited to any position of responsibility he may be given while on operations."

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SPARLING, W/C Clarence Coates (C1957) - **Mention in Despatches** - No.61 Base (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. Home in Flin Flon, Manitoba; enlisted in Winnipeg, 23 April 1940 in Administration Branch. As of 30 June 1941 he was on strength of No.4 ITS.

Promoted Flight Lieutenant, 15 July 1941. Promoted Squadron Leader, 15 July 1942. To "Y" Depot, 15 September 1942. Taken on strength of No.3 PRC, Bournemouth, 25 September 1942. Promoted Wing Commander, 12 April 1943. Repatriated 14 November 1944. To No.2 Air Command, 21 December 1944. To Release Centre, 31 January 1945. Released 2 February 1945. Died in Flin Flon, 11 April 1984 as per **Legion Magazine** of July 1984. Photo PL-1624 taken 1940 shows F/O C.C. Sparling and S/L J.A. Hutchinson, late 1940. RCAF photo PL-27710 (ex UK-13960 dated 22 November 1944) shows W/C C.C. Sparling on inspection of Mediterranean units talking at operations trailer to members of No.417 Squadron; S/L I.C. Kallio on right, hands in pockets. No citation in AFRO. DHist file 181.009.D.2993 (RG.24 Vol.20634) has recommendation for an OBE sent to No.6 Group HQ, 18 January 1944.

As a result of long service and experience in the Army and the Air Force, and augmented by his legal experience as one of His Majesty's King's Counsel, this officer has been outstanding in Organizational and Legal matters pertaining to the service. His early work connected with the organization of Initial Training Schools under the British Commonwealth Air Training Plan, and later in organization of the Air Cadets of Canada, have had marked effect. In England, organization of the first RCAF Base Headquarters was his responsibility and was completed in a most commendable manner. Under his guidance this important Headquarters is now functioning smoothly.

In addition to this organizational effort which has taken long and strenuous hours under sometimes very trying circumstances, this officer has given much of his spare time to personnel in an endeavour to solve and straighten out their personal and worrying problems, legal and domestic. He has, in addition, rendered legal assistance, unstintingly, in Court Martial work. During his service as a whole he has given to his country a great deal more than ordinary labour and effort. His service has been cheerful, unselfish and without restraint.

For zeal and faithfulness in the performance of ordinary duty, and for voluntary and unselfish performance of many extraordinary duties for the benefit of the service and personnel, and for his exceptional tenacity and fine record of achievement, Wing Commander Sparling is strongly recommended for the award of the Order of the British Empire.

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SPARLING, S/L John Barry (J4109) - **Air Force Cross** - No.2 Air Command Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Cobourg, Ontario, 8 January 1916 as per RCAF Press Release reporting award; educated there and Belleville. Insurance salesman. Home in Oshawa, Ontario; enlisted in Toronto, 22 July 1940. To Trenton, 20 August 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 22 October 1940 when posted to No.1 EFTS; graduated 11



December 1940 when posted to No.2 SFTS; graduated and commissioned 15 February 1941. To No.10 SFTS, date uncertain. Promoted Flying Officer, 22 February 1942. Promoted Flight Lieutenant, 15 October 1942. Promoted Squadron Leader, 15 November 1943. To No.4 SFTS, 15 February 1944. To No.45 Group, 15 June 1944. To No.2 Training Command, 6 September 1944. Promoted Wing Commander, 1 February 1945. To No.18 SFTS, 23 April 1945. To No.2 Air Command, 27 May 1945. To No.4 Release Centre, 30 June 1945. Retired 4 July 1945. Following the war he went into insurance business in Toronto, moving to Montreal as Branch Manager for North American Life. In 1950 he left that firm to open J.B. Sparling Pension Consultants, and in 1960 opened Planned Investments Limited, a pioneer in mutual fund industry. Died in Montreal, 7 February 2004. Award sent by registered mail 22 November 1945. Governor General's Records (RG.7 Group 26 Volume 59, file 190-I, dossier 7) has citation; when recommended he had flown 1,700 hours, 1,400 as instructor.

This officer has rendered exceptional services as a flying instructor, flight commander and squadron commander at Service Flying Training Schools in this Command before assuming staff duties at Command Headquarters. In that capacity his work and devotion have been of a high order and have done much to improve the standard of flying training. His contribution in this field has been outstanding and he has set a fine example for others to follow.

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SPARLING, S/L Sydney Elliott (C4096) - **Order of the White Lion, Class IV (Czechoslovakia)** - Award effective 5 October 1946 as per **Canada Gazette** of that date and AFRO 991/46 dated 18 October 1946. Medical Officer. Born in Lindsay, Ontario, 1 April 1909. Home in Ottawa; studied at University of Toronto, 1926-1933; medical intern in Ottawa, 1933-1935; general medical practice, Owen Sound, 1935-1940. Enlisted in Toronto, 3 February 1941 and taken on strength of No.1 Manning Depot. To Toronto Recruiting Centre, 15 March 1941. Promoted Flight Lieutenant, 3 May 1941. To No.1 SFTS, Camp Borden, 12 August 1941. To No.6 ITS, Toronto, 27 January 1942. To Trenton, 15 June 1942. To No.18 Recruiting Centre, Montreal, 17 August 1942. Promoted Squadron Leader, 1 January 1943. To No.2 SFTS, Uplands, 9 August 1943. To No.13 SFTS, St. Hubert, 13 February 1944. To "Y" Depot, 13 March 1944. Taken on strength of No.3 PRC, Bournemouth, 25 May 1944, the date of embarking from Halifax. Disembarked in Britain, 2 June 1944. Taken on strength of RCAF Overseas Headquarters, 8 June 1944. To No.12 (North Allerton) Hospital, 20 June 1944. To RCAF Overseas Headquarters, 5 March 1945. Temporary Duty at School of Aviation Medicine, Oxford University, 5 March to 1 April 1945; posted that date to North Allerton again. To No.25 ACHU (whatever that is), 20 August 1945. /Repatriated 23 October 1945. To No.3 Release Centre, Rockcliffe, 31 October 1945. Released 23 November 1945. Appointed to Canadian Pension Board. Died in Ottawa, 20 October 1957.

**Selected Assessments:** "This medical officer renders exceptional service. Although he has only been in the RCAF ten months he is thoroughly conversant in service procedure. He is full of

initiative and takes an untiring interest in all station activities.” (G/C R.S. Grandy, No.1 SFTS, 28 November 1941).

“Unusually well qualified among Medical Officers in office planning and administration. No other officer on strength of equivalent or higher rank.” (S/L F.W. McCrea, No.13 Recruiting Centre, 27 May 1943).

“An excellent anaesthetist. This officer ran a very efficient hospital. Consider it one of the best operated in the Commonwealth Training Establishment. He is inclined to be moody and obstinate when he doesn't obtain his desires or wishes. Also inclined to be abrupt and undiplomatic. Very aggressive but acts before he considers cases.” (G/C J.G. Stephenson, No.2 SFTS, 9 February 1944).

“This officer has held the post of anaesthetist at this hospital and has taken every opportunity to render himself as efficient as possible in this specialty. He has carried out his duties satisfactorily. He has taken a great interest in the entertainment at this unit and in the welfare of Canadian patients. He was inclined to be tactless but has improved tremendously in this respect.” (G/C W.A.S. Duck, RAF Hospital North Allerton, 13 July 1945)

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SPAULDING, F/L Allen Perkins (J6714) - **Commended for Valuable Services in the Air** - No.3 Training Command (now No.1 Y Depot) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 26 July 1912 at Buffalo, New York. Educated in Buffalo (1919-1924), Boston (1924-1925), St. Mark's School, England (1925-1931) and Cambridge (1932-1933). His employment career was very diverse - ranching in Wyoming in summers (1926-1931), D.L.W. Coal Company, New York (1933-1935, firing boilers, handling retail sales), President of Turks Head Coal Company, Providence, Rhode Island (1935-1937), Sales Manager for Hedstrom-Spauldning (family business, 1937-1940). Noted on application that he had hunted all his life including an extended trip in Kenya. Enlisted in Toronto, 23 October 1940. To No.6 SFTS, Dunnville (non-flying duties), 16 November 1940. To No.1 ITS, Toronto, 8 February 1941; promoted LAC, 16 March 1941; posted to No.11 EFTS, Cap de la Madeleine, 28 March 1941; to No.9 SFTS, Summerside, 16 May 1941; commissioned 10 August 1941. To No.2 ANS, Pennfield Ridge, 12 August 1941. To No.13 SFTS, 28 October 1941. Promoted Flying Officer, 10 August 1942. To No.3 Training Command, 7 January 1943. Promoted Flight Lieutenant, 1 February 1943. To "Y" Depot, 5 December 1943. Embarked from Halifax, 20 January 1944. Disembarked in Britain, 31 January 1944. To No.20 (Observer) AFU, 11 April 1944. Attached to No.1521 Beam Approach Training Flight, 16-23 May 1944. To No.85 OTU, 27 June 1944. To No.31 Base, 22 September 1944. To No.199 Squadron, 21 November 1944. Attached No.1658 Conversion Unit, 22 February to 6 March 1945. Repatriated 23 July 1945 and posted to Station Yarmouth. To No.4 Release Center, 4 September 1945. Released 12 September 1945. Died 15 December 1996 in Green Pond, Colleton County, South Carolina.

This officer as a Navigation Flying Instructor with a considerable number of flying instructional hours to his credit has displayed skill and a high degree of initiative. Now employed as Command Officer in charge of the Navigation Training of Elementary and Service Flying, his record of training is one of great devotion to duty and meritorious service.

Recommendation for an Air Force Cross raised 11 August 1943 by W/C K.B. Corbould, as follows:

This officer is a Navigation Flying Instructor. His skill as a Flying Instructor combined with a high degree of initiative has always been a great incentive to navigation flying training. He has flown over 1,200 hours and during the period October 1941 to December 1942 he flew over 1,000 hours as a Navigation Instructor. Since January 1943 he has been employed as T.Nav.2 in charge of the navigation training in the elementary and service flying training schools in No.3 Training Command. His continued enthusiastic devotion to duty in training has been at all times an example of the highest order.

Endorsed on 25 August 1943 by G/C F.R. West, SASO No.3 Training Command - "This officer's record of training is one of great devotion to duty and meritorious service of the highest order. This award is strongly recommended." Further endorsed on 30 August 1943 by A/V/M Albert de Niverville (Air Officer Commanding, No.3 Training Command). However, on 12 October 1943, Air Marshal Breadner wrote, "Did not reach priority list for AFC. Recommend this officer for the King's Commendation for Valuable Services in the Air."

**Notes:** Assessed 20 March 1942 by G/C J.S. Scott - "For the past three months he has been employed in the Ground School as Navigation Instructor, and in connection with that work he has performed his duties quite satisfactorily."

Assessed 27 January 1943 by F/L J.C. Acer, No.13 SFTS - "This officer has shown outstanding initiative and diligence in his work. He is definitely a leader and is continually striving for improvements in service methods and procedure. He should be of considerable value in Navigation research and development of Navigational Training as a whole."

Application for Operational Wing dated 23 May 1945 claimed 32 sorties, 21 November 1944 to 4 May 1945. Total flying hours of 1,700 must include Canada as well as overseas.

Assessed 4 July 1945 by W/C P.E. Bevinson, No.199 Squadron on service from 21 November 1944 to 27 June 1945. He had flown 1,600 hours, 190 in pas six months. "A pilot and captain of very high standard, very energetic, industrious and outstandingly keen on all aspects of flying. Would do well as a flight commander."

**Training:** Attended No.1 ITS, 10 February to 14 March 1941. Courses in Mathematics (74/100), Armament, practical and oral (87/100), Signals (97/100), Hygiene and Sanitation (36/40), Drill (86/100) and Law and Discipline (51/60). Placed 108<sup>th</sup> in a class of 208. "Very dependable, determined, self confident airman who takes his work seriously and willingly accepts responsibility. Slight flying experience - 75 hours solo flying time."

Attended No.11 EFTS, 22 March to 16 May 1941. Fleet Finch II aircraft - 24.50 dual, 76.05 solo; was 6.10 on instruments. Logged 10.05 in Link. "This pupil has outstanding qualities of a good leader. He likes to do things the proper way and will go into much trouble for it. He is an exceptionally hard worker and of a very high spirit, which was an inspiration to other pupils. He likes to take advice and to be criticized so that he can perfect his flying or anything else. It is with pleasure that we recommend LAC Spaulding for a commission." (P.M. Boisvert, Chief Flying Instructor). Ground school marks - Airmanship (167/200), Airframes (84/100), Aero Engines (94/100), Signals, practical (96/100), Theory of Flight (83/100), Air Navigation (129/200) and Armament, oral (165/200). Rated 170/200 in qualities as officer. Placed eighth in a class of 26. "A keen, hard working student, above average ability as a leader. Should make a good officer. Conduct good."

Attended No.9 SFTS, 28 May to 8 August 1941. Harvard II aircraft - 41.10 day dual, 46.05 day solo, 5.35 night dual, 7.00 night solo. Logged 16.45 in Link. "Just average progress - rough on controls." Courses in Airmanship and Maintenance (153/200), Armament, written (69/100), Armament, practical (71/100), Navigation and Meteorology (169/200), Signals, written (85/100) and Signals, practical (49/50). "Above average student, keen and enquiring. Deportment and conduct good." Placed 8<sup>th</sup> in a class of 43.

Attended No.2 ANS, 25 August to 20 October 1941. Anson aircraft - 30.55 on day exercises, 12.05 on night exercises. "Above average" as navigator. Ground school marks in DR Navigation (237/450), Maps and Charts (105/150), Instruments (90/150), Compasses (108/200), Mathematics (104/150), DF/WT (68/100), Meteorology (152/200) and Reconnaissance (67/100). Placed 19<sup>th</sup> in a class of 23. "Sound and pleasant personality. Will make a good instructor with experience."

Attended No.85 OTU, 29 June to 7 September 1944. Wellington X aircraft - 3.35 day dual to first day solo, 11.10 total day dual, 35.10 day solo, 2.45 night dual to first night solo, 4.35 total night dual, 24.45 night solo. Was 40 minutes in formation and 10.40 on instruments. Logged 17 hours in Link. Flying Tests in General Flying (300/400), Applied Flying (150/200), Instrument Flying (180/250), Night Flying (75/100) and Link (25/50). Ground examinations in Airmanship (219/300), Armament (210/300), Meteorology (80/100), Navigation (149/200) and Signals (72/100). "Above average pilot and captain. Has a very keen sense of duty and of timing. Recommend for Path Finder Force, captain of Master Bombing Crew." (S/L W.G. Manifold).

Attended No.1667 Conversion Unit, 13 October to 21 November 1944. At the conclusion, W/C A.J. Samson wrote, "A sound crew, above the average standard because of an above average

captain.”

\* \* \* \* \*

SPEAK, F/O Walter Phillip (J35117) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 21 May 1916 in Findlater, Saskatchewan; home in London, Ontario or Brussels, Ontario; employed in building bridges. Enlisted in Edmonton, 9 June 1942. Granted Leave Without Pay until 26 August 1942 when posted to No.3 Manning Depot. To No.10 Repair Depot, 9 October 1942. To No.7 ITS, 6 February 1942; graduated and promoted LAC, 16 April 1943; to No.7 BGS, 30 April 1943; graduated 23 July 1943; posted next day to No.5 AOS; graduated and commissioned 3 September 1943. To “Y” Depot, 17 September 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Promoted Flying Officer, 3 March 1944. Repatriated 15 November 1944. To No.1 BGS, 21 November 1944. To No.1 Training Command, 9 January 1945. To Mountain View, 2 February 1945, To AFHQ, 16 July 1945. To Eastern Air Command, 18 September 1945. To No.1 Release Centre, 3 February 1946. Retired 7 February 1946. Award sent by registered mail 26 September 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 20 October 1944 when he had flown 33 sorties (161 hours 55 minutes), 16 June to 14 October 1944.

This officer, the Air Bomber of the crew captained by Flying Officer J.D.R. Nixon, has now completed thirty-three operational sorties over enemy territory comprising a wide variety of targets both in France and in Germany. The courage, skill and determination in action displayed at all times by Flying Officer Speak have been a great inspiration to his crew, and his coolness and devotion to duty has contributed in a large measure to the success of his many operational flights.

The sortie list (identical to that of F/O Joseph Henri Hercule Charlebois), was as follows:

16 June 1944 - Sautrecourt (4.20)  
17 June 1944 - Oisemonte en Neville (4.40)  
21 June 1944 - Oisemonte (4.50)  
24 June 1944 - Bonnetot (4.25)  
25 June 1944 - Gorenflos (4.30)  
27 June 1944 - Wizernes (4.10)  
28 June 1944 - Metz (6.50)  
4 July 1944 - Villeneuve St. George (6.25)  
6 July 1944 - Sautrecourt (4.45)  
12 July 1944 - Acquet (3.55)  
18 July 1944 - Caen (4.35)

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

\* \* \* \* \*

SPEARING, P/O Carl Alexander (J92664) - **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 23 August 1910 in Haldimand, Ontario; home in Hamilton (driver-salesman); enlisted in Hamilton, 21 January 1943. To No.1 Manning Depot, 25 February 1943. To No.9 Pre-Aircrew Education Detachment, 13 June 1943. To No.1 Air Gunner Ground Training School, 9 July 1943; promoted LAC, 4 September 1943 and posted to No.9 BGS; graduated and promoted Sergeant, 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Commissioned 29 November 1944. Promoted Flying Officer, 29 May 1945. Repatriated 23 March 1945. To No.1 Air Command, 23 March 1945. To No.16 SFTS, 6 May 1945. To No.4 Release Centre, 2 June 1945. To Mountain View, 17 June 1945. To No.4 Release Centre, 8 October 1945. Retired 16 October 1945. Award sent by registered mail 16 November 1945. RCAF photo PL-42147 (ex UK-18983, dated 22 February 1945) is captioned as follows: "These Ontario airmen fly with a crack RCAF Lancaster squadron. Left is P/O C.A. Spearing, rear gunner, Hamilton, Ontario; on the right is F/O W.A. McConnell, navigator, DFC, Toronto, whose parents live in South Gate, California. They have been on more than 50 bombing trips together." 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 56 sorties (239 hours 31 minutes), 13 March 1944 to 16 January 1945.

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

13 March 1944 - NICKLING Melun (5.15)  
22 May 1944 - Le Mans (5.05)  
2 June 1944 - Neufchatel (4.30)  
6 June 1944 - Coutances (4.40)  
6 June 1944 - Houlgate (4.20)  
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 - Bientques (3.55)  
27 June 1944 - Foret d'Eawy (3.50)  
1 July 1944 - Biennias (4.40)  
4 July 1944 - Biennias (3.45)  
5 July 1944 - Biennias (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 - Army support (2.45)  
18 August 1944 - Bremen (5.05)  
25 August 1944 - Russelsheim (6.55)  
26 August 1944 - Kiel (5.45)  
28 August 1944 - Fromental (2.20)  
29 August 1944 - Cap Gris Nez (2.10)  
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 - Walcheren (1.55)  
17 September 1944 - Boulogne (1.55)  
20 September 1944 - Calais (2.10)  
23 September 1944 - Domburg (1.55)  
25 September 1944 - Calais (1.55)  
26 September 1944 - Cap Gris Nez (1.45)  
27 September 1944 - Bottrop (3.20)  
30 September 1944 - Bottrop (3.25)  
5 October 1944 - Saarbrucken (2.10)  
6 October 1944 - Dortmund (4.50)  
11 October 1944 - Fort Frederick (2.20)



14 October 1944 - Duisburg (3.20)  
2 November 1944 - Dusseldorf (4.15)  
6 November 1944 - Gelsenkirchen (2.25), DNCO  
21 November 1944 - Aschaffenburg (5.00)  
27 November 1944 - Neuss (4.00)  
30 November 1944 - Duisburg (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 (6.41)  
5 January 1945 - Hanover (4.40)  
7 January 1945 - Munich (6.59)  
16 January 1945 - Zeitz (6.46)

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

Pilot Officer Spearing is an excellent and efficient Air Gunner who has participated in attacks on enemy strongholds including such heavily defended targets as Hanover, Munich, Duisburg and Bremen. His skill and efficiency as an Air Gunner has contributed in no small way to the successes attained by his crew. His determination to carry out all missions successfully makes him a very reliable crew member.

\* \* \* \* \*

SPECTOR, F/L Hyman (J15805) - **Distinguished Flying Cross** - No.571 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 20 July 1920 in Toronto; home there; enlisted there 11 September 1940. Trained at No.1 ITS (graduated 14 January 1941), No.4 AOS (graduated 12 May 1941) and No.1 BGS (graduated 21 June 1941). Commissioned 1942. Remained in postwar RCAF (19818), retiring 31 January 1968 to Downsview, Ontario. Award presented 1 April 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9038 has recommendation dated 20 October 1944 when he had flown 73 sorties (302 hours 50 minutes) on two tours (first squadron not identified).

www.bombercommandmuseum.com

## **First Tour**

1 April 1942 - Le Havre (5.05)  
5 April 1942 - Heligoland (6.30)  
10 April 1942 - Heligoland (5.30)  
12 April 1942 - Essen (5.30)  
14 April 1942 - Dortmund (5.05)  
15 April 1942 - Dortmund (1.20, DNCO)  
22 April 1942 - Cologne (6.00)  
24 April 1942 - Rostock (7.45)  
26 April 1942 - Rostock (7.12)  
2 May 1942 - La Rochelle (6.40)  
4 May 1942 - Stuttgart (6.00)  
17 May 1942 - Borkum (4.20)  
19 May 1942 - Mannheim (5.00)  
21 May 1942 - Lorient (5.50)  
30 May 1942 - Cologne (4.05)  
2 June 1942 - Essen (3.25)  
6 June 1942 - Emden (4.30)  
8 June 1942 - Essen (3.40)  
18 June 1942 - Borkum (4.10)  
19 June 1942 - Emden (4.00)  
21 June 1942 - Borkum (4.00)  
22 June 1942 - Emden (1.35)  
27 June 1942 - Bremen (4.20)  
29 June 1942 - Bremen (4.45)  
2 July 1942 - Bremen (4.25)  
8 July 1942 - Wilhelmshaven (4.10)  
23 July 1942 - Duisburg (3.30)  
25 July 1942 - Duisburg (3.40)  
26 July 1942 - Hamburg (5.45)  
31 July 1942 - Dusseldorf (4.45)

## **Second Tour**

22 June 1944 - Hamburg (4.05)  
23 June 1944 - Bremen (3.25)  
25 June 1944 - Bremen (7.55)  
25 June 1944 - Hamburg (2.35)  
26 June 1944 - Gottingen (4.25)  
30 June 1944 - Homberg (2.40)  
5 July 1944 - Scholven (2.40)  
10 July 1944 - Berlin (4.20)

15 July 1944 - Berlin (4.15)  
16 July 1944 - Homberg (2.50)  
18 July 1944 - Berlin (4.20)  
20 July 1944 - Hamburg (3.30)  
23 July 1944 - Berlin (4.05)  
25 July 1944 - Berlin (4.25)  
27 July 1944 - Hamburg (3.15)  
5 August 1944 - Wanne Eickel (2.45)  
6 August 1944 - Castrop Rauxel (3.00)  
10 August 1944 - Berlin (4.15)  
11 August 1944 - Berlin (4.20)  
13 August 1944 - Hannover (3.45)  
15 August 1944 - Berlin (4.20)  
16 August 1944 - Kiel (3.30)  
18 August 1944 - Berlin (4.20)  
23 August 1944 - Cologne (3.05)  
25 August 1944 - Berlin (4.40)  
26 August 1944 - Kiel (3.45)  
28 August 1944 - Essen (2.40)  
30 August 1944 - Frankfurt (3.40)  
1 September 1944 - Bremen (3.10)  
4 September 1944 - Karlsruhe (3.30)  
5 September 1944 - Hannover (3.35)  
15 September 1944 - Berlin (4.25)  
18 September 1944 - Berlin (4.10)  
25 September 1944 - Mannheim (3.10)  
27 September 1944 - Kassel (3.15)  
29 September 1944 - Karlsruhe (3.10)  
30 September 1944 - Hamburg (3.45)  
3 October 1944 - Kassel (3.11)  
9 October 1944 - Wilhelmshaven (2.53)  
11 October 1944 - Berlin (4.26)  
13 October 1944 - Cologne (2.42)  
15 October 1944 - Hamburg (3.55)  
19 October 1944 - Stuttgart (4.11)

Flight Lieutenant Spector is a navigator whose skill and enthusiasm have contributed greatly to the successful accomplishment of the 42 bombing missions in which he has taken part with this squadron. His coolness in the face of enemy fire warrant the highest praise and I strongly recommend him for the award of the Distinguished Flying Cross.

\* \* \* \* \*

SPEED, S/L Arthur William (J4332) - **Commended for Valuable Services in the Air** - No.2 Flying Instructor School - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 31 October 1915 in Winnipeg (RCAF press release 4907 announcing award). Attended East Kildonan Collegiate and University of Manitoba. Employed prewar by William Kirkwood, Pharmacist of Winnipeg. Enlisted in Winnipeg, 19 July 1940. To Trenton, 16 August 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 6 October 1940 when posted to No.6 EFTS; graduated 27 November 1940 when posted to No.5 SFTS; graduated and commissioned, 12 March 1941. Apparently retained in Canada; promoted Flying Officer, 12 March 1942. To "Y" Depot, 7 October 1942. To RAF overseas, 9 October 1942. Repatriated, date uncertain; to No.2 Flying Instructor School, 6 March 1943. Promoted Flight Lieutenant, 1 May 1943. To Rockcliffe, 28 February 1944. Promoted Squadron Leader, 1 June 1944. To RCAF War Staff College, 7 September 1944 (there when award announced; home in Edmonton at that time). To No.2 Training Command, 3 December 1944. To No.17 SFTS, 6 December 1944. To No.8 Repair Depot, 5 January 1945. To No.2 Air Command, 10 May 1945. Accepted for Transitional Air Force and confirmed as Squadron Leader, 20 August 1946. To No.418 Squadron (Auxiliary) that date (120032). Promoted Wing Commander, 1 March 1950. Transferred to Reserve, 30 April 1952; retired 3 July 1956; living in Edmonton at the time.

This flying instructor has at all times displayed initiative and untiring energy in the execution of his duties. The results obtained by this officer, through his service knowledge, skill and efficiency, have been such as to produce excellent results in pilot training. His leadership and organizing ability are of the highest quality. On many occasions he has cheerfully spent long hours in the development of new ideas, which have had a marked effect upon the training at this unit.

\* \* \* \* \*

SPEER, F/O (now F/L) Vernon Wilson (C12437) - **Mention in Despatches** - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born 22 October 1915. Enlisted in Ottawa, 10 February 1936 as Meteorological Clerk. Sergeant as of 1 April 1939. At "R" as of 13 August 1939. To Patricia Bay, 15 October 1940. Promoted Flight Sergeant, 15 December 1940. To Western Air Command Headquarters and commissioned 12 June 1942 in Administration Branch. To No.5 Manning Depot, 7 July 1942. To Western Air Command Headquarters, 24 July 1942. Promoted Flying Officer, 12 December 1942. To AFHQ, 17 March 1943. To Western Air Command Headquarters again, 8 May 1943. Promoted Flight Lieutenant, 31 August 1943. To

“Y” Depot, 6 April 1945. To United Kingdom, 13 April 1945. Repatriated 12 March 1946. Released 20 March 1946. Rejoined 3 February 1948 as LAC and Clerk/Admin (9541). Promoted Corporal, 17 March 1948 when reclassified as Meteorological Observer. Promoted Sergeant, 1 April 1950. Promoted Flight Sergeant, 1 February 1952. Reclassified in Security Branch, 7 April 1952.

This officer has done outstanding work while in charge of the map and chart construction section of Western Air Command Operations. He has set a very fine example through his leadership and devotion to duty which is reflected in the high quality of the work produced. NOTE: CITATION CUT OFF IN MID-WORD - MUST BE MORE.

\* \* \* \* \*

SPEIGHT, F/O Harry Cecil (J86681) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 20 November 1915 in Vanguard, Saskatchewan. Educated in Sioux Lookout, Ontario, 1923-1934. Drug store clerk, Sioux Lookout, January 1935 to March 1939. With Baillie-Maxwell, Nakima, Ontario as pilot and engineer, March 1939 to May 1940. Pilot with Ontario Provincial Air Service, Sault Ste. Marie, 1940 to 1942. As of 28 January 1942 (when interviewed) he held Commercial Pilots License R-1475 (575 hours solo) and Air Engineer Certificate A-1670. Enlisted in North Bay, 19 February 1942. Granted Leave Without Pay until 6 April 1942 when posted to No.5 Manning Depot. To No.4 Manning Depot, 2 June 1942. To No.5 Manning Depot again, 17 July 1942. To No.5 ITS, 15 August 1942; graduated and promoted LAC, 10 October 1942 but not posted to No.13 EFTS until 24 October 1942; may have graduated 18 December 1942 but not posted to No.16 SFTS until 9 January 1943; graduated and promoted Sergeant, 30 April 1943. To “Y” Depot, 14 May 1943. To RAF overseas, 22 June 1943, disembarking in Britain on 1 July 1943. To No.20 (Pilots) AFU, 13 July 1943. Attached to No.1519 Beam Approach Training Flight, 28 September to 5 October 1943. To No.23 OTU, 12 October 1943. Promoted Flight Sergeant, 30 October 1943. To No.61 Base, 2 February 1944. Detached to Battle School, 4-17 February 1944. Attached to No.1664 Conversion Unit, 17 February to 16 March 1944. To No.419 Squadron, 16 March 1944. Commissioned 2 May 1944. Promoted Flying Officer, 2 November 1944. Repatriated 18 November 1944. To No.2 Air Command, 9 January 1945. To No.7 Equipment Depot, 12 January 1945. To No.5 Release Centre, 18 March 1945. Retired 20 March 1945. Award sent by registered mail 20 April 1949. Died July 1989 in Sioux Lookout, Ontario as per Royal Canadian Legion “Last Post” website and **Legion Magazine** of November 1989. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 4 November 1944 when he had completed 36 sorties (192 hours 15 minutes), 18 March to 17 September 1944.

Flying Officer Speight has successfully attacked 36 targets during a very

successful tour of operations. The high state of efficiency of his crew and their enthusiasm to operate can be traced primarily to this officer's fine leadership and crew captancy. Flying Officer Speight has invariably shown great determination to press home his attacks to the best advantage and his cool courage and efficiency have inspired all who came in contact with him.

I consider the devotion to duty and undaunted resolution of this most efficient officer fully merits the non-immediate award of the Distinguished Flying Cross.

The sortie list follows; those marked (\*) were on Halifax aircraft; all others on Lancaster X aircraft:

\*10 March 1944 - Gardening, Heligoland (5.40, second pilot)

\* 22 March 1944 - Gardening, Kiel Bay (7.40)

\*23 March 1944 - Laon (5.20, second pilot)

\*26 March 1944 - Courtrai (5.35)

\*29 March 1944 - Vaires (6.30)

19 April 1944 - sea search (4.50, day)

9 May 1944 - St. Valery (4.00)

11 May 1944 - Boulogne (3.50)

12 May 1944 - Louvain (4.40)

31 May 1944 - Mount Couple (3.50)

4 June 1944 - Calais (3.40)

5 June 1944 - Merville (4.50)

6 June 1944 - Coutances (5.45)

12 June 1944 - Cambrai (4.45)

14 June 1944 - St.Pol (3.50)

16 June 1944 - Sautrecourt (4.40)

21 June 1944 - St.Martin l'Hortier (4.25, day)

23 June 1944 - Bientiques (4.00)

24 June 1944 - Bamieres (4.10)

28 June 1944 - Foret d'Eamy (4.35)

15 July 1944 - Bois Desjardine (4.10)

18 July 1944 - Wesseling (5.30)

23 July 1944 - Kiel (5.35)

24 July 1944 - Stuttgart (9.00)

28 July 1944 - Hamburg (5.40)

4 August 1944 - Bois de Casson (5.35, day)

5 August 1944 - St. Leu d'Esserent (5.25, day)

7 August 1944 - Caen (4.15)

8 August 1944 - Chantilly (5.15, day)

18 August 1944 - Bremen (5.55)

25 August 1944 - Russelheim (10.15)

6 September 1944 - Emden (3.55, day)  
10 September 1944 - Le Havre (4.55, day)  
12 September 1944 - Dortmund (5.40, day)  
14 September 1944 - Wilhelmshaven (4.20, day, recalled)  
15 September 1944 - Kiel (5.45)  
17 September 1944 - Boulogne (3.50, day)

**Notes:** Application for Operational Wing dated 8 January 1945 stated he had flown 35 sorties (191 hours), 18 March to 17 September 1944.

**Training:** Course at No.5 ITS was 17 August to 10 October 1942. Courses in Mathematics (84/100), Law and Discipline (69 percent), Navigation (77 percent), Airmanship (88 percent), Anti-Gas (33/50), Armament, written (47/50), Aircraft Recognition (87 percent), Drill (84 percent), Signals, written (90 percent), and Meteorology (38/50). Placed 66<sup>th</sup> in a class of 116. "Quiet but steady, reliable, conscientious."

Course at No.13 EFTS was 26 October to 18 December 1942. Fleet Finch aircraft (29.10 day dual including 5.35 to first solo, 30.10 day solo, 3.50 night dual, one hour night solo). Also logged 12 hours in Link. Instrument flying was six hours. Ground school tests in Navigation (139/150), Airmanship (170/250), Armament, written (86 percent), Aircraft Recognition (70 percent), and Signals, Practical (80 percent). Placed 21<sup>st</sup> in a class of 41. "Link - keen attitude, accurate performance, enthusiastic and dependable. CFI - very good student, good attitude, good for twins or singles."

Course at No.16 SFTS was 1 January to 30 April 1943. Flew Anson aircraft (67.00 day dual including 6.40 to first solo, 67.25 day solo, 7.55 night dual, 7.50 night solo. Times included 19.05 in formation, 26.10 on instruments.) Logged 27 hours in Link. Navigation Exercises took ten hours dual, 19.20 solo. Ground courses in Navigation (87 percent), Airmanship (154/250), Armament, written (87 percent), Armament, practical (42/50), Aircraft Recognition (39/50), Signals, written (41/50) and Signals, practical (85 percent). Placed 25<sup>th</sup> in a class of 53. "A hard working pupil throughout course who had trouble converting to Service flying after 800 hours civilian time. No outstanding faults. Link 74 percent."

Course at No.20 (Pilots) AFU was 13 July to 12 October 1943. Oxford aircraft (2.40 day dual to first solo, 20.20 total day dual, 15.55 day solo; 3.35 on day instruments, 4.40 night dual to first night solo, total 10.05 night dual, 18.25 night solo; 3.30 on instruments at night). Logged 13.25 in Link. Tested in General Flying (240/400), Applied Flying (115/200), Instrument Flying (155/250), Night Flying (60/100), and Link (33/50). Deemed "moderately suitable" to be an instructor. "A hard trier; has done his best; is a reliable average pilot who has done a good course. No outstanding qualities." (W/C J. Overberry, 11 October 1943).

Detached to No.1519 Beam Approach Training Flight, 18-23 August 1943. Oxford aircraft (12



hours, all on instruments and beam flying) plus five hours in Link. His marks were just passable. In Link, learning Beam Approach Procedure and "Q" Codes he was 134/200. Other marks were in Receiver Operation (54/100), Instrument Flying (128/2500, Cloud and Night Flying (128/250) and General Application of Beam Approach Procedure (100/200 in flying). "General flying and instrument flying only just average. Very slow to learn and he easily forgets his vital actions on beam approaches and overshoots. Needs Instrument Flying practice."

Course at No.23 OTU was 12 October 1943 to 4 January 1944 when posted to Battle School, Dalton. Wellington aircraft (5.40 day dual to first solo, 8.05 total day dual, 6.45 day with a captain, 21.20 day as a captain; 5.05 night dual to first night solo, total 6.10 night dual, 6.30 with a captain by night, 25.50 as a captain by night - instrument flying, day and night, was 26.50). Logged 15.35 in Link. Flew five day and four night cross-countries, Did two day and two night Fighter Affiliation exercises. Dropped 22 bombs by day and 32 by night. Did four infras-red photography attempts (only one successful). Tested in General Flying (220/400), Applied Flying (120/200), Instrument Flying (160/250), Night Flying (55/100) and Link. Ground courses were in Airmanship (250/300), Armament (210/300), Meteorology (58//100), Navigation (125/200), and Signals (72/100). "An ex-AFU pupil, this pilot found Wellingtons very heavy at first but learned quickly and he should not have any difficulty on converting on to four-engined aircraft. An average pilot, he is of a quiet disposition but shows a good standard of captaincy. 5.25 extra flying hours were completed on this course." (G/C G.V. Lane, 30 January 1944).

Flying at No.1664 Conversion Unit broken down as follows: 1. Familiarization (35 minutes dual);  
2. Dual Circuits and Bumps (2.50 dual);  
3. Dual Circuits and Bumps Overshoots (2.10 dual);  
4. Three engine flying before solo (30 minutes dual);  
5. Solo Circuits and Bumps (1.40 solo);  
6. Dual Check including Overshoot (30 minutes dual);  
7. Solo Circuits and Bumps and three engine flying (1.25 solo);  
8. Solo Circuits and Bumps, general flying, Bomb Aimer practice (1.45 solo);  
9. Dual, three-engine landings and overshoots, two-engine flying (1.30 dual);  
10. Solo, complete crew, air-to-sea gunnery, bombing, W/T practice, Gee and map reading (2.15 solo);  
11. Solo, complete crew, air-to-air gunnery at 16,000 feet, climb, general flying (2.45 solo);  
12. Complete crew, fighter affiliation, air to sea, SBA (1.00 dual)  
13. Solo, complete crew, fighter affiliation (1.25 solo)  
14. Solo, complete crew, air-to-air firing, bombing (2.35 solo)  
15. Dual, night Circuits and Bumps (1.45 dual)  
16. Solo, night Circuits and Bumps (1.45 solo)  
17. Solo, full crew, day cross-country (4.50 solo)  
18. Full crew, night cross-country, night bombing (7.45 solo)  
19. Solo, full crew, night cross-country (5.30 solo).  
TOTAL - 44.30 flown at HCU.

\* \* \* \* \*

SPELLER, WO2 Robert Gordon (R52559) - **Mention in Despatches** - Eastern Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 16 August 1916. Enlisted in Niagara Falls, Ontario, 18 November 1939 as Wireless Electrical Mechanic. To No.8 (BR) Squadron, 29 January 1940. Promoted AC1, 1 April 1940. Reclassified as Wireless Operator (Ground), 1 June 1940. Promoted LAC, 1 July 1940. To "S", 7 November 1940. To Technical Training School, 31 January 1941. Promoted Corporal, 15 March 1941. To "K", 23 June 1941. Promoted Sergeant, 1 July 1942. To Eastern Air Command Headquarters, 13 July 1941. Listed as participating in an RCAF expedition to establish refuelling bases along the Labrador coast, 16 July to 3 September 1941; see file 15-11-17, "Refuelling Bases - Labrador and Newfoundland - Survey and Establishment of Sites", National Library and Archives, RG.24 Volume 5195. Promoted Flight Sergeant, 1 January 1943. To No.5 Equipment Dept, 28 February 1943. To Eastern Air Command Headquarters, 11 June 1943. Promoted WO2, 1 October 1944. To No.1 Release Centre, 7 July 1945. Discharged 27 July 1945. Re-engaged in Hamilton, Ontario, 24 July 1956, Personnel Administration Branch, rank of Flying Officer (133303); released 14 December 1959.

This Warrant Officer has performed exemplary work in the field of Signals in this Command. As Warrant Officer in charge he originally opened and operated Northern Labrador Royal Canadian Air Force Signals Bases. His work was exceptional and did much to maintain morale and efficiency. Later as Warrant Officer in charge of Seven Islands, his work was again outstanding. For the past two years he has been Warrant Officer in charge of Eastern Air Command Headquarters Signals Centre; such an important post includes the Signals control of all Eastern Air Command operating [?] and the immediate supervision of almost 200 signals personnel. During cases where aircraft were lost or in difficulty, Warrant Officer Speller has often personally operated the powerful Command equipment, and by his ability and experience, materially aided the operation of guiding the aircraft or subsequent rescue. His splendid example and high devotion to duty have been outstanding.

\* \* \* \* \*

SPENCE, F/O Alexander Lett (J85771) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 29 December 1914 in Renfrew, Ontario; home in Flower Station, Ontario or Windsor, Ontario (office clerk, 1937-1939m salesman, 1940-1942 and "song writer", 1939-1940); enlisted in Hamilton, 16 March 1942 and posted to No.1 Manning Depot, Toronto. To No.1 Training Command Headquarters, 23 May 1942. To No.5 ITS, Belleville, 21 June 1942; graduated and promoted LAC, 15 August 1942 but not posted to No.7 EFTS, Windsor until 26 September 1942; may have graduated 20 November 1942 but not posted to No.1 SFTS until 5 December 1942. Graduated and promoted Sergeant, 30 April 1943. To "Y"

Depot, 15 May 1943. To RAF overseas, 26 May 1943; disembarked in Britain, 4 June 1943. To No.14 (Pilots) AFU, 13 July 1943. Attached Dallachy, 22 July to 26 August 1943. To No.23 OTU, 28 September 1943. Promoted Flight Sergeant, 30 October 1943. To No.61 Base, 18 January 1944. Attached to No.1664 Conversion Unit, 2 February to 3 March 1944. To No.434 Squadron, 3 March 1944. Commissioned 2 April 1944. Promoted Acting Flying Officer, 26 June 1944; confirmed in that rank, 25 September 1944 on posting to No.64 Base where he served as Air/Sea Rescue Instructor; assessment dated 25 May 1945 stated, "This officer has performed his duties as Air Sea Rescue Officer in a capable manner, and has taken a leading part in station musical activities." (S/L H.N. Bell),. Attached to RCAF Overseas Headquarters, 1 May 1945. To Canada, 8 July 1945. To St. Hubert, 21 August 1945. To Release Centre, 4 September 1945; retired 21 September 1945. Moved to California after the war to work in the aircraft industry and be a part-time entertainer along Route 66. Died in San Jose, California, 1 May 1965. Body returned to Canada and buried in Clyde Forks, Cemetery, Lanark County. Ontario. Award presented 14 September 1949. Incident described was raid on Aulnoye, 25/26 March 1944.

Flying Officer Spence has completed a tour of operational duty during which he has attacked many heavily defended targets. On one occasion during an attack on Aulnoye two engines of his aircraft were severely damaged and the flight engineer seriously injured. Despite these harassing circumstances this officer pressed on and successfully completed his mission. He has at all times displayed courage, devotion to duty and a fine fighting spirit.

DHH file 181.009 D.1941 (Library and Archives Canada RG.24 Volume 20612) has recommendation drafted 13 May 1945 when he had flown 36 sorties (173 hours 30 minutes) as follows:

6 March 1944 - Trappes (5.15)  
7 March 1944 - Le Mans (40 minutes, duty not carried out)  
16 March 1944 - Amiens (5.25)  
22 March 1944 - Kiel (5.40)  
23 March 1944 - Laon (5.00)  
25 March 1944 - Aulnoye (5.10, engaged by enemy guns)  
30 March 1944 - Vaires (4.30)  
1 April 1944 - Terschilling (3.25)  
9 April 1944 - Lille (5.15)  
12 April 1944 - Heligoland (5.10)  
18 April 1944 - Kiel (7.10)  
20 April 1944 - Lens (5.00)  
7 May 1944 - Frisian Islands (3.15)  
24 May 1944 - Trouville (4.20)  
27 May 1944 - Le Clipon (3.40)  
5 June 1944 - Merville (4.50)  
6 June 1944 - Conde sur Noireau (5.50)  
15 June 1944 - Boulogne (4.05)  
16 June 1944 - Sterkrade (4.55)  
21 June 1944 - Oisemont Neuville (4.40)  
9 July 1944 - Mont Candon (4.05)  
12 July 1944 - Bremont (4.50)  
18 July 1944 - Caen (5.05)  
18 July 1944 - Vaires (4.50)  
28 July 1944 - Hamburg (5.50)  
3 August 1944 - Foret de Nieppe (3.45)  
5 August 1944 - St. Leu d'Esserent (5.10)  
8 August 1944 - Foret de Chantilly (5.00)  
9 August 1944 - Le Brequet (4.25)  
12 August 1944 - La Neuville (4.20)  
14 August 1944 - Falaise (4.30)  
15 August 1944 - Soesterburg (3.50)  
16 August 1944 - Kiel (4.55)  
18 August 1944 - Bremen (5.15)  
25 August 1944 - Brest (4.20)  
10 September 1944 - Le Havre (4.45)  
12 September 1944 - Dortmund (5.20)

Flying Officer Spence has completed a tour of operations totalling 36 sorties, many of which were against heavily defended targets. On one occasion during an attack on Aulnoye, his aircraft was heavily engaged by anti-aircraft fire resulting in two engines being severely damaged and the Engineer being seriously wounded. Despite these harassing circumstances, Flying Officer Spence continued on and successfully completed the mission. He has at all times displayed courage, devotion to duty and a fine offensive spirit throughout his tour. I strongly recommend the Non-Immediate award of the Distinguished Flying Cross.

DHist file 181.009 D.1634 (RG.24 Volume 20604) also has recommendation for a Croix de Guerre drafted by E.N. Mitchell, 11 January 1945 as follows:

This officer has flown 22 operations against the enemy during the occupation of France from D Day to the liberation of Paris. In order to press home his attacks successfully due to intense flak and on one occasion persistent fighter opposition he displayed great presence of mind and gallantry with total disregard for his own personal safety. I recommend the award of the Croix de Guerre.

**Notes:** On 8 October 1942 in solo practice sequence at No.7 EFTS, Tiger Moth 8971, levelled off too high, dropped the aircraft from 30 feet - error in judgement (inexperience)

Accident, 23 May 1944, Halifax LW174 on acceptance test. Minor damage. Failure of conspant speed unit on port inner.

Application for Operational Wing dated 25 September 1944 states he had flown 36 sorties (114 points), 6 March to 12 September 1944 (185 hours 15 minutes).

**Training:** Course at No.14 AFU was 13 July to 28 September 1943, Oxford aircraft (3.50 day dual to first day solo, 30.35 day dual, 27.55 day solo, 1.25 night dual to first night solo, 6.45 night dual total, 11.15 night solo - of these times, 6.00 in formation, 9.10 on instruments). Also logged 14 hours in Link.. Flying tests in General Flying (220/400), Applied Flying (105/200), Instrument Flying (145/250), Night Flying (65/100), Link (31/50). "With a little more application on his part, this pilot could have attained a higher standard of flying. His attitude has been casual both in the air and on the ground, and his flying has suffered in consequence. It is average generally but his night flying is very good." (G/C A.H. Peck, 26 September 1943).

Course at No.23 OTU was 28 September to 27 December 1943. Flew Wellington III and Wellington X aircraft - 5.30 day dual to first day solo, 8.20 total day dual, 6.10 at controls with a captain, 30.45 at controls without a captain; 5.10 night dual to first night solo, 6.55 total night dual, 4.45 at night with a captain, 31.45 at night as sole captain - 27.50 on instruments - also 15.00 in Link. Did five day cross-country and five night cross-country exercises, one Nickel rail, one Bullseye, three daylight and one night fighter affiliation, dropped 32 bombs by day and 38 by night. "An ex-AFU pilot, Sergeant Spence has had no trouble with his training at OTU. His nickel operation was successful even though he was holed by flak over enemy territory. At OTU

he has conducted himself well and is recommended for four engined bombers." W/C T.L. Bingham-Hall, 27 December 1943.

Course at No.1664 Conversion Unit was 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. Ranson (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 Spence was "Average pilot. A keen and reliable captain who should do well on operations." Flying course was as follows:

1. Familiarization (30 minutes, day)
2. Dual, circuits and bumps (2.10, day)
3. Dual, circuits and bumps, overshoots (3.00, day)
4. Three-engine flying before solo (30 minutes, day dual)
5. Solo, circuits and bumps (1.45)
6. Dual check, including overshoot (40 minutes)
7. Solo, circuits and bumps, three-engine flying (1.30)
8. Solo, circuits and bumps, general flying, BA practice (1.30)
9. Dual, three-engine landings and overshoots, two-engine flying (1.30)
10. Solo, complete crew; air-to-sea, bombing, W/T practice, GEE and map reading (2.00)
11. Solo, complete crew; air-to-air, 16,000 foot climb, general flying (2.15)
12. Dual, complete crew; fighter affiliation, air-to-sea, SBA (1.10)
13. Solo, complete crew; fighter affiliation (1.00)
14. Solo, complete crew, air-to-air, bombing (2.15)
15. Dual, night circuits and bumps (2.15)
16. Solo, night circuits and bumps (1.30)
17. Solo, full crew, day cross country (4.15)
18. Solo, full crew, night cross country, night bombing (time ?)
19. Solo, full crew, night cross country (time).

\* \* \* \* \*

SPENCE, FS Charles Edmond (R54754, later J27366) - **Mention in Despatches** - No.5 Squadron (Canada) - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born Krinklin, Ireland, 9 March 1917. Home in Verdun, Quebec. Enlisted in Montreal, 29 May 1940. To No.1 ITS, 1 June 1940; graduated and promoted LAC, 24 June 1940 when posted to No.4 EFTS; to No.2 SFTS, 31 August 1940. Ceased training and posted to No.1 Manning Depot, 21 November 1940. To No.1 WS, 3 February 1941; graduated 20 July 1941 and posted next day to No.1 BGS; graduated and promoted Sergeant, 18 August 1941. To Halifax, 19 August 1941. To No.31 OTU, 31 August 1941. To Eastern Air Command, 13 December 1941. To No.5 (BR) Squadron, 22 December 1941. Promoted Flight Sergeant, 18

February 1942. Promoted WO2, 1 November 1942.No citation. Commissioned 19 May 1943. Promoted Flying Officer, 19 November 1943. To Eastern Air Command Headquarters, 30 September 1944. Promoted Flight Lieutenant, 1 October 1944. To No.2 Release Centre, 26 August 1945. Retired 30 August 1945. Living in Ottawa in 1950. Died in Ottawa, August 2009. WOPAG in unit; no citation.

SPENCE, WO2 (later P/O) Charles Edmond (R54574/J27366) - **Distinguished Flying Cross** - No.5 Squadron (Canada) - Award effective 5 October 1943 as per **London Gazette** of that date and AFRO 2258/43 dated 5 November 1943. Award presented in Montreal, 21 November 1947. See DFC entry for S/L B.H. Moffit for details of attack on **U-630**, sunk 4 May 1943.

Since being Mentioned in Despatches in the New Years Honours List 1943, this NCO has continued his valuable and conscientious work as a Wireless Air Gunner. He was the First Wireless Air Gunner aboard an aircraft when enemy submarine sightings were made, one of which was attacked and destroyed. The proper functioning and operation of the equipment for which he was responsible contributed greatly to the discovering of the submarine within the vicinity of the attack.

\* \* \* \* \*

SPENCE, W/C Howard Clements (C1822) - **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 Winnipeg; enlisted there 28 March 1940 in Administration Branch. At Trenton as of 15 August 1941 with rank of Squadron Leader. To No.1 Training Command, 24 May 1942. Promoted Wing Commander, 1 May 1943. To "Y" Depot, 24 October 1943. Taken on strength of No.3 PRC, 31 October 1943. To RCAF Overseas Headquarters, 25 November 1943. Repatriated 18 November 1945. To No.5 Release Centre, 22 November 1945. Retired 18 December 1945. Award presented 17 January 1948. Living in Winnipeg in 1950.

This officer, employed in the Establishments and Organization Branch of this Headquarters, has displayed diligence, perseverance and initiative of a very high order. Never sparing himself, he has searched for ways to improve his usefulness to the Service and has made a notable contribution to the war effort. He can be relied upon to achieve outstanding success in all duties with which he is assigned.

\* \* \* \* \*

SPENCE, F/L John Alexander (J3995) - **Distinguished Flying Cross** - No.277 Squadron - Award effective 23 March 1943 as per **London Gazette** dated 23 March 1943 and AFRO 757/43 dated 30 April 1943. Born Fergus, Ontario, 27 April 1919; home in Guelph; enlisted in Hamilton, 2 July 1940 and posted to No.1 Manning Depot. To No.1 ITS, 22 July 1940;

graduated and promoted LAC, 6 October 1940); posted next day to No.3 EFTS; graduated 25 November 1940 when posted to No.6 SFTS; graduated and promoted Sergeant, 10 February 1941. Commissioned 11 February 1941. To No.1 Manning Depot, 15 February 1941. To Debert, 27 February 1941. Embarked from Canada, 7 March 1941. Taken on strength of No.2 PRC, 19 March 1941. To No.59 OTU, 22 March 1941. To No.43 Squadron, 5 May 1941. To Station Manston, 27 May 1941. To Station Hawkinge, date uncertain. Attached to No.765 Squadron, Fleet Air Arm, 17-27 July 1941 for Walrus course (land and water landings). Attached to Station Pembroke, 27 July to 2 August 1941 for course in rough sea flying. Promoted Flying Officer, 11 February 1942. To No.277 Squadron, 3 March 1942. Promoted Flight Lieutenant, 28 July 1942. Attended a Chemical Warfare Course at the Experimental Station, Porton, 18 July to 21 August 1943. To Overseas Repatriation Depot, 23 September 1943. Arrived in Canada, 28 September 1943. To Station Suffield, 27 November 1943. Promoted Squadron Leader, 1 March 1944. To War Staff College, Toronto, 1 December 1944. To Suffield again, 10 December 1944. Remained there to 5 August 1946. Retired 7 August 1946. Re-engaged with Primary Reserve 25 February 1952 until 15 May 1957 but relinquished commission when business commitments proved too distracting. DFC presented at uncertain date, possibly with the Bar which was awarded on 27 April 1945. Died 9 January 1991 as per **Airforce Magazine** of October-November-December 1991. Biography published in **High Flight**, Vol.2, No.1 (magazine defunct). RCAF photo PL-2425 (early 1941) shows J.A. Spence (Guelph), Horton K. Shendon (Michigan) and R. Ferrier (Toronto). RCAF photo PL-19321 (ex UK-4510 dated 15 July 1943) shows P/O John Van Rassel of Timmins (left) and Flight Lieutenant John A. Spence ((Guelph) taken outside Buckingham Palace following investiture.

This officer has flown on a number of rescue sorties over the Straits of Dover and the Channel and has been instrumental in rescuing seven survivors from crashed planes. In December 1942, he was attacked by a Focke Wulfe 190, but although his aircraft was damaged he successfully evaded the attacker and landed safely at base. On another occasion he persevered with the search despite heavy fire from the German ground defences. In February 1943 he flew to within five miles of Le Treport, brought his aircraft down on to the sea and rescued a Canadian pilot who had been shot down three hours previously. The visibility was deteriorating fast but he succeeded in a rescue which typified the skill, courage and resourcefulness invariably exhibited by this officer.

NOTE: Public Record Office Air 2/4951 has recommendation.

Since joining the Air/Sea Rescue Service on 3 June 1941, this officer has carried out 73 rescue sorties over the Straits of Dover and Channel, flying Lysanders and Defiants, and has been instrumental in rescuing seven survivors from crashed planes. On 11 December 1942 when flying a Defiant of Dungeness he was attacked by a Fock Wulfe 190. In spite of the fact that his aircraft was damaged, he was successful in evading the attack and landing safely at base. On another occasion he persevered with a search one mile north of Calais in spite of fire from



the German ground defences until he was recalled. On 28 February 1943 Flight Lieutenant Spence made his first operational sortie in a Walrus, having completed his training on this type of aircraft only two days before. This sortie took him to within five miles of Le Treport, where he landed and picked up a Canadian Flight Sergeant Pilot who had been shot down three hours before. He then took off and returned safely to base. The visibility was deteriorating fast, and this rescue is typical of the skill, courage and resourcefulness that this officer has so frequently exhibited. During the last seven months Flight Lieutenant Spence has commanded the detached flight of No.277 Squadron at Hawkinge with distinction, and has set a fine example to his pilots and air gunners.

SPENCE, F/L John Alexander (J3995) - **Bar to Distinguished Flying Cross** - No.277 Squadron - Award effective 9 July 1943 as per **London Gazette** dated 23 July 1943 and AFRO 1724/43 dated 27 August 1943.

In June 1943, this officer undertook a flight to search for a pilot who was adrift in his dinghy in the English Channel. He succeeded in locating the dinghy some two and a half miles from the French coast. The sea was exceedingly rough, but he brought his aircraft down safely on to the water, then taxied to the airman, who after a strenuous effort, was hauled aboard. Owing to the heavy seas it was not possible for the aircraft to take off again so, disregarding enemy minefields in the vicinity and the possibility of attack from the air, Flight Lieutenant Spence resourcefully taxied his aircraft across the Channel to a home base. His gallant achievement was worthy of high praise.

### **Operational Wing:**

His application for an Operational Wing dated 2 February 1944 noted, "OC 277 Squadron stated I had to take a rest. RCAF signaled an officer required for Chemical Warfare Establishment in Canada, was selected and posted to Porton and Boscombe Down, England for five week course, repatriated to Canada and given command of present unit, RCAF Detachment, Suffield." He then listed the following:

24 May 1941 - No.43 Squadron, Hurricane - Defence - 1.15  
17 June 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - 1.15  
18 June 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - 1.10  
22 June 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - 1.20  
23 June 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - 1.20  
25 June 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - 1.30  
26 June 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - 1.35  
30 June 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - 2.10  
2 July 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - 1.15  
4 July 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - 1.50

5 July 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - 1.15  
5 July 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - 1.15  
7 July 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - 1.00  
7 July 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - ten minutes  
7 July 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - 1.25  
8 July 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - 1.55  
8 July 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - 1.20  
10 July 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - 1.15  
10 July 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - 1.00  
11 July 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - 1.30  
12 July 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - 1.40  
14 July 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - 1.15  
14 July 1941 - ASR Flight, RAF Hawkinge - Lysander - Rescue - 1.00  
14 March 1942 - No.277 Squadron - Lysander - rescue (1.10)  
24 March 1942 - No.277 Squadron - Lysander - rescue - 25 minutes  
25 March 1942 - No.277 Squadron - Lysander - rescue - 55 minutes  
1 April 1942 - No.277 Squadron - Lysander - rescue - 1.45  
5 April 1942 - No.277 Squadron - Lysander - rescue - 1.25  
7 April 1942 - No.277 Squadron - Lysander - rescue - 1.35  
13 April 1942 - No.277 Squadron - Lysander - rescue - 1.40  
18 April 1942 - No.277 Squadron - Lysander - rescue - 1.50  
25 April 1942 - No.277 Squadron - Lysander - rescue - 2.10  
26 April 1942 - No.277 Squadron - Lysander - rescue - 50 minutes  
5 May 1942 - No.277 Squadron - Lysander - rescue - 35 minutes  
7 May 1942 - No.277 Squadron - Lysander - rescue - 2.00  
9 May 1942 - No.277 Squadron - Lysander - rescue - 1.10  
19 May 1942 - No.277 Squadron - Lysander - rescue - 2.00  
26 May 1942 - No.277 Squadron - Lysander - rescue - 1.05  
1 June 1942 - No.277 Squadron - Lysander - rescue - 1.30  
20 June 1942 - No.277 Squadron - Lysander - rescue - 1.45  
24 June 1942 - No.277 Squadron - Defiant - rescue - 1.35  
27 June 1942 - No.277 Squadron - Defiant - rescue - 45 minutes  
4 July 1942 - No.277 Squadron - Lysander - rescue - 55 minutes  
8 July 1942 - No.277 Squadron - Lysander - rescue - 2.00  
9 July 1942 - No.277 Squadron - Lysander - rescue - 1.00  
13 July 1942 - No.277 Squadron - Defiant - rescue - 1.10  
14 July 1942 - No.277 Squadron - Lysander - rescue - 35 minutes  
21 July 1942 - No.277 Squadron - Defiant - rescue - 1.35  
22 July 1942 - No.277 Squadron - Lysander - rescue - 15 minutes  
29 July 1942 - No.277 Squadron - Defiant - rescue - 1.45  
29 July 1942 - No.277 Squadron - Defiant - rescue - 55 minutes  
30 July 1942 - No.277 Squadron - Defiant - rescue - 1.55  
6 August 1942 - No.277 Squadron - Defiant - rescue - 1.30

8 August 1942 - No.277 Squadron - Defiant - rescue - 1.05  
12 August 1942 - No.277 Squadron - Defiant - rescue - 45 minutes  
13 August 1942 - No.277 Squadron - Defiant - rescue - 1.25  
13 August 1942 - No.277 Squadron - Defiant - rescue - 1.30  
15 August 1942 - No.277 Squadron - Lysander - rescue - 35 minutes  
19 August 1942 - No.277 Squadron - Defiant - rescue - 1.55  
25 August 1942 - No.277 Squadron - Defiant - rescue - 1.40  
28 August 1942 - No.277 Squadron - Defiant - rescue - 40 minutes  
2 September 1942 - No.277 Squadron - Defiant - rescue - 2.00  
8 September 1942 - No.277 Squadron - Lysander - rescue - 1.45  
16 September 1942 - No.277 Squadron - Defiant - rescue - 1.15  
21 September 1942 - No.277 Squadron - Lysander - rescue - 1.00  
26 September 1942 - No.277 Squadron - Lysander - rescue - 1.30  
5 October 1942 - No.277 Squadron - Defiant - rescue - 35 minutes  
14 October 1942 - No.277 Squadron - Defiant - rescue - 1.20  
31 October 1942 - No.277 Squadron - Lysander - rescue - 30 minutes  
2 November 1942 - No.277 Squadron - Lysander - rescue - 50 minutes  
9 November 1942 - No.277 Squadron - Lysander - rescue - 1.00  
29 November 1942 - No.277 Squadron - Lysander - rescue - 15 minutes  
29 November 1942 - No.277 Squadron - Lysander - rescue - 50 minutes  
29 November 1942 - No.277 Squadron - Lysander - rescue - 55 minutes  
1 December 1942 - No.277 Squadron - Lysander - rescue - 1.10  
8 December 1942 - No.277 Squadron - Lysander - rescue - 1.40  
11 December 1942 - No.277 Squadron - Lysander - rescue - 40 minutes  
22 January 1943 - No.277 Squadron - Lysander - rescue - 2.05  
22 January 1943 - No.277 Squadron - Lysander - rescue - 2.35  
28 February 1943 - No.277 Squadron - Walrus - rescue - 1.30  
9 March 1943 - No.277 Squadron - Lysander - rescue - 1.30  
11 March 1943 - No.277 Squadron - Lysander - rescue - 1.30  
25 March 1943 - No.277 Squadron - Spitfire - rescue - 20 minutes  
29 March 1943 - No.277 Squadron - Walrus - rescue - 1.25  
11 April 1943 - No.277 Squadron - Spitfire - rescue - 50 minutes  
14 April 1943 - No.277 Squadron - Spitfire - rescue - 40 minutes  
14 April 1943 - No.277 Squadron - Lysander - rescue - 1.00  
16 April 1943 - No.277 Squadron - Spitfire - rescue - 1.20  
17 April 1943 - No.277 Squadron - Lysander - rescue - 1.50  
4 May 1943 - No.277 Squadron - Spitfire - rescue - 1.00  
6 May 1943 - No.277 Squadron - Walrus - rescue - 15 minutes  
12 May 1943 - No.277 Squadron - Walrus - rescue - 15 minutes  
13 May 1943 - No.277 Squadron - Spitfire - rescue - 1.10  
13 May 1943 - No.277 Squadron - Walrus - rescue - 20 minutes  
13 May 1943 - No.277 Squadron - Walrus - rescue - 2.15  
15 May 1943 - No.277 Squadron - Walrus - rescue - 25 minutes

17 May 1943 - No.277 Squadron - Lysander - rescue - 1.15  
18 May 1943 - No.277 Squadron - Walrus - rescue - 20 minutes  
19 May 1943 - No.277 Squadron - Walrus - rescue - 30 minutes  
31 May 1943 - No.277 Squadron - Walrus - rescue - 45 minutes  
31 May 1943 - No.277 Squadron - Walrus - rescue - 1.15  
1 June 1943 - No.277 Squadron - Walrus - rescue - 20 minutes  
1 June 1943 - No.277 Squadron - Walrus - rescue - 3.00  
4 June 1943 - No.277 Squadron - Walrus - rescue - 25 minutes  
12 June 1943 - No.277 Squadron - Spitfire - rescue - 1.20  
13 June 1943 - No.277 Squadron - Walrus - rescue - 1.00  
14 June 1943 - No.277 Squadron - Walrus - rescue - 50 minutes  
14 June 1943 - No.277 Squadron - Walrus - rescue - 50 minutes  
16 June 1943 - No.277 Squadron - Walrus - rescue - 2.20  
21 June 1943 - No.277 Squadron - Walrus - rescue - 15 minutes  
22 June 1943 - No.277 Squadron - Walrus - rescue - 15 minutes  
25 June 1943 - No.277 Squadron - Walrus - rescue - 2.05  
28 June 1943 - No.277 Squadron - Walrus - rescue - 1.25  
2 July 1943 - No.277 Squadron - Walrus - rescue - 45 minutes  
8 July 1943 - No.277 Squadron - Walrus - rescue - 45 minutes  
15 July 1943 - No.277 Squadron - Walrus - rescue - 20 minutes  
15 July 1943 - No.277 Squadron - Spitfire - rescue - 1.10  
15 July 1943 - No.277 Squadron - Walrus - rescue - 40 minutes

**Notes:** As of 25 June 1952 he stated he had flown 618 hours 15 minutes single-engine in daylight, 549.20 multi-engine in daylight, 11.15 single engine at night and 9.15 multi-engine at night (total of 1,188 hours five minutes). Of this, 32.10 on instruments. Also had 38 hours of civilian flying (all single-engine day).

In May 1943 authorities were looking for a replacement for S/L Ken Birchall at Suffield. It was suggested that somebody from the Army Cooperation units overseas should be returned to Canad. The candidates for the post were to be good pilots, prepared to “be called upon to fly various types of strange machines”, practical, a good organizer and with some technical education. Various officer names were entertained but some were not available. In the end, Spence was chosen.

#### **Selected Assessments:**

“Extremely keen, conscientious and thorough. His flight has shown excellent results, chiefly through his leadership and example.” (S/L A.S. Linney, No.277 Squadron, 17 September 1942)

“This officer in his capacity as Flight Commander has displayed outstanding qualities as a leader, and the high rate of efficiency that exists in the flight is due to his untiring efforts. An above average officer whom I consider suitable in all respects for promotion.” (S/L L.J. Brown,

No.277 Squadron, 16 July 1943, noting that he had flown 505 hours, 119.35 in past six months.

“This officer’s work is proving entirely satisfactory and he takes a keen interest in it.” (G/C G.A. Sellars, 14 July 1944).

“A very satisfactory Commanding Officer of the Detachment at Suffield. Good cooperation with the civil staff and with the army.” (A/V/M G.R. Howsam, 15 November 1944).

### **Suffield Crash:**

The crash of Norseman 2466 is fascinating, not for the crash itself but for the duties it was conducting. It happened at 1920 hours, 23 May 1946. S/L J.A. Spence wrote:

At 1800 hours I received notice from the Chief Experimental Officer of Experimental Station Suffield to carry out experiment 3007. Immediately I signed out and proceeded to the Norseman where F/L Faurot was in the second pilot’s position and WO1 Owen was in the rear as hopper operator in charge of toxic load. I checked the load which consisted of 1,000 pounds of toxic mixture. I strapped myself in, turned the gas on “both”, checked that float indicators were not visible on gas tank indicators, carried out normal start and run up, and found the aircraft serviceable.

He then describes take off and flight at 500 ft to “lay out area.”

On arriving at the area to be sprayed 16 miles east of aerodrome I circled the field at 200 feet above ground until approximately 1850 hours when we received the go ahead signal and the trial was completed by approximately 1915 hours according to the program, having disposed of approximately 800 pounds of bait (trial at 50 feet above ground). On receiving the return to base signal I climbed at same engine settings to 500 feet and headed back to station.

Crew were Spence, F/L V.J.J. Faurot, DFC (second pilot) and WO1 F.K. Owen (crew). Described once as “spraying” but the stuff was in 50 pound bags suggesting powder or dust. Returning to base engine began cutting and Spence took over. Unable to restart engine. Unable to find cause and tried a force landing.

The aircraft was landed under difficulty conditions 7 miles east of aerodrome on rough, rolling terrain and into a low sun. The aircraft bounced on the wheels from a hummock and on striking another hummock 90 yards further on the port oleo was fractured. ... The aircraft touched down again just before crossing a shallow rutted prairie road... The aircraft was airborne again over a slight dip in the ground and when the port wheel made contact again the ruts dug by the left oleo became increasingly deeper. This braking action caused the tail to rise as shown

by two propeller marks ending in a hole caused by the engine nosing in. The starboard wing made contact before the aircraft had completely turned over and the engine was torn away to the left of the direction of travel.

Port fuel tank full, starboard empty. Had pilot incorrectly set switches ? Possible groundcrew negligence in not topping off tank after an earlier flight. Spence had 1,052 hours all types, one hour dual and 36 hours solo on Norse - 5.40 in previous six months.

\* \* \* \* \*

SPENCE, P/O Percy Edwin (J16535) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 14 May 1943 and AFRO 1035/43 dated 4 June 1943. Born in Sydney, Nova Scotia, 15 April 1919; home there; enlisted in Halifax, 14 February 1941 and posted to No.1 Manning Depot. To No.1 BGS (guard), 24 March 1941. To No.1 ITS, 16 May 1941; graduated and promoted LAC, 21 June 1941 when posted to No.7 EFTS; graduated 8 August 1941 when posted to No.16 SFTS; graduated and promoted Sergeant, 7 November 1941. To "Y" Depot, 8 November 1941. To RAF overseas, 8 December 1941. Promoted Flight Sergeant, 7 May 1942. Commissioned 1 December 1942. Promoted Flying Officer, 1 June 1943. Promoted Flight Lieutenant, 18 November 1943. Appears to be instructing at No.1664 Heavy Conversion Unit in July 1944 (see record for J.E. Moffatt). Repatriated 13 June 1945. Retired 9 September 1945. Re-engaged as pilot, 15 September 1951 (47026). Served with No.19 Technical Unit. Award presented by King George VI, 7 December 1943. Died in 2005, possibly in Penticton. Photo PL-21660 is a portrait.

This officer has participated in many successful sorties against the most heavily defended targets, including two against Berlin. His courage, determination and initiative have contributed largely to the high standard of efficiency maintained by his crew.

NOTE: Public Records Office Air 2/8950 had recommendation dated 7 March 1943; credited with 29 sorties (212 hours 15 minutes). First three operations as 2nd pilot; all others as captain. Sorties and original text as listed as follows (although text mentions a raid on Frankfurt which is not recorded in the sortie sheet):

31 July 1942 - Dusseldorf (5.05) - Large fires seen in target area.  
6 September 1942 - Duisburg (5.20) - Bomb bursts seen in built-up area.  
10 September 1942 - Dusseldorf (5.07) - Fires seen in built up area. Goon box failed on outward journey and wireless telephone failed on return.  
1 October 1942 - Flensburg (7.07) - Fires seen.  
5 October 1942 - Aachen (6.09) - Number of fires in built-up area.  
6 October 1942 - Osnabruck (5.50) - Bomb bursts in target area.  
8 October 1942 - GARDENING (3.56)  
13 October 1942 - Kiel (7.07) - Good fires in target area.  
15 October 1942 - Cologne (6.22) - Many fires seen.  
23 October 1942 - Genoa (9.34) - Bomb bursts in railway sidings.  
15 November 1942 - Genoa (10.27) - Bombs seen to explode on target.  
18 November 1942 - Turin (8.50) - Bombs dropped on town. Returned safely on three engines.  
22 November 1942 - Stuttgart (9.17) - No results observed.  
28 November 1942 - Turin (9.30) - Very large fires seen in town.  
6 December 1942 - Mannheim (8.43) - Glow of fires seen through clouds.  
9 December 1942 - Turin (9.37) - Large fires observed.  
20 December 1942 - Duisburg (5.48) - Widespread fires observed.  
14 January 1943 - Lorient (5.02) - Bomb on target area.  
17 January 1943 - Berlin (8.32) - Many fires seen.  
2 February 1943 - Cologne (5.46) - Many large fires counted.  
3 February 1943 - Hamburg (7.44) - Glow of fires seen through clouds.  
7 February 1943 - Lorient (6.05) - Ten large fires counted.  
25 February 1943 - Nuremburg (9.36) - Many fires observed taking hold.  
26 February 1943 - Cologne (6.21) - Many fires counted.  
28 February 1943 - St.Nazaire (7.21) - Target well alight.  
1 March 1943 - Berlin (7.46) - Numerous scattered fires seen.  
3 March 1943 - Hamburg (6.07) - -  
5 March 1943 - Essen (5.36) - Heavy concentrated raid.  
8 March 1943 - Nuremburg (8.50) - Target attacked.

This officer has now completed 29 sorties. He has been engaged in attacking some of the most heavily defended targets in Germany, including two sorties to Berlin. He has held his crew together well, which accounts for their high standard of efficiency. On a fairly recent attack on Frankfurt it is believed that his was the only crew to obtain a photograph of the aiming point.

The Officer Commanding, RAF Station Linton-on-Ouse, added his remarks on 12 March 1943:

A first class captain of aircraft who has shown the greatest determination, courage and enthusiasm at all times. He has always shown the keenness and desire to proceed on operations and his sterling qualities have been a source of inspiration to his squadron. He is a Canadian.

On 30 March 1943 the Air Officer Commanding, No.4 Group, added:

This officer has now been posted for instructional duties and I very strongly recommend that he be awarded the Distinguished Flying Cross.

SPENCE, F/L Percy Edwin, DFC (J16535) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. No citation in AFRO.

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SPENCE, FS Robert Leslie (R78542, later J17284) - **Distinguished Flying Medal** - No.40 Squadron - Award effective 25 February 1943 as per **London Gazette** dated 26 February 1942 and AFRO 513/43 dated 26 March 1943. Born 11 October 1918 in Chatham, Ontario. Educated at McKeough Public School (Chatham, Ontario, 1924-1928), Secondary School No.16, Howard Township, Kent County (1928-1932) and Ridgeway High School and Agricultural School (1932-1937). Home in Highgate, Ontario (far, hand, 1937-1939; Woolworth store stockman, April to November 1939; farm hand thereafter); enlisted in London, Ontario, 8 October 1940. To Rockcliffe, 25 October 1940. To No.1 ITS, 3 January 1941; graduated and promoted LAC, 8 February 1941 but not posted to No.10 EFTS until 21 February 1941; graduated 22 April 1942 and posted to No.1 Manning Depot; to No.8 SFTS, 2 May 1941; graduated and promoted Sergeant, 27 July 1941. To Embarkation Depot, 28 July 1941; embarked from Canada, 24 August 1941. Taken on strength of No.3 PRC, Bournemouth, 2 September 1941. To No.22 OTU, 16 September 1941. To No.15 OTU (Harwell), 16 February 1942. To Overseas Air Delivery Unit, 23 February 1942. Taken on strength of RAF Middle East, 26 February 1942. To Wastage Pool, Middle East, 28 February 1942. To No.205 Group, No.238 Wing, 8 March 1942. To No.40 Squadron, 10 May 1942. Missing 8 October 1942, then reported safe, 4 November 1942. Commissioned 15 January 1943. To No.22 Personnel Transit Center, 28 February 1943. To United Kingdom, 13 March 1943, embarking at Takoradi on 21 March 1943 and



disembarking in England, 9 April 1943. To RCAF Overseas Headquarters, 24 April 1943. Promoted Flying Officer, 15 July 1943. Repatriated via Rockcliffe, 14 May 1943. To AFHQ, 25 May 1943 for intense propaganda tour. To No.36 OTU, Greenwood, 5 September 1943. To AFHQ for special duties, 8 October 1943. To No.6 SFTS, Dunnville, 14 November 1943 (refresher course). To No.3 Training Command, Montreal, 16 February 1944. To No.3 Aircrew Graduate Training School, Three Rivers, 18 June 1944. To Mountain View, 3 July 1944. To Pennfield Ridge, 28 July 1944. To No.165 (Transport) Squadron, 29 August 1944. To No.168 (Heavy Transport) Squadron, Rockcliffe, 6 January 1945. Promoted Flight Lieutenant, 15 January 1945. To Pennfield Ridge, 15 April 1945. To Station Moncton, for service with No.164 (Transport) Squadron, 18 June 1945. Unit redesignated No.426 Squadron, 1 August 1946. To Western Air Command, 9 December 1946. Retired 6 January 1947. Award presented by King George VI, 11 May 1943. Died in Vancouver, 20 April 1995 as reported in **Legion Magazine** of August 1995. See photo PL-15872 (ex UK-4021 dated 14 May 1943 - following investiture with FS John B. Wood (RAAF) and Mrs. N.I. Butterliss of London, England, their guest of the day and mother of their gunner who was wounded and taken prisoner; PL-15873 (ex-UK-4022 dated 14 May 1943, same group and occasion, Spence left, Wood right; PL-15868 (ex UK-4016 dated 14 May 1945), same group and occasion, Spence left, Wood right). The following photographs were taken on his return to Canada with John Wood: PL-17031 on left, with FS John Woods (Australian) visiting war factories in Canada; PL-17393 same pair, Irvin Air Chute Factory, Fort Erie; PL-17395 same pair again; PL-17400, ditto (Wood on left); PL-17403, Spence (left) and Wood (right) at Niagra Falls; PL-17428 Spence left, Wood right in a shoe factory. PL-20170 with Wood in Canada; PL-20172, Spence, Mary Stevens, FS Woods.

This airman has completed numerous missions, many of them as captain of aircraft. In October 1942, during an attack on Tobruk, his aircraft was badly damaged by anti-aircraft fire and he and his crew were forced to abandon it near El-Aden. Flight Sergeant Spence with two of his comrades set out on a long trek to our lines at El Alamein. One of the party was compelled to drop behind but for twenty-eight days Flight Sergeant Spence and his companion continued the journey. They successfully evaded enemy columns and camps and were eventually saved by a British patrol. Since reaching safety, Flight Sergeant Spence has participated in four attacks on Tunis and Sousse. This airman has displayed great courage, fortitude and devotion to duty.

The following is an extract from an official RAAF history, **Air War Against Germany and Italy, 1939-1943** by John Herington (Canberra, Australian War Memorial), p.361. A photograph in the book also identifies Sergeant J.K. Wood and Warrant Officer R.S. Spence who had “walked 350 miles in about three weeks to Allied lines via the Qattara Depression”. After noting that the regularity of Wellington raids and the high standard of serviceability (contrasting significantly with enemy efforts), it listed several RAAF members of No.40 Squadron, and went on to state:

Unshakable faith in themselves and the purpose of their fighting gave a mental

stimulus which led them at times to attempt the almost impossible. Thus, on 8<sup>th</sup> October when a Wellington of No.40 Squadron caught fire while circling Tobruk and had to be abandoned near Capuzzo, the four survivors from the crew were not downcast. They were then more than 300 miles from the British front positions even in a straight line long which lay the whole enemy army. To the south lay desert where evasion was possible but chances of survival slim. The only supplies which they could muster between them were three filled water bottles, six tins of bully beef, a few biscuits, milk tablets, chocolate, toffee and chewing gum, Benzedrine, matches and four small compasses.

Only one of these men, Sergeant [J.K]. Wood, was an Australian, but his mental and physical toughness were of great importance in this adventure. At dawn the men began to walk eastwards until 4 p.m., stopping only at a cairn filled with rainwater, from which they drank and filled an abandoned two-gallon tin which they found nearby. On the fourth day they crossed the frontier into Egypt but two of the party were already weak and footsore and suffering badly from the heat. On the sixth day while they were still within easy reach of the railway, one man decided he could go no farther and headed northwards towards the coast. Two days later, when south of Sidi Barrani, the second man was also forced to abandon the attempt to escape. Wood and his pilot now had left only four tins of meat, three of chocolate, a few biscuits and milk tablets and two gallons of water. This they arranged to last for twelve days, and confident of their own endurance they headed south-eastward into the desert. Heat and sandstorms gave them little rest but they pushed on each night, their shoes falling apart and finally held together with wire. By the eighteenth day, "sleep was almost impossible, partly because of exhaustion and mostly because of the continual gnawing in our stomachs and the thoughts of food and cool drinks that we could not keep out of our minds." Despite the frugal and determined rationing, their food and nearly all their water had been consumed by the twentieth day, but they now fell in with several parties of Bedouin camel drivers from whom they secured a few dates and rice. They had no knowledge of the fierce battle then raging at El Alamein, but on the 2<sup>nd</sup> November (the twenty-fourth day) when near El Maghra, they heard a motor lorry in the distance. Heading northwards they met elements of a British armoured unit which arranged for them to be sent to their squadron.

A more detailed account was written by Ron Dodds, "The Long Walk Home: The Story of a Canadian Pilot's 400-Mile Desert Trek", **Legionary**, August 1966.

See **Sweeping The Skies:A History of No.40 Squadron, RFC and RAF, 1916-56** by David Gunby (Bishop Auckland:The Pentland Press,1995). The appendix identifies the aircraft as Wellington DV504 "G" , identifies the cause of loss as "engine failure" . The book and casualty signals identify the crew as Flight Sergeant R.I. Spence (RCAF, evaded), 1269807 Sergeant K. Bowhill (Dagenham, Kent, POW), R75616 Sergeant C.C. Hill, RCAF (POW, home in

Kitchener), Aus 403540 Sergeant J.K. Wood (RAAF from Hornsby, New South Wales, evaded), 749479 Sergeant E.A. Linforth (Coventry, POW) and 1272144 Sergeant A.W. Butteriss (London, POW). On pages 215-216 the following narrative describes the evasion:

All six crew escaped from the aircraft safely, but the observer and second pilot were quickly captured. The other four - Spence, the wireless operator (Sergeant J.K. Wood, RAAF) and the gunners (Sergeants A.W. Butteriss and E.A. Linforth) - set out for the British lines, some 300 miles to the east. They had between them four small compasses, three full water bottles, sixteen packets of hard biscuits, six tins of bully beef, some chewing gum, chocolate, toffee and milk tablets. On the first two days they were fortunate to find supplies of water and a two-gallon can in which they could carry additional water. On the sixth day Sergeant Butteriss, who had exacerbated an ankle injury on landing, could go no further. Aware that this might happen, they had travelled close to the coast, and they were able to leave him sufficient food and water to get himself to the coast road, captivity and medical help.

The other three headed eastwards, and by the eighth night were south of Sidi Barrani. But Linforth, who had also injured his ankle on landing, could go no further, and he too was left with sufficient food and drink to reach the coast and safety.

Spence and Wood now had between them four tins of bully beef, three tins of chocolate, sixteen biscuits and some milk tablets along with three full water bottles and about a gallon and a half of water in the can. They had been eight days on the march, and estimated that another twelve should bring them to safety. In fact it was not until the 24<sup>th</sup> day that they encountered a British patrol north of El Maghra, and though they rationed their food strictly, and received generous assistance from groups of Bedouins whom they encountered, they ran out of food on the nineteenth night. Only two further encounters with Bedouins saved them.

The book goes on to relate how the Commanding Officer, W/C R.E. Ridgeway, recalled events:

The Army gave them a meal and drink, but they refused to wash, change or do anything till they had reached the Squadron. They were flown to the Squadron, where I had them placed into sick quarters, not because they were ill, but to give them the pleasure of a proper bed and bath.

After a few days of "sick" treatment, I sent them on leave. They only wanted to go to Palestine, and as that was out of bounds, I gave them a "To whom it may concern" open letter, giving details of their epic walk, lent them my Squadron light communications aircraft, a Magister, and sent them to Palestine. Everywhere they landed they got the VIP treatment.

An RCAF press release dated 22 May 1943 described his adventure as follows:

After being given up for dead, and actually sleeping in a tomb. P/O Robert E. Spence, DFM of Highgate, Ontario is back in Canada with quite a reputation as a pedestrian.

P/O Spence's reputation began the night of October 8, 1942 when his Wellington bomber was shot up during a raid on Tobruk. The port engine was hit and it immediately packed up, hundreds of miles inside enemy territory. The Wimpy lost altitude rapidly, and it was decided to bale out. Four of the crew got together again on the ground, but the tail gunner had a shrapnel wound, and another member had a recurrence of an old ankle injury. On their suggestion they were left behind near railway trucks where they would be picked up and taken care of, while Spence and his Australian air gunner, Sergeant Johnny Wood, would try to walk back to the British lines. Wood now has come to Canada to train as a pilot.

They had a few cans of bully beef, a can of tomato juice, emergency dinghy rations and escape kits. The Horlick's tablets proved to be their salvation. They kept up their strength and didn't make them thirsty.

The pair had to take plenty of detours to avoid enemy patrols and several times were chased by German aircraft. When they came across wrecked tanks they were able to collect precious salvage - water from radiators and canned food from the debris. Walking was very rough, and their service boots began to give them a lot of trouble, so they made rubber insoles, salvaged from a wrecked bomber, which proved a big help and enabled them to maintain a pretty fast pace. By day they suffered from extreme heat. At night the cold was bitter. Until they found two German blankets they had been using part of a parachute to wrap themselves in at night. Despite the fact that they were dead tired, they found it almost too cold to sleep. They got terribly thirsty at times, and one night when it poured rain they were able to collect water in the hollows of the lava rock.

One day they stumbled across an Egyptian tomb and explored it in the hope of finding water. There was none. They cut weeds nearby, made mattresses and spent the night in the tomb.

As they plodded through the Quattara Depression they were getting weary and almost exhausted, until they came across an Arab camp. They stayed with the Arabs for a few days to regain their strength and found the camel's milk and the rice queer tasting stuff.

Anxious to rejoin their squadron, the two airmen were soon on their way again. Their weight was dropping steadily as they struggled on, and the closing stages

were cruel. It was a great moment in their lives when they sighted a British patrol some distance south of El Alamein. The pair, looking like a couple of scarecrows, were placed in a hospital for a few days, where they fully recovered and learned that they had been given up for dead. They went off to Palestine for a rest, and within two weeks had regained most of their lost weight.

P/O Spence is happy to be back in England again, but would have liked to stay for the Tunisian campaign. Today it would take a lot of argument to entice him into anything which resembles a long stroll.

**Notes:** Accident at No.22 OTU, 25 January 1942, Wellington Ic, serial R1773. "Pilot states that after four hours flying, port engine oil pressure dropped to zero pounds per square inch and temperature to 25 degrees C. The second pilot was sent immediately to pump oil from reserve tank into port engine, but engine stopped and aircrew and reduction gear fell off. Aircraft was force landed on runway at Hinton-in-the-Hedge with the undercarriage lowered by not locked." The Technical Report read, "The reduction gear of the port engine flew off in the air owing to the oil tank having run dry. The excessive consumption which most certainly did occur was undoubtedly aggravated by the fact that although the flight lasted four hours, no fresh oil had been drawn from the overlocal [sic] tank." General Remarks read, "Although this forced landing was primarily caused by a failure in crew drill and captaincy, the subsequent calm behavior of the two pilots and the captain's good judgement led to a successful forced-landing in difficult circumstances. Every effort was made in the time available to lower and lock the undercarriage by the emergency system."

Application for Operational Wing dated 4 January 1944 listed the following sorties with No.40 Squadron, all on Wellingtons - those from 25 December 1942 to 23 February 1943 were from Malta:

22 June 1942 - Temini (5.20)  
24 June 1942 - Troop concentraion (6.25)  
26 June 1942 - Sidi Barrani (6.20)  
28 June 1942 - Sidi Barrani (4.55)  
2 July 1942 - Sidi Barrani (4.00)  
4 July 1942 - Sidi Barrani (5.35)  
6 July 1942 - Tobruck (8.25)  
11 July 1942 - Tobruck (8.40)  
18 July 1942 - Tobruck (8.15)  
20 July 1942 - Fuka (4.50)  
23 July 1942 - Tobruck (6.55)  
26 July 1942 - Army co-op (5.00)  
29 July 1942 - Tobruck (8.15)  
1 August 1942 - Tobruck (8.05)  
4 August 1942 - Tobruck (7.20)

10 August 1942 - Tobruck (7.50)  
24 August 1942 - Tobruck (8.23)  
28 August 1942 - Battle Ground (4.50)  
2 September 1942 - Battle Ground (4.30)  
2 September 1942 - Battle Ground (2.35)  
9 September 1942 - Tobruck (7.45)  
15 September 1942 - Mersa Matruh (6.25)  
20 September 1942 - Tobruck (8.35)  
22 September 1942 - Tobruck (8.00)  
27 September 1942 - Tobruck (8.30)  
29 September 1942 - Solume (7.20)  
8 October 1942 - Tobruck (6.00)  
25 December 1942 - Suesse (3.50)  
27 December 1942 - Tunis (4.20)  
2 January 1943 - Suesse (4.45\_  
5 January 1943 - Suesse (4.35)  
8 January 1943 - Tripoli (4.00)  
10 January 1943 - Tunis (4.35)  
15 January 1943 - Tripoli (4.30)  
20 January 1943 - Palermo (7.25)  
23 February 1943 - Gabes West (5.00)

On 23 September 1943, while at No.36 OTU, he was reported having an anxiety state caused by a stressful overseas tour, insufficient rest and extended lecturing in Canada. This was further demonstrated by a letter dated 5 November 1943 (A.G.A. Spence, Ottawa Division, National War Finance Committee, to G/C D.E. McKell, Director of Personnel, AFHQ, expressing appreciation for his work with the Fifth Victory Loan campaign. It read in part, "I know that Bob has not been keen on public appearances but on the other hand he has at all times been extremely courteous in acceding to requests to speak at meetings. He has spoken at all hours of the day and night, from 7.30 a.m. one day until midnight another. He has at all times carried himself in such a manner as to be a very definite credit to the RCAF. We appreciate very greatly your courtesy in allowing him to help us, and hope that his experiences have not been too painful for him."

\* \* \* \* \*

SPENCER, P/O Gordon Lewis (J16834) - **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 1 August 1922 (birth date on MI.9 report); home in Winnipeg or St. Vital, Manitoba (student); enlisted 5 February 1941 in Winnipeg and posted to No.1 Manning Depot. To No.1 BGS, 24 March 1941; To No.1 ITS, 16 May 1941; graduated and promoted LAC, 21 June 1941 when posted to No.7 EFTS; ceased training 17 July 1941 and posted to Trenton; to No.7 AOS, 31 August 1941; graduated 5 December 1941 when posted to No.3 BGS; graduated 17 January

1941, promoted Sergeant that date and posted to No.1 ANS. To "Y" Depot, 24 February 1942. To RAF overseas, 12 March 1942. Further trained at No.22 OTU (Wellesbourne). Commissioned 9 January 1943. Promoted Flying Officer, 9 July 1943. Repatriated 9 September 1943. To "Y" Depot again, 25 November 1943. Taken on strength of RCAF Overseas Headquarters, 13 December 1943 and resumed operations. Promoted Flight Lieutenant, 9 January 1945. Repatriated 14 May 1945. To No.2 Air Command, 27 May 1945, To No.1 Composite Training School, 2 January 1946. To Northwest Air Command, 15 February 1946. To Edmonton, 23 April 1947. Retired 14 May 1947. No citation in AFRO. Public Records Office Air 2/5025 has recommendation for a Military Cross (but War Office suggested no award). In same crew as S/L L.E. Logan, P/O H.J. Jennings, P/O R.C. Dennison, and Flight Sergeant E.L. Bulman. After escape he left Gibraltar on 9 August 1943, arriving in Prestwick 10 August 1943.

Pilot Officer Spencer was the bomb aimer of a Halifax aircraft which attacked Stuttgart on the night of 11th March 1943. On the return flight the bomber was attacked by enemy fighters and set on fire, the crew being compelled to abandon it by parachute. Alighting in some woods, Pilot Officer Spencer proceeded to dispose of his parachute and life saving jacket and then walked to the edge of the wood where he observed an isolated farm house. While Pilot Officer Spencer was watching the farm house, an armed Frenchman appeared who, on learning Pilot Officer Spencer's identity, told him where he was (near Mondrepuis) and advised him to approach the farm house at dark. Pilot Officer Spencer hid in the woods until dark and then went to the farm house where he was given a meal and provided with refuge in a hay loft. Pilot Officer Spencer remained in hiding here until 16th March, when, after being given civilian clothing, he was taken to a nearby village from which point his subsequent journey was arranged for him.

NOTE: Further to the above, Air 2/5025 has G/C J.E. Fauquier's recommendation for a non-immediate MC dated 21 October 1943 which also lists previous sorties; Spencer had flown 16 sorties (157 hours 19 minutes, although sortie list gives correct hours and 20 trips); on 27 November 1943 Air Commodore Bennett "Strongly Recommended" the award. Sorties and Fauquier recommendation as follows:

ASP=Anti-Submarine Patrol

14 September 1942 - Wilhelmshaven (4.59)  
16 September 1942 - Essen (5.46)  
19 September 1942 - Saarbrücken (7.30)  
23 September 1942 - Flensburg (6.10)  
26 September 1942 - Flensburg (5.53)  
2 October 1942 - Krefeld (5.40)  
5 October 1942 - Aachen (6.24)  
6 October 1942 - Osnabrück (5.55)  
13 October 1942 - Kiel (6.08)  
15 October 1942 - Cologne (6.14)  
23 October 1942 - Genoa (10.08)  
28 October 1942 - ASP (8.53)  
2 November 1942 - ASP (9.22)  
7 November 1942 - ASP (10.00)  
10 November 1942 - ASP (9.25)  
15 November 1942 - ASP (9.05)  
20 November 1942 - ASP (8.53)  
25 November 1942 - ASP (10.20)  
28 November 1942 - ASP (9.40)  
1 December 1942 - ASP (10.54)



In an attack on Stuttgart on the night of 11th March 1943, the aircraft in which Pilot Officer Spencer was Bomb Aimer was shot down in flames by enemy night fighters. On the instructions of the captain the crew baled out. Pilot Officer Spencer was successful in eluding enemy patrols and returned to this country, despite numerous hardships which he encountered. In effecting his escape this officer displayed great courage and determination and is strongly recommended for the award of the Military Cross.

FURTHER NOTE: Air 2/5025 contains long report prepared for MI.9 on his evasion up to linkup with Resistance. This is also found in WO 208/3314. It reads as follows (references to "S/P.G." documents are other MI.9 reports):

I was bomb aimer of the crew of the Halifax aircraft of which S/L Logan (S/P.G. 1174), Flight Sergeant Jennings (S/P.G. 1175), P/O Dennison (S/P.G. 1325) and Flight Sergeant Bulman (S/P.G. 1326) were members.

We left Topcliffe at approximately 1930 hours on 11 March 1943 to bomb Stuttgart. On our return journey, about 2345 hours, we were attacked by a night fighter in the neighbourhood of Hirson (NW Europe 250,000, Sheet 5). Our aircraft was set on fire, and the captain ordered us to bale out.

My helpers in France told me that Flight Sergeant Kennett, RCAF, or rear gunner, had been injured in the leg either during or after his landing, and had been betrayed to the Germans by the occupants of a house at which he had sought help. My helpers assured me that the traitors concerned would be suitably dealt with.

I landed in a wood, uninjured, a few miles North-East of Mondrepuis, northwest of Hirson (Sheet 5). I remembered that one of the Intelligence lectures which I had received had warned me that it was dangerous to seek shelter in the woods, because of the likelihood of encountering German dumps or headquarters. I was therefore afraid to penetrate further into that in which I found myself. I cut up my parachute and hid it and my Mae West in a thicket. At the time I had no idea where I was. In a little while I noticed some dirty pieces of paper in a clearing and examined them. They bore writing in French, which I can understand, though I am not a fluent French speaker. From this fact I surmised that I must be in France.

I now took off my badges which I carried in my pocket. I then crawled into the thicket under my parachute. I could see a glow in the sky from my burning aircraft and could also hear the ammunition exploding. I remained in the thicket till daybreak on 12 March 1943. I then recovered my parachute and Mae West and buried them. Before leaving England I had provided myself with a money belt containing a compass, needle and thread, anti-burn ointment, "Band-Aids", razor, soap and toothbrush. With the aid of this compass I started walking south, and in a little while came to the edge of the wood. Here I opened my purse and removed

the maps therefrom. I could see an isolated farmhouse. While watching it a man in uniform came up behind me. He was armed with a pistol. I was just about to make a dash into the wood when he came to attention and saluted me. He said, "Parachutiste ?" I said, "Yes". He then said, "Anglais ?" and I said "Canadian". He then shook me by the hand and explained that he was a Frenchman. With the aid of my map he indicated to me roughly where I was. He told me to wait until dark, and said that then I could with safety ask for help from the people in the farmhouse which I had been watching. He then left me.

I went back into the wood and about noon opened my escape box, and ate some Horlick's tablets and some condensed milk with the tube. I was wearing a pair of issue boots inside my flying boots. I now took off the flying boots and buried them.

After dark I approached the farm. When the farmer heard that I was Canadian and saw my identity discs, he took me into his house and gave me a meal. He told me that it would not be safe for me to sleep in the house that night, but he allowed me to sleep in a hayloft. While here I was visited by another man who told me that two members of my crew were dead. He asked me how many there were in the crew, and their names, as he wished to look for possible survivors. At first I refused to give him their names, which disconcerted him somewhat.

I remained in the hayloft until the night of 13 March, when my helpers gave me a complete outfit of civilian clothes and a pair of shoes. One of them said that Sergeants Lacina and McDonald of my crew had been killed and had been given a decent funeral at Mondrepuis. Here also I heard of Kennett's capture.

On the night of 15 March I was taken into the farmer's house and allowed to sleep in a bed. The next day, 16 March, another helper took me by car to a nearby village, where I met P/O Dennison (S/P.G. 1325). From this point my subsequent journey was arranged for me.

\* \* \* \* \*

SPENCER, F/L Herbert Kennett Yuill (C11690) - **Mention in Despatches** - No.404 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 Halifax, 14 June 1909. Clerical Accountant with CNR, 1927-1936 and agent for transport, Hudson bay Company until joining RCAF; enlisted in Edmonton, 15 May 1942 and immediately commissioned as an Administrative Officer. To No.1 Manning Depot, on enlistment. To Western Air Command Headquarters, 5 June 1942. To No.115 Squadron, Annette Island, 16 June 1942. Promoted Flying Officer, 15 October 1942. To AFHQ, Ottawa, 29 January 1943 and sent overseas for an Intelligence Course, returning to Canada in late June 1943. To Western Air Command again, 10

July 1943. To No.115 Squadron, Annette Island, 19 July 1943, moving with that unit to Terrace, British Columbia, 16 November 1943. To Western Air Command Headquarters, 21 January 1944. Promoted Flight Lieutenant, 1 April 1944. To "Y" Depot, Lachine, 27 July 1944. Embarked from Halifax, 3 August 1944. Disembarked in Britain, 10 August 1944. To Headquarters, No.6 Group, 29 August 1944. To No.404 Squadron, 8 September 1944. To Station Banff, 25 May 1945. To No.18 Group Headquarters, 25 May 1945. To Station Bircham Newton, 25 June 1945. Repatriated 23 October 1945. Retired 4 December 1945. Death reported in **Airforce Magazine**, April-May-June 1985 issue, date not specified.

**Note:** He kept a log of his flying which lasted from 15 June 1942 (Goose 941 with S/L Diamond, aircraft search, Cowichan Lake to Patricia Bay, 1.30) until 4 June 1944 (Ventura 2231, F/L McMaster, engine test and reconnaissance, Tofino-Alberni and return, 1.45. In between were many "reconnaissance" flights in Harvards, anti-submarine patrols in Sharks (18 December 1942 to 28 January 1943) and transportation flights in Venturas.

"A very keen and capable intelligence officer. (S/L G.G. Diamond, No.115 Squadron, 10 December 1942).

"Has carried out Station Intelligence Officer duties in an excellent manner. Completed Intelligence Course in United Kingdom." (W/C A.H. Cooking, Western Air Command Headquarters, 21 March 1944.

"A keen, conscientious and hard working officer." (W/C E.W. Pierce, No.404 Squadron, 28 October 1944).

"One of the best Intelligence Officers I have known." (S/L E. Nordberg, Station Dallachy, 29 December 1944.

\* \* \* \* \*

SPENCER, F/L John Lloyd (C3026) - **Commended for Valuable Services in the Air** - No.1 Bombing and Gunnery School - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 8 July 1905 at Humberstone, Ontario (RCAF Press Release of 27 December 1943 announcing award).. Home in Port Colborne, Ontario; enlisted in Niagara Falls, 7 November 1940 as General List and commissioned that date as Flying Officer. At No.1 BGS as of 31 December 1941. Promoted Flight Lieutenant, 1 April 1943. To No.1 Training Command Headquarters, 9 June 1944. Retired 28 July 1944.

This officer as Officer Commanding a bombing flight has shown a high degree of devotion to duty. His excellent keenness and tireless energy have been a constant and splendid example to pilots and trainees alike.

\* \* \* \* \*

SPENCER, F/L Nelson Hughes (J10732) - **Mention in Despatches** - No.418 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 11 July 1916. Home in Vancouver; enlisted there 9 May 1940. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 19 July 1940 when posted to No.8 EFTS; may have graduated 15 September 1940 but not posted to No.4 SFTS until 12 October 1940; graduated and promoted Sergeant, 20 December 1940 when posted to Central Flying School; to No.4 BGS, 6 March 1941; to No.6 AOS, 13 April 1941; to No.1 ANS, 17 April 1941; to "Y" Depot, 24 November 1941; to RAF overseas, 8 December 1941. Commissioned 15 March 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 May 1943. Repatriated 3 September 1943. To No.36 OTU, 25 October 1943; to No.8 OTU, 30 June 1944. To No.8 Release Centre, 28 March 1945; retired 19 May 1945. Died in New Westminster, 8 February 1994.

\* \* \* \* \*

SPENCLER, F/L Roland Aylesworth (J20708) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 26 September 1910 in Anderson, Ontario; home in St.Thomas or London, Ontario; enlisted in Windsor, Ontario, 2 April 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 10 May 1940. Appears to have been retained there, presumably to instruct. Promoted AC1, 16 August 1940. Promoted LAC, 19 November 1940. Promoted Corporal, 1 February 1941. Promoted Sergeant, 1 March 1942. Remustered to aircrew and posted to No.6 ITS, 25 May 1942; graduated 17 July 1942 and posted next day to No.1 AOS; graduated and commissioned 6 November 1942; to No.1 ANS, 28 November 1942; to No.4 AOS, 14 December 1942. Promoted Flying Officer, 6 May 1943. To "Y" Depot, 4 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Promoted Flight Lieutenant, 6 November 1944. Repatriated 7 June 1945. To No.1 Air Command, 20 June 1945. To No.1 SFTS, 31 July 1945. To No.4 Release Centre, 27 September 1945. Retired 4 October 1945. Award sent by registered mail 10 January 1953. 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 (181 hours ten minutes), 1 August 1944 to 13 February 1945. Sortie list and times identical to that for F/L H.H. Gouchey; obviously in same crew.

1 August 1944 - L'Hey (3.45)  
3 August 1944 - Foret de Nieppe (4.00)  
4 August 1944 - Bois de Cassant (4.45)  
5 August 1944 - St.Leu d'Esserant (4.55)  
8 August 1944 - 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 de Ternais (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 (5.20)  
23 October 1944 - Essen (4.20)  
25 October 1944 - Homberg (3.15)  
28 October 1944 - Cologne (4.40)  
29 October 1944 - Walcheren (2.20)  
6 November 1944 - Gelsenkirchen (3.30)  
16 November 1944 - Julich (3.25)  
18 November 1944 - Wanne Eickel (4.30)  
2 December 1944 - Hagen (5.25)  
6 December 1944 - Merseburg (6.20)  
12 December 1944 - Essen (4.25)  
17 December 1944 - Ulm (6.10)  
22 December 1944 - Bingen (4.25)  
27 December 1944 - Rheydt (3.50)  
28 December 1944 - Bonn (4.30)  
29 December 1944 - Scholven (4.40)  
30 December 1944 - Cologne (4.10)  
2 January 1945 - Nuremburg (6.15)  
5 January 1945 - Royan (5.00)  
14 January 1945 - Saarbrucken (4.45)  
16 January 1945 - Magdeburg (5.40)  
22 January 1945 - Duisburg (3.45)  
28 January 1945 - Stuttgart (5.40)  
1 February 1945 - Mannheim (5.10)  
7 February 1945 - Cleve (4.05)  
13 February 1945 - Dresden (7.55)

This officer is a very capable and efficient navigator, who has participated in attacks on very heavily defended enemy targets such as Bottrop, Saarbrücken, Stuttgart and Essen. This officer's devotion to duty, even under the heaviest enemy fire, as well as his determination to make every attack successful has, in no small way, contributed much to the successes attained by his crew. On the ground, this officer has spent many hours training new navigators and the successes derived from his experienced teachings have done much to keep the efficiency of the navigation section of this squadron at its very high standard.

\* \* \* \* \*

SPICER, Corporal William Alfred (R170428) - **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 in Saskatoon, 11 June 1910; home there; enlisted there 16 July 1942 as Radio Mechanic (reclassifying as Radar Mechanic, 1 September 1942). To No.2 Manning Depot, 4 August 1942; to No.14 UT (whatever that is), 20 October 1942; promoted LAC, 1 March 1943; to No.1 Manning Depot, 14 March 1943; to No.31 RDF Unit, 12 May 1943; to No.3 Repair Depot, 18 July 1943; to No.2 Movements Unit, 5 August 1943; to No.3 Repair Depot, 7 October 1943. To "Y" Depot for posting overseas, 14 March 1944; taken on strength of No.3 PRC, Bournemouth, date uncertain. Repatriated 29 December 1945; released 11 January 1946.

\* \* \* \* \*

SPINK, P/O Thomas Benson (J18812) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 22 January 1944 as per **London Gazette** dated 4 February 1944 and AFRO 644/44 dated 24 March 1944. Born in Vancouver, 1 April 1919; home there; back clerk (1937-1940) and crane driver (1940-1941); enlisted there 26 June 1941. Posted to No.2 Manning Depot, 28 September 1941. To No.36 EFTS (guard duty), 2 January 1942. To No.7 SFTS (guard duty), 21 January 1942. To No.2 ITS, 14 February 1942; graduated and promoted LAC, 11 April 1942 but not posted to No.19 EFTS until 25 April 1942; may have graduated 3 July 1942 but not posted to No.12 SFTS until 9 July 1942; graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, 6 November 1942. Embarked for overseas, 22 November 1942; disembarked in Britain, 30 November 1942. To No.15 (Pilots) AFU, 23 February 1943. To No.22 OTU, 21 April 1943. Promoted Flight Sergeant, 23 April 1943. To No.432 Squadron, 30 June 1943. Attached to No.1535 Beam Approach Training Flight, 19-26 July 1943. Commissioned 22 September 1943. Attached to No.1670 (Conversion) Flight, 26 September to 10 October 1943. To No.62 Base (sick, sinus problems), 28 February 1944. Promoted Flying Officer, 22 March 1944. Returned to No.432 Squadron until 4 April 1944, Repatriated to Canada, 11 May 1944. To Western Air Command, date uncertain; to No.5 OTU, 15 September 1944; to No.9 Release Centre, 12 October 1945; retired 16 October 1945. Recalled for service in interim air force, 14 January 1946; to No.1 Composite Training School, 12 February 1946; to Western Air Command, 2 April 1946; to Patricia Bay, 18 April 1946; to Trenton, 10 May 1946; to Western Air Command Headquarters, 4 August 1946; to Prince Rupert, 12 August 1946; confirmed as Flying Officer, 1 October 1946 (26085). To Western Air Command Headquarters again, 8 November

1946. Posted to Sea Island (Vancouver), 1 March 1947. To Fort Nelson, 16 April 1947. To Northwest Air Command, 11 May 1948; to Edmonton, 1 July 1948. Released 28 July 1948. Award sent by registered mail 11 March 1949. Died in Vancouver, 4 March 1978. RCAF photos PL-26002 (ex UK-7988) and PL-26003 (ex UK-7990), both dated 8 February 1944 show him. Captions similar to those for PL-26829. RCAF photo PL-26829 (ex UK-7388 dated 20 January 1944) is captioned as follows: "Oxygen and oxygen masks have taken on a greater significance for this Lancaster pilot of the Leaside Squadron since his raid on the German capital. P/O T.B. Spink of Vancouver led his seven man crew over Berlin without oxygen and in a dangerous groggy state and successfully bombed the target before bringing crew and craft home safely. Former amateur boxer and rigger player, Spink was flying his own aircraft, 'Bobby Boy' which he recently named after his young son, Robert. On the way to the target, night fighters attacked scoring many hits on the bomber before it shook off the attackers. Cannon shells and machine gun slugs damaged most of the fuselage and the aircraft equipment. One bullet passed through the flight engineer's panel, damaging the oxygen regulator and causing a serious leakage. Short of the target they ran out of the vital substance but kept right on and bombed on time. They then flew back to the coast, dropped down to a lower height over the sea and landed back at base groggy, tired and slightly ill but soon returned to normal." Photo PL-24854 taken on his repatriation to Canada.

This officer was a pilot of an aircraft detailed to attack Berlin one night in January 1944. On the outward flight the aircraft was hit by bullets from a fighter. The oxygen supply began to leak. Despite this Pilot Officer Spink continued his mission although the target was still some 200 miles distant. In spite of much physical discomfort caused by the lack of oxygen, Pilot Spink reached and bombed his objective and afterwards flew the damaged aircraft back to base. He displayed great determination, fortitude and devotion to duty.

DHH file 181.009 D.5557 (RG.24 Volume 20668) has original recommendation drafted 6 January 1944 when he had flown 19 ½ sorties (117 hours eight minutes).

On the night of January 2<sup>nd</sup>, 1944, this officer piloted an aircraft which attacked Berlin. When more than 200 miles from the target, the bomber was badly damaged by fire from an enemy fighter. A cannon shell through the instrument pilot caused a leakage of oxygen which the Engineer estimated would cause a total loss of oxygen to the crew before the target was reached. Pilot Officer Spink continued to Berlin, however, despite this damage, pressed home his attack, afterwards flying his aircraft safely to England, although each member of the crew were severely affected by lack of oxygen.

For his skill, dogged determination and devotion to duty, this officer is strongly recommended for the award of the Distinguished Flying Cross.

RCAF Press Release 5353 dated 8 January 1944 tells the story in more detail:

With the RCAF Bomber Group Overseas - Young Bobby Spink of Vancouver can be very proud of his dad after the last raid on Berlin. P/O T.B. Spink, his father, led his seven-man crew in a Leaside Squadron Lancaster against the German capital without oxygen and in a groggy state and bombed the target before bringing crew and craft home safely.

Former amateur boxer and rugby player, P/O Spink was flying his own aircraft, "Bobby Boy" which he recently named after his young son, Robert. On the way to the target the four-engined bomber was attacked and shot up badly on two occasions by German night fighters. With successful evasive action the crew shook off the fighters and continued towards the target, badly riddled.

After the attack had been broken off, P/O Spink ordered the crew to examine the kite for damage to determine its airworthiness. The navigator, P/O G.I. Phillips of West Selkirk, Manitoba, reported his oxygen supply and navigational equipment unserviceable. The RAF flight engineer reported a bullet had passed through his instrument panel, damaging the oxygen regulator and causing a serious leakage. "He estimated that the damage would cause a total loss of this valuable substance to the crew in about three-quarters of an hour," said the Canadian skipper.

The RAF air bomber reported the electrical system release for the bombs unserviceable. The rear gunner, Warrant Officer W.R. Leadley of Manor, Saskatchewan, and the mid-upper, Flight Sergeant D.K. Ryan of Tillsonburg, Ontario, reported many cannon shell and machine gun bullet holes throughout the rear part of the fuselage and tail plane.

"When these details of damage reached my ears through the intercom, I learned from the navigator that we were only an hour flying time from Berlin," said P/O Spink. "I instructed the RAF wireless operator to release our 4,000-pound cookie manually over the target and to collect all oxygen bottles from the supply storage and bring them to the navigator. We then decided to carry on with the operational bombing trip in the hope that our oxygen supply would last until reaching Berlin."

Navigator Phillips then carried out a skillful job of navigating the battered bomber to the German capital through ten-tenths cloud, in freezing conditions and with static lightning flashing on the aircraft's windscreen. "When we were about five minutes from the target the oxygen supply ran out and we were at 20,000 feet in very thin air," said Phillips. Somehow we managed to carry on and complete our mission, except for dropping our incendiaries which would have had to be dropped individually."

"After leaving the target area I descended to 16,000 feet," said skipper Spink,



“and managed to keep there until we reached the enemy coast. It was a tough grind, though, on the crew and myself because we were all severely affected by oxygen lack.” After crossing the coast the pilot dropped to 6,000 feet where the crew could breathe normally again. However, stormy weather, poor visibility and fatigue forced them to land at a coastal aerodrome after completing a highly successful and courageous trip to bomb Berlin.

Normally bomber crews start taking oxygen either from the ground level or after their aircraft has climbed above 10,000 feet. Above 15,000 feet the lack of oxygen brings fatigue, dizziness and difficult breathing. At 20,000 feet and over the ordeal is terrible and the crew showed unusual aggressiveness in carrying out their operations against the target.

Transcriber's note: The passage reading “except for dropping our incendiaries which would have had to been dropped individually” was run through by a censor's pencil. The navigator was Pilot Officer Gerald Irwin Phillips (awarded DFC, 11 April 1944).

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york44/ds830.html> (Yorkshire air accidents) provides the following: “During the early hours on 2nd January 1944 the crew of this 432 Squadron aircraft undertook an operational flight, they took off from East Moor at 00.30hrs bound for Berlin. The crew reported cloud over the target area. On their return flight, at around 07.30hrs while they were over the Calais area the pilot discovered the throttle on the port inner engine had jammed at cruising power. On arrival at East Moor a landing was attempted with three engines throttled back and the port inner jammed on a much higher power setting. The aircraft overshot the first attempt at landing and the pilot applied power and went around for another go. At 08.26hrs on the second approach the aircraft touched down safely but because the port inner could not be throttled back the aircraft swung off the runway and across the grass, narrowly missing flying control before being brought to a halt on an empty dispersal pan at the northern end of the airfield near the end of runway 17/35. The aircraft sustained some minor damage on the way. The crew were then debriefed and crawled into bed by 10.30hrs, they were woken at 17.00hrs and briefed that they were to return to Berlin on Ops the next night”. The crew consisted of Pilot - P/O Thomas Benson Spink RCAF (J.18812, later DFC); Flight Engineer - Sgt John Albert Banks RAFVR (1834361); Navigator - P/O Gerald Irwin Phillips RCAF (J.19065, later DFC; Bomb Aimer - F/Sgt Mark Proctor Bailhache RAFVR (1322954); Wireless Operator/Air Gunner - Sgt John MacFarlane RAF (1140103); Air Gunner - F/Sgt Donald Ryan RCAF (R.168315); Air Gunner - F/Sgt W Leadley RCAF (R.120994).

**Notes:** Accident, 23 May 1943, Wellington HZ106, No.22 OTU, Wellesbourne. On a cross-country flight, port engine failed at 3,000 feet. He neglected to call field for TR.9 emergency landing but attempted to land. On first approach another machine was landing so he did a right-hand turn and tried again, to find another aircraft taxiing. He finally force-landed but undercarriage collapsed. His failure to indicate the emergency, either by radio or flare, was judged to be “Gross carelessness.”

Application for Operational Wing dated 22 May 1944 stated he had completed 25 sorties (144 hours 36 minutes), June 1943 to January 1944.

**Training:** Interviewed in Vancouver, 16 June 1941 by F/L R.E. Horsfield. "This lad is keen to fly, seems intelligent and able to take good care of himself. He is clean, neat, ambitious. Should do well."

Attended No.2 ITS, 15 February to 11 April 1941. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill and Signals (written). Scored 886 points of a possible 1,000. Placed sixth in a class of 132. "Very sincere and enthusiastic about being a pilot but would prefer to being an instructor to going overseas; he would go overseas in necessary for safety of country. He is smart in appearance, intelligent and bright. Should prove to be commission material at conclusion of course."

Attended No.19 EFTS, 26 April to 3 July 1942. Tiger Moth aircraft - 40.15 day dual, 37.25 day solo, three hours night dual. Was 13.45 on instruments; logged 12 hours in Link. Ground courses in Navigation, Airmanship, Armament (practical), Aircraft Recognition and Signals (practical). Scored 565 points of a possible 700. Placed 27<sup>th</sup> in a class of 85. "Keen and confident reliable pilot. Good average and has no serious flying faults. Instrument flying above average. Very able young man in Ground School who has what it takes to succeed in his undertakings. His deportment and discipline were very good."

Attended No.12 SFTS, 6 July to 23 October 1942. Crane aircraft - 6.20 dual to first solo, 55.20 day dual, 79.30 day solo, 7.50 night dual, 8.30 night solo. Was 14.35 in formation, 26.25 on instruments. Logged 24 hours in Link. Courses in Navigation, Airmanship, Armament (written and practical) and Signals (written and practical). Scored 559 points of a possible 750. Placed 36<sup>th</sup> in a class of 51. "Average flyer. Manner is questionable. Has a good opinion of himself. Does not rate too high with his fellow students. Seems to have a continued guilty conscience."

Attended No.22 OTU, 20 April to 30 June 1943. Wellington aircraft - five hours day dual to first day solo, total 10.05 day dual, 30.05 day solo; five hours night dual to first night solo, total 10.05 night dual, 31.35 night solo. Was 4.30 in formation, 27.30 on instruments, logged 15 hours in Link. Flying Tests in General Flying (250/400), Applied Flying (100/200), Instrument Flying (150/250), Night Flying (70/100) and Link (30/50). "Quite a good pilot and captain, but his personality is too quiet to enable him to have real drive. An average crew. Not recommended for commission."

\* \* \* \* \*

SPINNEY, F/L Howard Lenly (J14020) - **Air Force Cross** - Eastern Air Command  
Meteorological Flight - Award effective 14 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born at Central Argyle, Yarmouth County, Nova Scotia, 14 August 1920. Home in Yarmouth; enlisted there, 1 October 1940. To No.1 WS, 11 October

1940. To No.1 ITS, 15 November 1940; graduated and promoted LAC, 22 December 1940) when posted to No.3 EFTS; graduated 9 February 1941 when posted to No.2 SFTS; graduated and promoted Sergeant, 4 May 1941. To Trenton, 18 May 1941 for Central Flying School course. To No.9 SFTS, 9 August 1941 to instruct. Promoted WO2, 4 May 1942. Commissioned 1 July 1942. To No.8 SFTS, 5 July 1942. Promoted Flying Officer, 1 February 1943. To No.31 GRS, 5 March 1943. To Halifax, 22 May 1943; to No.117 (BR) Squadron, 25 May 1943. To EAC Meteorological Flight, Yarmouth, 18 November 1943. Promoted Flight Lieutenant, 1 August 1944. To No.6 OTU, Comox, 26 February 1945. To "Y" Depot, 16 June 1945; to United Kingdom, 5 September 1945. Posted to No.436 Squadron. Repatriated 23 December 1945. To "K", 1 January 1946. To No.1 Release Centre, 15 February 1946. Retired 22 February 1946. Re-engaged as Chipmunk Instructor, Moncton Flying Club, 20 November 1951 (131146) with rank of Flight Lieutenant; released 31 March 1953. Career included a close call in June 1942 when doing aerobatics at 6,000 to 3,000 feet. Controls failed and he ordered pupil pilot to bale out. Student was holding rip-cord when he jumped, chute opened hitting leading edge of tailplane and pupil killed. Spinney was thrown out before he could turn off engine. Chute opened but swung violently and he barely missed a pond and a tree. Unconscious for one-half hour, revived and reported to a farm. Also had engine failure with a Finch at London; his instructor landed in a field. Had a close call in a Canso when an engine failed 100 miles from home. He was down to 400 feet when aircraft finally stabilized. Notable flights were on 7 January 1945 (flew eight hours 57 minutes), 22 January 1945 (eight hours nine minutes), 4 February 1945 (eight hours 40 minutes), 12 February 1945 (eight hours 13 minutes). Flew 890 hours with Met flight, and as of 5 September 1945 he had 2,750 hours. Others in Met Flight were F/L Patrick J. Bruton (MiD), F/O Peter W. Holloway (AFC), F/O Paul A. McFarlane (DFC for work in No.5 Squadron), S/L Roy D. Renwick (AFC), and a P/O Wilson. Award sent by registered mail 18 November 1949. RCAF photo PL-3354 shows recent pilot graduates of No.2 SFTS - LAC D.E. MacKinnon (Advocate, Nova Scotia), LAC M. D. MacKenzie (Picton, Nova Scotia), LAC H.L. Spinney (Central Argyle) and LAC E.A. Murray (Stellerton, Nova Scotia). Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation. When recommended he had flown 2,560 hours of which 330 were on operations (28 sorties).

This officer, as captain of an aircraft in a Meteorological Flight, has demonstrated at all times outstanding skill and devotion to duty. On many occasions he has carried out flights in the most hazardous weather conditions, calling for the highest degree of determination and resourcefulness. His initiative and splendid record have been an inspiration and example to all members of his crew and unit.

**Note:** Accident report for 11 June 1942, Harvard 2893, No.9 SFTS, Summerside, Prince Edward Island. Incident was near Tryon, Prince Edward Island. Flight Sergeant H.L. Spinney (instructor and pilot) slightly injured, Corporal R.G. McCutcheon (pupil), killed. Purpose of flight was Sequence 18A - Emergency, being revision of sequences prior to final test. Height was 5,500 feet; weather partly cloudy, slight haze, visibility seven miles or better; upper wind of 20-30 m.p.h. at 4,000 to 6,000 feet. At the time of the accident, Spinney had 607 hours 55 minutes on Harvard II aircraft; he was described by his superiors as "competent", "capable" and "cool

headed". Corporal McCutcheon had the following experience: Finch (35.05 dual, 33.35 solo) and Harvard (63.25 dual, 43.20 solo).

Acting Corporal McCutcheon commenced a loop at 5,500 feet out of which the aircraft flicked to the right when near the top. When the flicks continued (always to the right), Flight Sergeant Spinney took control but states he was unable to bring the machine back to straight and level flight. He further states that the airspeed varied between 120 m.p.h and 140 m.p.h. and that the aircraft failed to respond to fore and aft movement of the control column.

Upon reaching an altitude of 3,000 feet, Flight Sergeant Spinney ordered his pupil to bail out. Acting Corporal McCutcheon, who was in the front seat, unfastened his safety harness, faced towards the rear of the aircraft and was partly out of the cockpit when his parachute trailed out of its pack, entangling itself in the tail assembly.

Flight Sergeant Spinney states that, at this stage, he released his own safety harness and before he could shut off the switches and fuel, he was thrown out of the aircraft. He opened his parachute in time to see his machine crash. Acting Corporal McCutcheon was killed and Flight Sergeant Spinney suffered mild nervous shock following his parachute landing.

There was no engine trouble and no structural failure of the aircraft was revealed upon subsequent examination. After abandonment, the aircraft spun, righted itself and eventually dived into the ground, a category "A" crash.

The investigating officer concluded:

The aircraft became uncontrollable after flicking out of a loop. In view of the established competency and experience of the pilot, failure of the elevator control was suspected but examination showed same to be intact.

A further note was added by the Accidents Investigation Branch:

There is insufficient evidence to account for the Instructor's failure to recover control of the aircraft.

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SPINNEY, FI/O Mildred Audrey (V30349) - **Member, Order of the British Empire** - RCAF Overseas Headquarters. Award effective as of 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 13 May 1920 in L'Etang, New Brunswick (RCAF Press Release 4907 reporting award). Educated in

Saint George, New Brunswick where mother was still living. Stenographer and Supervisor in Department of National Defence before enlisting in Ottawa, 27 November 1942. Posted that date to No.7 Manning Depot. To No.6 Manning Depot, 25 December 1942. Commissioned 26 December 1942. To AFHQ, 21 January 1943. To "Y" Depot, 16 March 1943. To RCAF Overseas Headquarters, 7 April 1943. Promoted Flight Officer, 1 November 1943. Repatriated 23 December 1945. Retired 5 February 1946 to live in Ottawa. Award presented at uncertain date. Married on 24 June 1950 to Ferris Ray Irwin. Died in Fredericton, Veterans Health Unit, 20 February 2018. RCAF photo PL-29054 (ex UK-9602 dated 17 April 1944) is captioned as follows: "Flight Officer Mildred Spinney, St. George, New Brunswick, is the assistant to W/C D. Thompson, who commands the RCAF Records Office. As one of the senior WD officers in the unit she administers to the needs of airwomen personnel who are largely responsible for the maintenance of the records and documents in RCAF Overseas Record Office." RCAF photo PL-41575 (ex UK-17953 dated 9 January 1945) taken upon announcement of award; caption says, "She is an administrative officer at RCAF Records Office, London, where 130 airwomen are employed on records of RCAF personnel in Great Britain and the East. Daughter of Lieutenant and Mrs. J.O. Spinney of St. George, New Brunswick, she worked in the RCAF Records Office in Ottawa as a civilian. Joining the service in November 1942, she has been overseas since the spring of 1943. Her father, a captain in the last war and a Lieutenant-Colonel in the Non-Permanent Active Militia at the beginning of this war, joined the Veterans Guard of Canada as a private when the present war broke out and is now an officer of that unit. She has a sister, Private Jean Spinney, in the Canadian Women's Army Corps stationed in Halifax." 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, throughout her service career, has continually displayed outstanding ability in the performance of her duties. During the expansion period of Overseas Records she worked diligently and intelligently on re-organization. An administrative assistant, she has handled the many problems which present themselves with outstanding energy and efficiency. In addition to her regular duties she has voluntarily conducted various trade improvement courses for the benefit of personnel of the Womens Division. This officer's devotion to duty has at all times been exceptional.

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SPOONER, LAC Kenneth Gerald (R179314) - **George Cross** - No.4 AOS -Award effective 28 December 1943 as per **London Gazette** dated 7 January 1944 and AFRO 166/44 dated 28 January 1944. Born in Smith Falls, Ontario, 24 May 1922; educated there. Worked as a civil service clerk, 1940-41, and a rodman for Canadian Pacific Railway, 1941-42. Enlisted in Montreal, 31 July 1942 and posted to No.5 Manning Depot. Kitted at No.5 Manning Depot, Lachine; on strength of No.4 Manning Depot, Quebec, 11 September to 7 November 1942. To No.5 ITS, Belleville, 7 November 1942; graduated and promoted LAC, 23 January 1943; taken on strength of No.4 AOS, London, 6 February 1943. Killed 14 May 1943. Medals with

Canadian War Museum (AN 19880031-001). Incident occurred 14 May 1943, 1845 hours (Anson 7064). In fact, there were three fatalities, not two as suggested by citation. Crew was: PILOT - Sergeant D.A. Nelson (R137915), missing. WOPAG - Sergeant W.J. Brown (R132466), missing. AB UNDER TRAINING - LAC J.A. Curtis (R151200), uninjured. NAV UNDER TRAINING - LAC K.G. Spooner (R179312), missing. NAV UNDER TRAINING - LAC R.H. Bailey (R179709), uninjured. Buried in Smith Falls, where a high school was named for him in 1949.

This airman, a student navigator with no pilot training, displayed great courage, resolution and unselfishness in the face of harassing circumstances when the pilot of the aircraft fainted at the controls. While other crew members were vainly trying to remove him from his seat he temporarily regained consciousness and froze on the controls, causing the aircraft to lose altitude rapidly. Immediately after the pilot became indisposed, Leading Aircraftman Spooner, with extreme coolness and courage, assumed charge, ordered the remainder of the crew to bail out while he took over the controls and endeavoured to keep the aircraft at safe height. Three members of the crew bailed out as instructed and shortly after the aircraft crashed, carrying the unconscious pilot and Leading Aircraftman Spooner to their death. The crash occurred approximately one hour after the pilot had lost control. This airman, with complete disregard for his personal safety and in conformity with the highest tradition of the Service, sacrificed his life in order to save the lives of his comrades.

NOTE: Given the brevity of his career, there was little opportunity for him to be assessed. The remarks of interviewers at No.13 Recruiting Centre on 21 July 1942 are therefore worth recording:

20 years of age. Good type of young man. Fairly good in maths. Two years physics and chemistry. Serious, good health. Drives a car. Has the big urge to be a pilot. Good physique, manner fairly pleasant; now employed as Rodman for CPR. Athletics rugby, basketball, Appears like good material for aircrew.

The description of him from No.5 ITS is also interesting. He placed 19th in a class of 77 and his marks in some subjects were amazing - 99 percent in mathematics, 78 percent in armament, 145 out of 150 in signals, 95 out of 150 in navigation. He has scored 72 percent in airmanship (theory of flight, engines), 73 percent in drill, 85 percent in law and discipline, 80 percent in meteorology, 95 percent in aircraft recognition but only 72 percent in an anti-gas course. The examining officer recommended him for navigator (alternate, bomb aimer) and wrote of him:

Very quiet personality, steady worker with a good fund of common sense.  
Mature for his age, cooperative and well disciplined.

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SPOONER, F/L Robert Edward (J23538) - **Distinguished Flying Cross** - No.438 Squadron - Award effective 23 May 1945 as per **London Gazette** dated 1 June 1945 and AFRO 1147/45 dated 13 July 1945. Born in Victoria, 12 September 1920; home in Vancouver (bank clerk); enlisted there 8 March 1941 and posted to No.2 Manning Depot. To No.1 ANS, 10 April 1941 (guard). To No.2 ITS, 8 June 1941; graduated and promoted LAC, 9 July 1941; to No.5 EFTS, 14 July 1941; graduated 30 August 1941 when posted to No.10 SFTS; graduated and promoted Sergeant, 21 November 1941. To Trenton, 22 November 1941. To No.5 EFTS, 7 March 1942. Granted Leave Without Pay while instructing; recalled to uniformed service, 1 December 1942 in rank of Warrant Officer; subsequently commissioned with effect from 6 October 1942. Promoted Flying Officer, 8 April 1943. To No.15 SFTS, 26 June 1943. To "Y" Depot, 11 August 1943. Taken on strength of No.3 PRC, 8 October 1943. Promoted Flight Lieutenant, 6 October 1944. Repatriated 5 August 1945. To No.8 Release Centre, 9 August 1945. Retired 9 October 1945. Award presented in Vancouver, 22 October 1949. Died at Central Saanach, British Columbia, 6 July 2016. According to artist's notes accompanying Robert Baillie's painting **Typhoon Fury** (available in commercial distribution as prints), Spooner completed 97 sorties - see Note below. For further information on Typhoon operations see H.A. Halliday, **Typhoon and Tempest: The Canadian Story** (Toronto, Canav Books, 1992).

Since September 1944, this officer has completed numerous operational sorties including many low level attacks against heavily defended enemy transport, canal locks, railway sidings and bridges. On one occasion, Flight Lieutenant Spooner's aircraft was hit by the flying debris of an exploding ammunition train. Despite this and intense anti-aircraft fire from the enemy's defences he pressed home his attack on the remaining targets. As a flight commander this officer has always displayed brilliant leadership and a fine fighting spirit. This was particularly evident during the German offensive around St. Vith when he led his squadron on a number of low level attacks against heavily defended enemy transport convoys.

NOTE: Public Record Office Air 2/9088 has recommendation drafted by S/L J.E. Hogg, 5 March 1945 when he had flown 81 sorties (93 hours 45 minutes).

Since joining the squadron in September 1944, Flight Lieutenant Spooner has 81 sorties against the enemy, many of which were low level and strafing attacks on transport, railways, troops, canal locks, V-1 and V-2 sites, marshalling yards and bridges.

On his first operational sortie, this pilot had to fly through the flying debris of an exploding ammunition train. Despite the fact that his aircraft was hit, and in the face of moderate to heavy flak opposition, he pressed home his attack on remaining targets in the marshalling yard.

At a very early time, Flight Lieutenant Spooner proved himself to be a cool and

resourceful leader, both in the air and on the ground. While leading his section in a dive bombing attack on the bridge at Hilfarth, Germany, he showed particular coolness in positioning the squadron for the attack, despite very intense opposition from ground defences. Later in the day, Flight Lieutenant Spooner carried out the same operation in the face of a flak barrage which was no less intense.

In November 1944, this officer participated in two long range bombing attacks on the Sneek and Gaarkueken locks in northern Holland, both of which sorties were successful.

Having been appointed a Flight Commander, Flight Lieutenant Spooner continued to display the best qualities of a leader. His flying, bombing and shooting have been consistently good and particularly during the German offensive around St. Vith. He led the squadron a number of times and repeatedly strafed hotly defended enemy transport convoys. In other missions, which have entailed close support of our Armies, Flight Lieutenant Spooner has been very successful in pin-pointing and destroying difficult targets.

As a leader in the air and on the ground, this officer is considered to be of the highest calibre.

The recommendation was endorsed by W/C F.G. Grant (9 March 1945), by G/C A.D. Nesbitt (9 March 1945), and the Air Officer Commanding, No.83 Group (20 March 1945). Air Marshal A. Coningham approved the award on 13 April 1945.

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SPOWAGE, F/O Arthur Edward (C20497) - **Mention in Despatches** - No.7 (BR) Squadron - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 9 December 1899. Enlisted in Halifax, 17 October 1939 as Metal Worker. To No.1 (Fighter) Squadron, 16 December 1939. To "K", 16 October 1939. Promoted AC1, 19 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 15 October 1940. Promoted Sergeant (unpaid), 10 February 1941; promoted Sergeant (paid), 1 October 1941. Promoted Flight Sergeant, 1 January 1942. To Aero Engineer Branch, 9 April 1942. To Aeronautical Engineer School, 14 August 1942. Commissioned 7 November 1942. To No.3 Repair Depot, 9 January 1943. Promoted Flying Officer, 1 September 1943. To No.7 (BR) Squadron, 26 October 1944. Promoted Flight Lieutenant, 1 December 1944. To No.4 Squadron, 23 July 1945. To No.6 OTU, 8 August 1945. To Sea Island, 3 January 1946. To No.8 Release Centre, 20 March 1946. Retired 3 April 1946 to live in Vancouver. Died in Surrey (Vancouver), 23 March 1989.

This officer, by his outstanding devotion to duty, has set a splendid example to his men. He works exceptionally long hours and is unceasing in his efforts to keep



the maintenance of the squadron at a very high level. Since his arrival, largely by his own efforts, maintenance has greatly improved. This officer's work has been outstanding.

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SPRAGGS, FS (now P/O) Lewis Albert (R86855/J16998) - **Distinguished Flying Medal** - No.78 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 14 May 1943 and AFRO 1078/43 dated 11 June 1943. Born 6 October 1917; home in Didsbury, Alberta (mechanic); enlisted in Edmonton, 5 February 1941 and posted to No.2 Manning Depot. To No.35 SFTS, 13 March 1941 (guard duty). To No.2 ITS, 22 April 1941; graduated and promoted LAC, 27 May 1941 when posted to No.5 EFTS; may have graduated 14 July 1941 but not posted to No.3 SFTS until 27 July 1941; graduated and promoted Sergeant, 17 October 1941. To Embarkation Depot, 18 October 1941; to RAF overseas, 2 November 1941. Promoted Flight Sergeant, 17 April 1943. Commissioned 7 February 1943. Promoted Flying Officer, 7 August 1943. Promoted Flight Lieutenant, 22 May 1944. Repatriated 15 September 1945. To No.4 Release Centre, 18 September 1945. Retired 26 October 1945. Award presented by King George VI, 30 November 1943.

Flight Sergeant Spraggs has participated in a large number of operational sorties over heavily defended targets including Turin and Genoa. During the whole of his operational career he has displayed skill, courage and devotion to duty which have set an excellent example.

NOTE: Public Record Office Air 2/8950 has recommendation dated 7 March 1943 when he had flown 27 ½ sorties (224 hours 35 minutes). Sortie sheet now available as of transcription (3 March 2000); draft text was as follows:

Flight Sergeant Spraggs has now completed 27 ½ sorties, many of which have been over Germany. During recent weeks he has worked extremely hard owing to sickness which has been prevalent among other crews. On several occasions he has been compelled to return to base on three engines.

The Officer Commanding, RAF Station Linton-on-Ouse, added on 12 March 1943:

This Canadian Non-Commissioned Officer has had a very successful operational career and has shown himself to be a courageous and determined captain of aircraft. His splendid qualities deserve the award of the Distinguished Flying Medal.

On 30 March 1943 the Air Officer Commanding, No.4 Group, wrote:

This Non-Commissioned Officer has now been posted for instructional duties and I very strongly recommend that he be awarded the Distinguished Flying Medal.

**Note:** See also entry for Thomas Wilby. On 11/12 December 1942, Flight Sergeant Spraggs was captain of Halifax W7856, target Turin. Icing caused engines to cut repeatedly. Near Annecy he gave bale-out order but when engines revived he cancelled the order. By then, however, the rear gunner (Wilby) had baled out. Aircraft landed at Manston. Others in crew were Sergeant I. (or J.A. Jones), Sergeant R.C. Simondinger, Sergeant A. Tomlinson, Sergeant J.S. Carmichael, and Sergeant J.F. Evans (mid-upper gunner), all RAF.

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SPRINGHAM, P/O George (J93923) - **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 22 May 1915 in Edmonton; home there (clerk, ex-Royal Canadian Artillery); enlisted there 24 June 1941 and posted to No.2A Manning Depot. To No.11 Equipment Depot, 14 July 1941. To No.4 ITS, 8 August 1941; graduated and promoted LAC, 12 September 1941. Posted to No.18 EFTS, 12 September 1941; ceased training, 28 September 1941 and reclassified as General Duties; reduced to rank of AC2, 16 October 1941; to Alliford Bay Detachment, 28 October 1941. Reclassified in Meteorological Trade, 3 December 1941. Promoted LAC, 1 April 1942. Reduced to AC1, 3 December 1942. To No.3 Repair Depot, 12 December 1942; to No.3 Manning Depot, 14 July 1943; to No.3 WS, 1 August 1943; to No.3 BGS, 26 November 1943; graduated and promoted Sergeant, 14 January 1944. To No.3 Aircrew Graduate Training School, 30 January 1944. To "Y" Depot, 28 February 1944. Taken on strength of No.3 PRC, 25 March 1944. Commissioned 26 January 1945. Repatriated 5 August 1945. Retired 15 September 1945. Died in Edmonton, Alberta, 24 November 2000. RCAF photo PL-40627 (ex UK-17572 dated 16 December 1944) is a portrait captioned as follows - "Flight Sergeant George Springham, a mid-upper gunner in a Halifax crew, comes from Edmonton (11937-90th Street). During a recent attack on the German industrial and communication centre of Bochum, a jagged fragment of flak smashed through his turret and lacerated his head. He was completely recovered when the above picture was taken". Award presented 9 July 1949.

During an attack on Hemmingstedt in March 1945, this officer took an effective part in successful combat with a Junkers 88. His own aircraft was hit several times but Pilot Officer Springham kept his guns firing and the enemy finally broke off the attack. This officer has an outstanding record of operations. His constant courage under fire and his devotion to duty have been an inspiration to the other members of his crew.

NOTE: A second DFC was announced in **London Gazette** of 25 September 1945 and cancelled by **London Gazette** of 6 September 1946. The citation differed greatly from the one that was authorized, as follows:

Pilot Officer Springham has completed numerous sorties during his tour of

operational duty. Although wounded in the head by anti-aircraft fire during the beginning of his tour, this officer has never lost his fine fighting spirit and keenness as an air gunner and has proved his courage and ability during many dangerous sorties. On one occasion when an enemy night fighter attacked his aircraft over Hemmingstadt, Pilot Officer Springham opened fire and inflicted damage on his assailant. On another occasion, when the navigator of his aircraft was killed, this officer gave speedy assistance to his captain and acted with great coolness. This air gunner has rendered valuable service to his squadron and has contributed much to the successes achieved by his crew.

FURTHER NOTE: Public Records Office Air 2/9083 has original recommendation (when he was a Flight Sergeant) for a DFM dated 15 March 1945 when he had flown 32 sorties (178 hours two minutes), 23 September 1944 to 14 March 1945. Sortie list and recommendation given below for added information:

23 September 1944 - Neuss (5.22) - Good attack.  
25 September 1944 - Calais (3.32) - Sortie successful.  
30 September 1944 - Bottrop (4.44) - Bombed in cloud.  
6 October 1944 - Sterkrade (5.07) - do.  
9 October 1944 - Bochum (5.42) - Fires in target area.  
28 October 1944 - Domburg (3.14) - Good attack.  
29 October 1944 - Zoutelande (3.15) - Bombed as ordered.  
30 October 1944 - Cologne (6.21) - Bombed through clouds.  
4 November 1944 - Bochum (4.49) - Good attack.  
29 November 1944 - Essen (6.09) - Many fires.  
5 December 1944 - Soest (6.18) - Good bombing.  
12 December 1944 - Essen (5.21) - Many fires in T/A; cloud.  
24 December 1944 - Essen-Mulheim airfield (5.01) - Bombed airfield.  
14 January 1945 - Saarbrucken (6.33) - Successful attack.  
16 January 1945 - Magdeburg (6.01) - Duty carried out.  
22 January 1945 - Gelsenkirchen (5.01) - Bombed as ordered.  
1 February 1945 - Mainz (6.29) - Good attack.  
4 February 1945 - Gelsenkirchen-Nordstern (5.53) - Bombed in cloud; fires seen.  
7 February 1945 - Goch (5.43) - A/c recalled by M/Bomber.  
9 February 1945 - Wanne Eickel (5.28) - Good bombing.  
13 February 1945 - Bohlen (8.25) - Successful sortie.  
21 February 1945 - Worms (7.19) - Good bombing with many fires.  
23 February 1945 - Essen (5.51) - Many fires.  
27 February 1945 - Mainz (6.27) - Concentrated attack.  
2 March 1945 - Cologne (5.27) - Successful.  
3 March 1945 - Kamen (6.16) - Bombed as ordered; fires.  
5 March 1945 - Chemnitz (8.42) - Concentrated bombing.  
7 March 1945 - Hemmingstedt (5.55) - Combat with Ju.188; own a/c and e/a damaged. Hit

target.

12 March 1945 - Dortmund (5.35) - Many fires in target area.

13 March 1945 - Wuppertal (5.38) - Bombed as ordered.

14 March 1945 - Homberg (6.24) - Good fires burning.

Flight Sergeant Springham has now completed 32 operational sorties as a mid-upper gunner in Halifax III aircraft of this squadron. Of these sorties, 29 have been to targets in the most heavily defended areas of Germany. He was wounded in the head by flak on one occasion and at other times he has only narrowly missed injury. In spite of these narrow escapes, however, he has at all times displayed outstanding keenness, courage and determination to carry the attack to the enemy regardless of any personal risk.

On the Hemmingstedt raid of 7/8th March 1945, he assisted his colleague in the rear turret in a successful combat with a Junkers 188 night fighter. The enemy machine had just made an attack on a nearby Lancaster when it turned and attacked the Halifax. Although the Halifax was hit on several occasions, Flight Sergeant Springham kept his guns firing and hits were distinctly seen on the enemy aircraft which broke off the attack and was lost.

Throughout this encounter Flight Sergeant Springham was cool and efficient and his conduct was an inspiration to the others in the crew.

It is recommended that this non-commissioned officer's outstanding record of operations, his constant courage under fire and his devotion to duty at all times be recognized by the award of the Distinguished Flying Cross.

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SPROULE, F/L Frederick Howard (J5820) - **Distinguished Flying Cross** - No.42 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 22 September 1918. Enlisted in Calgary, 12 October 1940. To No.1 ITS, 22 December 1940. Graduated and promoted LAC, 27 January 1941; to No.9 EFTS that date; to No.2 SFTS, 6 April 1941. Graduated and commissioned, 21 June 1941. To Trenton, 22 June 1941; to No.2 SFTS, date uncertain; promoted Flying Officer, 15 March 1942; to No.133 Squadron 8 September 1942. To "Y" Depot, 13 June 1943; to RAF overseas, 15 July 1943. Promoted Flight Lieutenant, 1 August 1943. As of 24 June 1944, posted in theatre from No.3 RFU (whatever that is) to S.L.A.I.S. (whatever that is). No.42 Squadron, July 1944 to June 1945. Repatriated, date uncertain; to No.8 Release Centre, 23 September 1945; retired 30 October 1945, settling in Vancouver. Died in Victoria, 4 November 2015. RCAF photo PL-2918 shows a group of British Columbian LACs after receiving wings at Uplands - R.F. Fisher (Armstrong), M.C. Cuthbert (Vancouver), D.R. Gill (Cranbrook), D.L. Price (Victoria), F.H. Sproule (Vancouver), G.D. Fowler (Ladner). RCAF photo PL-2928 shows him receiving wings

from Minister of Munitions, C.D. Howe.

Flight Lieutenant Sproule has frequently led formations against Army support targets in Burma. In March 1945, whilst leading an attack on a gun position, he was wounded and his aircraft was damaged by heavy anti-aircraft shells. He returned to base where he completed a successful landing without further damage. He has at all times shown the greatest keenness on operations and his courage and determination have played a large part in the fine results which his squadron has achieved.

PL-60253, caption dated 28 February 1945. "Two Canadian Hurri-bombers are among the busiest men of the Burma front. The wing flies day and moonlight sorties against a large variety of targets in support of the 14<sup>th</sup> Army in its advance against Mandalay and the Irrawaddy Valley. Hurri-bombing calls for the utmost precision and is usually controlled by advanced Visual Control Posts right in the front lines. Sometimes the pilots bomb within 50 yards of our troops, which then advance and take positions. On left is F/L F.H. Sproule, Vancouver (5557 Larch Street), B.C., flight commander of the squadron and on right Warrant Officer H.E. 'Johnny' Walker, Toronto (14 McCord Street) Ontario. Hurri-bombers have been active on all parts of the Burma Front, have played big part in repelling Japs from Imphal and in the 14<sup>th</sup> Army's advance from Imphal to Chindwin and Irrawaddy."

RCAF Press Release dated 21 March 1945 from "Crampton", transcribed by Huguette Oates, reads:

MANDALAY FRONT: -- When Flight Lieutenant Fred H. Sproule, (J5820), 5557 Larch Street, Canadian Hurri-bomber pilot from Vancouver, swooped low to attack a Jap Bofors gunpost after bombing his target just south of Mandalay, a burst from the gun holed his aircraft and splinters wounded him in the thigh.

The electrical circuits and brakes of his Hurricane were knocked out of commission but he got the Hurricane back and landed it safely at base. It was his first operation after a leave spell in Calcutta. At the casualty clearing station today, Sproule received word that aircraft from his squadron had been out again and, among other things, they had wiped out the gun that had so nearly accounted for him. Only slightly wounded, Sproule is making a good recovery, finds the hardest thing to face is another leave-period just after his last one.

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SPROULE, W/C John Alexander, DFC (C89500) - **Netherlands Bronze Lion** - No.437 Squadron - Awarded 1 January 1946 as per **London Gazette** of that date and AFRO 183/46 dated 22 February 1946. Former CAN/RAF with interesting career. Born Brandon, Manitoba, 23 November 1917. Joined RAF, 1937. Awarded DFC (**London Gazette**, 20 October 1944) as

Wing Commander and CO, No.48 Squadron. Commanded No.437 on its formation and led it to Arnhem (shot down, wounded). Transferred to RCAF, 4 October 1944. In postwar RCAF (20459); awarded Queen's Coronation Medal, 23 October 1953 as a Wing Commander in London. Retired 9 May 1969. Died in Ottawa, 1995. See on-line Brandon **Sun** article (<https://www.brandonsun.com/westman-this-week/brandon-soldier-played-pivotal-role-in-second-world-war-456417833.html>). Photo PL-33876 shows him alone; PL-33878 with squadron badge and his second-in-command, S/L Charles McVeigh; PL-33879 also shows him. Photo PL-44169 (ex UK-21846 dated 31 May 1945) shows No.437 Squadron mascot "Brevet", W/C J.A. Sproule and S/L Charles McVeigh near Brussels. Public Records Office Air 2/9642 has recommendation.

On the 1st September 1944 this officer was appointed to command a newly formed transport squadron. Despite the short time available the squadron attained a very high standard of efficiency and participated fully in every phase of the airborne operations in the Arnhem theatre. Wing Commander Sproule led the squadron on the first sortie of the operations and throughout he has displayed good leadership and determination which contributed materially to the success of many sorties.

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SPRUSTON, F/O Leslie (J24153) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 5 October 1916 in Edson, Alberta; home in Vancouver; enlisted there 15 September 1939 as Equipment Assistant. To Western Air Command, 4 February 1940. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. To St. Thomas, 10 June 1940. Promoted Corporal, 1 July 1940. To Trenton, 29 July 1940. To No.4 SFTS, 12 August 1940. Promoted Sergeant, 1 February 1941. Promoted Flight Sergeant, 1 March 1942. Remustered to aircrew and posted to No.7 ITS, 6 June 1942, reverting to Sergeant that date; to No.6 EFTS, 29 July 1942; may have graduated 25 October 1942 but not posted to No.4 SFTS until 7 November 1942; graduated and commissioned, 5 March 1943. To No.31 GRS, 19 March 1943. To "Y" Depot, 12 June 1943. To RAF overseas, 22 June 1943. Promoted Flying Officer, 5 September 1943. Promoted Flight Lieutenant, 5 March 1945. Date of repatriation uncertain. Retained in postwar RCAF as pilot; still serving as of 1959; date of retirement uncertain. Award presented in Vancouver, 22 October 1949. Died in Delta, British Columbia, 13 April 2013. Photo PL-35868 is a wartime portrait. Photo PL-128076 is a portrait taken at Penhold, 1959. 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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SPRUSTON, S/L (now W/C) Thomas Arthur (C5780) - **Member, Order of the British Empire** - No.4 Bombing and Gunnery School - 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 in Liverpool, 18 November 1908 while parents vacationing in England (RCAF Press Release 4907 announcing award). Raised in Ladysmith, British Columbia. Employed by Victoria Lumber and Manufacturing Company when he enlisted, Vancouver, 26 September 1930 in aero engine branch. Sergeant as of 1 April 1939. To St. Thomas, 1 November 1939. Promoted Flight Sergeant, 1 October 1940. To No.1 Training Command, 20 January 1941. Promoted WO2, 15 February 1941. Commissioned, 1 July 1941 in Aero Engineer Branch with rank of Flying Officer. To No.1 SFTS, 3 August 1941. Promoted Flight Lieutenant, 15 January 1942. To "Y" Depot, 19 March 1942. To No.4 BGS, 26 August 1942. Promoted Squadron Leader, 15 January 1943. Promoted Wing Commander, 1 August 1944. Posted elsewhere, 9 September 1944. To No.1 BGS, 30 November 1944. To No.1 Air Command, 18 February 1945. To No.10 BGS, 3 April 1945. Wife and children in St. Thomas, Ontario when he was honoured. Award presented 17 August 1945. Remained in RCAF after the war, rising to Group Captain; commanded No.6 Repair Depot and was Senior Maintenance and Engineering Office for the RCAF in Europe. After retirement he was Vice-President (Engineering and Maintenance) for Transair. Died in Ottawa, 28 November 1998.

This officer, throughout his extensive career, has served with great keenness and ability. His competence, combined with excellent qualities of leadership and organizing ability, have been clearly reflected in the efficient manner in which he has executed all tasks allotted to him. By his diligence and devotion to duty he has greatly increased the efficiency of the maintenance wing. His material contribution to the welfare of this unit is most praiseworthy.

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SPURR, F/O Lawrence Esmond (J91114) - **Mention in Despatches** - No.416 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. See **War Service Records 1939-1945** (Canadian Bank of Commerce, 1947). Born 15 June 1923, Middleton, Nova Scotia; home in Middleton, Annapolis County, Nova Scotia; enlisted in Annapolis Royal, Nova Scotia, 22 June 1942. Trained at No.6 ITS (graduated 19 February 1943), No.12 EFTS (graduated 16 April 1943) and No.6 SFTS (graduated 20 August 1943). Reported to No.41 Squadron, 14 June 1944 at which time he had flown 400 hours. Shared a damaged claim on an Me.262 (25 February 1945) and shared in destruction of a Do.217 (3 May 1945). Certificate sent to him at Middleton, Nova Scotia, 10 August 1948. Served in postwar RCAF (17807), flew Sabres in Korean War and won American DFC. Retired 21 December 1970 to Middleton, Nova Scotia. Died in Middleton, 1973. Public Records Office Air 2/9110 has a recommendation for a Belgian Croix de Guerre. Although not granted, the text is given here as there might be a connection with his MiD. Stated as having flown 150 sorties (208 operational hours).

Flying Officer Spurr has served with his present squadron since August 1944 throughout the advance from the beachhead until VE-Day. On several occasions he led the flight and squadron and helped to destroy one enemy aircraft and

damaged another. In ground attacks, he damaged over 100 ground targets and his daring and leadership on these attacks was an inspiration to the whole of the squadron.

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SQUIBB, F/O Arthur George (J86687) - **Distinguished Flying Cross** - No.49 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 14 April 1923 at Lachine, Quebec; home there (apprentice draughtsman); enlisted in Montreal, 27 February 1942. To No.5 Manning Depot, 16 March 1942. 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; may have graduated 4 December 1942 but not posted to No.13 SFTS until 27 December 1942; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 26 May 1943; to RAF overseas, 22 June 1943. Commissioned 15 May 1944. Promoted Flying Officer, 15 November 1944. Repatriated 10 February 1945. To No.1 Air Command, 13 February 1945. To No.5 OTU, 15 March 1945. To Release Centre, 2 September 1945; retired 7 September 1945. Award presented in Montreal, 25 November 1949. Photo PL-48265 taken at investiture, with F/O W.W.B. Squibb. 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 2/9089 has recommendation dated 1 February 1945 when he had flown 30 sorties (165 hours 25 minutes), 24 June to 8 December 1944.

\* denotes daylight sortie

www.bombercommand.com



24 June 1944 - Pommerval (3.20)  
4 July 1944 - Creil (4.20)  
7 July 1944 - Creil (4.50)  
12 July 1944 - Culmont Chalindrey (8.20)  
28 July 1944 - Stuttgart (7.40)  
30 July 1944 - Caen (5.20)\*  
31 July 1944 - Tilly (5.00)\*  
1 August 1944 - La Ereteque (4.05)\*  
2 August 1944 - Trossy (4.00)\*  
3 August 1944 - Trossy (4.15)\*  
5 August 1944 - St.Ley (4.45)\*  
7 August 1944 - Sequeville (3.45)  
9 August 1944 - Chaterlerauly (6.25)  
11 August 1944 - Givors (8.20)  
12 August 1944 - Brunswick (6.00)  
17 September 1944 - Boulogne (3.05)\*  
18 September 1944 - Bremerhaven (5.00)  
19 September 1944 - Munchen Gladbach (4.30)  
23 September 1944 - Handorf (5.30)  
26 September 1944 - Karlsruhe (6.40)  
27 September 1944 - Kaiserlauten (6.30)  
5 October 1944 - Kaiserlauten (5.00)\*  
6 October 1944 - Bremen (5.00)  
14 October 1944 - Brunswick (7.00)  
19 October 1944 - Nuremburg (7.10)  
4 November 1944 - Ladbergen (4.25)  
11 November 1944 - Harburg (4.50)  
20 November 1944 - Munich (9.30)  
4 December 1944 - Heilbonn (6.50)  
8 December 1944 - Heinbach (4.00)

Flying Officer Squibb has completed a successful tour of operations with No.49 Squadron during which he participated in 30 sorties, eight of which were daylight operations, and night attacks were made on heavily defended targets in Germany, including Brunswick (twice), Karlsruhe, Bremen and Munich.

When detailed to attack Munich on the night of 20th November 1944, Flying Officer Squibb was informed, on reaching the French coast, that his navigational equipment was unserviceable. Despite the fact that he still had the major part of the outward journey, and all the return journey to Base to complete, involving several hours flying, he immediately decided to carry on with his mission, and by his tenacity of purpose and skill succeeded in reaching his target and bombing it successfully.

This episode is typical of the way this officer has comported himself throughout his operational tour, being at all times determined to press home his attacks to the best of his ability, and showing the way to his crew in the matter of coolness under fire.

In addition to his capable handling of his crew and aircraft as a captain throughout his tour, he has at all times taken every opportunity to improve his knowledge of the tactics of bombing, to enable him to inflict the maximum damage when attacking the enemy.

For his courage and determination in the face of the enemy, and application to his task throughout his operational tour, I recommend the award of the Distinguished Flying Cross.

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SQUIRE, WO1 Morley (RCAF 430) - **Member, Order of the British Empire** - No.6 SFTS - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 2 May 1900 in Somerset, England; educated in that country including Royal Naval Air Service Instrument School. Worked for Great Western Railway as machinist, 1914-1917. Member, RNAS, 16 February to 31 March 1918 and RAF, 1 April 1918 to 2 May 1922 (Fitter, England and Germany). Employed by Westland Aircraft, for six months (1923) as engine fitter. Enlisted in RCAF at High River, Alberta, 2 August 1926 as Airframe Mechanic. To Camp Borden, 31 December 1927. Completed course there, 1 March 1928. To Winnipeg, 18 March 1928. To Station Vancouver, 19 March 1928 for course in seaplane maintenance. Promoted AC1, 1 May 1928. To No.1 Photo Detachment, High River, 7 May 1928. To Station Vancouver, 1 December 1928. Promoted LAC and Corporal, 1 March 1929. Assigned to No.4 (Flying Boat Squadron), 1933 where he is several times described as "a good camera operator.". To Dartmouth, 31 July 1935 for duty with No.5 (Flying Boat) Squadron. Promoted Sergeant, 1 April 1938. Promoted Flight Sergeant as of 1 September 1939. At No.4 Repair Depot as of 1 December 1939. Promoted WO2, 1 November 1940. To No.6 SFTS, 16 November 1940. Promoted WO1, 1 April 1942. Reclassified as Master Mechanic, 1 February 1943. To No.9 SFTS, 27 November 1944. To No.3 SFTS, 22 May 1945. To No.10 Repair Depot, 29 September

1945. To No.5 Release Centre, 28 May 1946; retired 5 October 1946, Re-engaged as Plying Officer, Primary Reserve, 1 June 1952 with No.187 Squadron, Royal Canadian Air Cadets, High River. Promoted Flight Lieutenant, 1 November 1955. Retired 1 September 1962. Award presented 10 July 1945. Died in High River, 9 August 1980 as per **Legion Magazine** of December 1980.

This warrant officer, over a period of seventeen years, has established a fine record of loyal service. He has been in charge of the station workshops for the past three years and has displayed outstanding ability, initiative and energy in this work. The high record of aircraft serviceability on this station in a large part is due to his untiring efforts.

Recommendation raised 13 January 1944 by W/C A.D. Nesbiitt, noting he had been recommended once earlier. He was NCO in charge of Station Workshops. Submission read:

WO1 Squire enlisted in August 1926, and during his 17 ½ years with the RCAF has established a fine record of loyal service.

Shortly after the opening of this Station in November 1940, WO1 Squire was in complete charge of the Maintenance Section, and his organizing ability, initiative and energy laid the foundation for an efficient Maintenance Section.

WO1 Squire is now the NCO in charge of Station Workshops, and his efficient and tireless efforts contribute in large measure to the extremely high record of serviceability of aircraft on this Station, thus making an important contribution to the training plan.

In addition to his normal duties, WO1 Squire sets a fine example by taking an active part in promoting Station activities.

**Note:** The listing of his postings in the 1920s and 1930s hint at the life of a mechanic employed on photo operations. By way of example, on 19 July 1928 he proceeded from Vancouver to Salmon Arm. An entry for 12 September 1928 reads, "Left Salmon Arm by air at 1045 hours 2/9/28 arrived Alexis Creek 1545 hours 2/9/28, thence by road leaving Alexis Creek 1000 hours 3.9/28, arrived Williams Lake 1300 hours 3.9/28, thence by air from Williams Lake at 0950 hours 4/9/28 arriving Fraser Lake 1240 hours 4/9/28." On 28 October 1928 he flies from Fraser Lake to Vancouver. On 20 October 1930 the following members of No.1 Photo Detachment proceed by air to Comox- F/O C.R. Dunlap, Corporal W.C. Attwood, and Corporal M. Squire. They return from Comox on 31 October 1930. In July and August 1931 he is on temporary duty to Sproat Lake. On 6 July 1932 the following leave Station Vancouver for Rivers Inlet on temporary duty: F/L A.L. Morfee, F/O C.R. Dunlap, FS A.H. Warner, Corporal M. Squire and Acting Corporal G.R. Lortie. In August 1932 at Rivers Inlet. From Vancouver he is reported to have flown 21.15 in April 1933, 20.30 in May 1933, 12.10 in June 1933, 3.20 in July 1933, 7.50 in August 1933, and 30 minutes in September 1933. It may be noted that he is in the Queen Charlotte Islands from 3 April 1933 to 14 June 1933. With No.5 (Flying Boat) Squadron he often draws flying pay or crew pay, usually for one or two days but for 27 days between 5 May and 31

May 1938 and 31 days for the whole of July 1938.

West coast operations also included a lot of movement by boat - some of it very long. The Station Vancouver Orders dated 5 December 1930 record the following for Squire alone, as a member of No.1 Photo Detachment: by boat from Comox Lake, 0700 hours, 8 November 1930, arriving Vancouver, 2000 hours, 8 November 1930; departing on detached duty from Vancouver, by boat, 2000 hours, 10 November 1930, arriving Prince Rupert, 1015 hours, 12 November 1930; re-part Prince Rupert by boat, 0005 hours, 29 November 1930, arriving Vancouver 0700 hours, 1 December 1930.

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ST.AMOUR, F/L Joseph Eusebe Real (C13682) - **Mention in Despatches** - No.425 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 29 April 1916 at Notre dame de Salette, Quebec; home in Ottawa; took commercial course at University of Ottawa, 1932-1934; attended Kempville Agricultural School, 1935-1936; enlisted in Ottawa, 21 April 1937 as clerk served at Trenton (1938), attaining rank of LAC, 1 November 1938; at No.1 Training Command, Toronto as of 25 February 1939; promoted Corporal, 1 March 1950; to Rockcliffe, 15 May 1940; to AFHQ, 6 June 1940; to Rockcliffe again, 31 July 1940; to No.4 Manning Depot, Quebec, 30 September 1940; promoted Sergeant, 1 November 1940; promoted Flight Sergeant, 1 July 1941; to No.5 Manning Depot, Lachine, 7 April 1942; promoted WO2, 1 June 1942. Commissioned 4 September 1942. To No.8 AOS, 18 September 1942. Promoted Flying Officer, 1 June 1943. Promoted Flight Lieutenant, 1 November 1943. To "Y" Depot, 16 January 1944. Taken on strength of No.3 PRC, 6 February 1944. Repatriated 23 July 1945. To No.1 Air Command, 4 September 1945. Retired 3 June 1947. Postwar a manager of the Hull Transit System. Honourary Colonel of No.425 Squadron, 1992. Died in Ottawa 27 December 2004. Photo PL-33472 (ex UK-15987, 26 October 1944) shows F/L Real St. Amour, G/C Wilbur Pleasance and Cardinal Villeneuve during the Cardinal's visit to No.425 Squadron and a war bond sales drive. Photo PL-33565 (ex UK-16052 dated 23 October 1944) shows him selling a war bond to Cardinal Villeneuve. Photo PL-33576 shows F/O W.G. Phalen (right) and F/L Real St. Amour. RCAF Photo PL-42073 (ex-UK-18913) circa 20 February 1945 shows S/L Charles Fournier (Montreal, personnel counsellor), F/L Real St.Amour and F/L Guy Vandry (Quebec City, veteran of a Coastal Command tour with an RAF squadron), looking at a photograph. Photo PL-42074 (ex-UK-18914, same date) shows St.Amour at his desk. Photo PL-42075 (ex-UK-18915, same date) shows S/L Charles Fournier and F/L St. Amour. Unit identified in AFRO only as "Overseas"; proper unit identified in DHist file 181.009 D.1725 (PAC RG.24 Box 20607). DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded to No.6 Group Headquarters, 3 February 1945; had served six years eight months in Canada, one year overseas.

This officer, who has been the Adjutant of No.425 Squadron for nearly a year, is without doubt far above the average both in work and in ability. He has been of

invaluable assistance to his Squadron Commander and to the squadron as a whole. He is endowed with seemingly tireless energy and each task is undertaken by him with great enthusiasm and gusto. His loyalty, cheerfulness and forceful character have had much to do with keeping morale of the squadron at a very high level.

ST.AMOUR, F/L Joseph Eusebe Real (C13682) - **Member, Order of the British Empire** - No.425 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Award presented 9 December 1947. No citation in AFRO; DHist file 181.009 D.1731 (NAC RG.24 Vol.20608) has recommendation as follows:

This officer has been a member of the Royal Canadian Air Force for eight years, during which time he has displayed a very high standard of loyalty and devotion to duty. He has, for the last thirteen months, occupied the position of Adjutant to this squadron and has performed his duties in an extraordinarily effective manner. His cheerfulness, untiring zeal and capacity for work have added in great measure to the efficiency and high morale of the squadron personnel. His sympathetic handling of the aircrew and their many and varied problems has been of the greatest help to his Commanding Officer. His loyalty and devotion to duty have become part of the squadron tradition, and he has earned the gratitude of countless aircrew who have passed through the unit. Flight Lieutenant St.Amour's energies and enthusiasm have also shown up in his magnificent work during the Sixth, Seventh and Eighth Victory Loan campaigns in which he was the driving force behind the squadron's and the station's success. This work in the Loan Drive was in addition to his already onerous duties as Squadron Adjutant.

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ST.AMOUR, F/O Roger Antoine (J37781) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born in Montreal, 13 January 1924; home there. Enlisted there 10 September 1942 and posted to No.5 Manning Depot. To No.9 BGS (guard), 23 October 1942. To No.3 ITS, 20 February 1943; graduated and promoted LAC, 30 April 1943; posted next day to No.11 EFTS; ceased training and posted to No.5 Manning Depot, 29 May 1943; to No.4 AOS, 18 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, 29 April 1944. Repatriated 26 September 1946. Retired 4 December 1946. Transferred to Reserve (Auxiliary) with No.438 Squadron, 17 December 1946 with rank of Flying Officer. Retired again, 17 November 1947. Award presented in Montreal, 25 November 1949. Died in Mississauga, Ontario, 20 March 2008.

This officer has taken part in many operational sorties against such heavily defended targets as Duisburg, Essen, Cologne and Dusseldorf. In September

1944 his aircraft was detailed to attack Castrop-Rauxel. Before reaching the target the aircraft sustained considerable damage from anti-aircraft fire but despite this the attack was completed. Subsequently Flying Officer St.Amour cleared away the debris and gave the pilot new directions. His skill as a navigator and cool determination in the face of danger have been an inspiration to the other members of his crew.

The original recommendation (DHH file 181.009 D.1730, Library and Archives Canada RG.24 Volume 20607) was submitted 14 December 1944 by W/C Hugh Ledoux when he had flown 30 sorties (161 hours 45 minutes), as follows:

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

28 August 1944 - Ferfay (3.25)  
3 September 1944 - Volkel (3.55)  
9 September 1944 - Le Havre (4.05)  
10 September 1944 - Le Havre (4.40)  
11 September 1944 - Casrop Rauxel (5.20)  
12 September 1944 - Wanne Eickel (5.20)  
25 September 1944 - Calais (4.35)  
26 September 1944 - Calais (4.05)  
27 September 1944 - Bottrop (5.05)  
28 September 1944 - Cap Gris Nez (4.15)  
30 September 1944 - Sterkrade (5.10)  
4 October 1944 - Bergen (8.50)  
6 October 1944 - Dortmund (6.05)  
9 October 1944 - Bochum (6.50)  
12 October 1944 - Wanne Eickel (5.55)  
14 October 1944 - Duisburg (5.55)  
14 October 1944 - Duisburg (5.35)  
15 October 1944 - Wilhelmshaven (4.50)  
23 October 1944 - Essen (5.15)  
25 October 1944 - Homburg (5.10)  
28 October 1944 - Cologne (5.55)  
30 October 1944 - Cologne (5.40)  
1 November 1944 - Oberhausen (5.55)  
2 November 1944 - Dusseldorf (5.55)  
4 November 1944 - Bochum (5.55)  
27 November 1944 - Neuss (5.25)  
29 November 1944 - Duisburg (6.20)  
2 December 1944 - Hagen 7.20)  
4 December 1944 - Karlsruhe (5.20)  
6 December 1944 - Osnabruck (6.20)

This officer has displayed great navigational ability and has set a splendid example of fearlessness and devotion to duty. He has taken part in many operational sorties over heavily defended targets such as Duisburg, Essen, Cologne and Dusseldorf.

On the 11<sup>th</sup> of September 1944, when detailed to attack Castrop-Rauxel, the aircraft twice met intense enemy ground opposition and was riddled with flak. Successful bombing was carried out and this officer coolly cleared away the debris and gave the pilot new directions. He then proceeded to check on the crew when he found the Wireless Operator/Air Gunner unconscious. As he was preparing to administer first aid, he noticed that the oxygen line had been severed by flak. The WAG was taken to rest position where consciousness was regained.

Throughout his tour, the record of Flying Officer St. Amour has been distinguished by his untiring zeal, cheerfulness coupled with his exceptional navigational ability which have always inspired the remainder of his crew. This officer's valuable services and gallantry warrants my recommendation for the non-immediate award of the Distinguished Flying Cross.

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ST.AUBIN, F/O Joseph Theobild William (J13946) - **Mention in Despatches** - No.202 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 5 July 1916; Canadian although his home is Grosse Pointe, Michigan; enlisted in Windsor, Ontario, 5 August 1941 and posted to No.1 Manning Depot. To No.14 SFTS (guard), 1 September 1941. To No.5 ITS, 27 October 1941; graduated and promoted LAC, 20 December 1941 when posted to No.22 EFTS; ceased training and posted to Trenton, 7 February 1942; to No.4 AOS, 28 February 1942; graduated 6 June 1942 when posted to No.4 BGS; may have graduated 18 July 1942 but not posted to No.1 CNS until 25 July 1942; graduated and commissioned 5 September 1942. To No.1 GRS, 25 September 1942. To "Y" Depot, 7 November 1942. To RAF overseas, 22 November 1942. Promoted Flying Officer, 5 March 1943. Repatriated 12 August 1944. Promoted Flight Lieutenant, 5 September 1944. To No.1 GRS, 12 September 1944. To No.1 Radio and Navigation School, 4 February 1945. To No.4 Release Centre, 5 September 1945. Retired 12 September 1945.

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ST.GERMAIN, FS (now P/O) Joseph René Marcel (R96959/J89972) - **George Medal** - No.425 Squadron - Award effective 27 October 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born in Montreal, 5 November 1919; home there (driver);



enlisted there 20 October 1941. To No.1 Manning Depot, 16 November 1941. To No.3 ITS, 31 January 1942. To No.5 Manning Depot, 3 March 1942. To No.4 Manning Depot, 23 March 1942. To No.5 Manning Depot, 22 May 1942. To No.3 ITS again, 1 August 1942; graduated 24 October 1942 and promoted LAC. To No.11 EFTS, 21 November 1942. Ceased pilot training and posted to Composite Training School, 1 January 1943. To No.7 BGS, 19 February 1943; to No.1 AOS, 15 May 1943. Promoted Sergeant, 25 June 1943. To "Y" Depot, Halifax, 9 July 1943. To RAF overseas, 15 July 1943. Commissioned 12 September 1944. Repatriated to Canada, 27 November 1944. To No.3 Training Command, 9 January 1945. Released 26 March 1945. Invested with award by King George VI, 7 November 1944. Event also led to award of George Cross to A/C A.D. Ross, George Medal to Corporal M. Marquet (which see for citation), and BEM to LACs M.M. McKenzie and R.R. Wolfe. Photo PL-33961 shows A/V/M McEwen congratulating St. Germain, McKenzie, and Marquet. PL-33962 and PL-33984 show Marquet alone. PL-33976 (ex UK-16363 dated 9 November 1944) shows him with his WAAF bride after investiture. PL-33981 taken outside Buckingham Palace shows Marquet, St.Germain, Ross, and McKenzie. PL-33984 (ex UK-16371 dated 9 November 1944) shows him alone after investiture. PL-40168 shows McEwen with Marquet, Ross and McKenzie NOTE: See DHist file 181.009 D.1725 (RG.24 Volume 20607) shows that Marquet was originally recommended for a George Cross (downgraded to GM); St.Germain was originally recommended for a George Medal (and it stood). See Ross entry for more on this award.

The original recommendation drafted 7 July 1944 by W/C J. Lecomte read as follows:

Having just returned from an operation against Foret d' Eawy, France, on the night of June 27<sup>th</sup>, 1944, Flight Sergeant St. Germain, Bomb Aimer with 425 Squadron, saw a Halifax bomber of his squadron crash on the aerodrome and burst into flames. Heedless of the imminent danger, this courageous Non-Commissioned Officer immediately ran to the scene of the crash. Cries were heard from within the aircraft, and he quickly perceived that the Rear Gunner was imprisoned in the tail turret. After seizing an axe from someone nearby, Flight Sergeant St. Germain was hacking at the side of the turret when a violent explosion hurled him to the ground. It was in this first explosion that Air Commodore Ross, who had been working alongside him, sustained an injury which resulted in the loss of a hand. Undaunted by the serious injury to this officer, Flight Sergeant St. Germain, with exceptional tenacity of purpose and with complete disregard for personal safety, returned to his self-appointed task. The heat was most intense, and the flames inside the turret had begun to lick at the imprisoned gunner's jacket. A sufficiently large aperture having been made, Flight Sergeant St. Germain succeeded in pulling out the gunner and, with the assistance of others, took him to the ambulance. Returning to the scene of the crash, he was again thrown violently to the ground by a second explosion. On

this occasion, with a magnificent display of self-sacrificing courage, he quickly rose and threw himself upon another victim lying near, shielding the latter's body from missiles resulting from the explosion.

Flight Sergeant St. Germain's tireless efforts, great presence of mind and fearlessness in the face of imminent danger, the Rear Gunner undoubtedly owes his life. I recommend that outstanding act of heroism be recognized by the award of the George Medal.

ST.GERMAIN, P/O Joseph Rene Marcel, GM (J89972) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Award presented 25 February 1949.

Pilot Officer St.Germain has proved himself to be an excellent bomb aimer. His outstanding skill, courage and devotion to duty have materially contributed to the successful completion of many operations against heavily defended targets. On one occasion in September 1944 his aircraft was detailed for an attack against Calais. While over the target area one engine of his aircraft was damaged and rendered unserviceable. Pilot Officer St.Germain gave his pilot directions and a second run was successfully accomplished. On the return flight, as the aircraft was nearing base, another engine caught fire. This officer's accuracy and coolness while acting as second pilot enabled his captain to execute a masterly landing.

NOTE: DHH file 181.009 D.1730 (Volume 3), found in National Archives RG.24 Volume 20607 has the original recommendation, for a DFM drafted 16 October 1944 by W/C H.C. Ledoux when he had flown 35 sorties (165 hours five minutes). Sortie list and submission as follows:

19 April 1944 - Sea search (4.30)  
25 April 1944 - Sea search (5.45)  
8 May 1944 - St. Pierre (4.20)  
9 May 1944 - Calais (3.45)  
22 May 1944 - Le Mans (5.10)  
27 May 1944 - Bourg Leopold (4.55)  
27 June 1944 - Foret d'Emry (4.40)  
1 July 1944 - Biennais (4.10)  
3 July 1944 - Biennais (4.25)  
5 July 1944 - Biennais (3.20)  
18 July 1944 - Wesseling (5.20)  
20 July 1944 - Ferme le Forestel (4.15)

24 July 1944 - Ferfay (4.00)  
25 July 1944 - Stuttgart (8.00)  
28 July 1944 - Hamburg (5.50)  
30 July 1944 - Amaye-sur-Seulles (4.45)  
31 July 1944 - Oeuf-en-Tornais (5.10)  
3 August 1944 - Foret de Nieppe (3.45)  
5 August 1944 - St. Leu d'Eseren (4.45)  
7 August 1944 - La Hogue (4.15)  
8 August 1944 - Foret de Chantilly (5.05)  
9 August 1944 - Foret de Nieppe (3.35)  
10 August 1944 - La Pallice (6.40)  
12 August 1944 - Foret de Montrichard (5.20)  
14 August 1944 - Bons Tassily (4.20)  
15 August 1944 - Brussels (4.20)  
18 August 1944 - Connantre (6.10)  
25 August 1944 - Brest/Cornouailles (4.25)  
28 August 1944 - Ferfay (3.25)  
31 August 1944 - Ile de Cotombre (4.55)  
13 September 1944 - Osnabruck (4.50)  
15 September 1944 - Kiel (5.15)  
17 September 1944 - Boulogne (3.55)  
25 September 1944 - Calais (4.10)  
26 September 1944 - Calais (3.45)

An outstanding Air Bomber, Flight Sergeant [sic] St. Germain has proved to be an excellent guide through enemy defences and has contributed materially to the successful completion of many operations over heavily defended targets.

Whilst over Calais, France, which his aircraft had been detailed to attack on September 25<sup>th</sup>, 1944, the port inner engine was hit and had to be feathered. As the accuracy of the first bombing run had been spoiled by this incident, Flight Sergeant Germain directed the pilot in an orbit and a second, this time successful, run was made over the target. It is considered that this Non-Commissioned Officer's coolness and devotion to duty contributed largely to the success of this operation.

On the return flight, as the aircraft was nearing base, the starboard outer engine suddenly caught fire. Flight Sergeant St. Germain's accuracy and steadiness while acting as second pilot enabled the captain, in no small measure, to make a masterly landing. This Non-Commissioned Officer has always operated with

enthusiasm and his constant display of skill, vigilance and courage have been most commendable.

This airman's gallantry is praiseworthy and I recommend him to the Non-Immediate award of the Distinguished Flying Cross.

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ST.JEAN, S/L Joseph Edward Gaston (J25368) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Ottawa, 10 April 1921; home there (ex-Royal Canadian Artillery); enlisted there 11 July 1940. Trained at No.5 ITS (graduated 12 September 1942), No.13 EFTS (graduated 11 December 1942) and No.2 SFTS (graduated 16 April 1943). Commissioned 1943. Award sent by registered mail 20 April 1949. Served in postwar RCAF (25833). Retired as Lieutenant-Colonel. Died in Ottawa, 14 September 2006. RCAF photo PL-40555 (ex UK-17074 dated 8 December 1944) is captioned as follows - "Prior to take-off all section leaders must assure themselves that everything is tip-top and that all those taking part in the operation have a thorough knowledge of their orders. The officer in charge of flying visits each crew before take-off and assures himself that everything is OK. Watching the take-off is S/L Eddie St. Jean (142 Arlington Avenue, Ottawa), Flight Commander in the Alouette Squadron. With him is F/O Pierre Berube, Prince Albert, Saskatchewan. S/L St. Jean was promoted to the rank of Squadron Leader when given command of one of the flights in the Alouette Squadron." PL-42486 shows him inside his aircraft. Photo PL-42487 (9 March 1945) shows him in front of Halifax. Photo PL-42549 (formerly UK19536), registered 15 March 1945 show Air Commodore C.R. Slemon, CBE presenting a silver cigarette box to S/L J.E.G. St. Jean, DFC, a trophy for No.425 Squadron bombing proficiency in January 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.1730 (PAC RG.24 Vol.20607) has recommendation dated 11 November 1944, at which time he had flown 21 sorties:

On September 28th, 1944, Flight Lieutenant St.Jean and his crew were detailed to bomb a synthetic oil plant at Bottrop in the Ruhr Valley. On the run in to the target, the flak barrage was intense. Predicted flak riddled the aircraft, severing the hydraulic line, thus rendering the hydraulic system unserviceable. Determined to drive home a successful attack, the pilot continued on track and the target was bombed successfully. Directly after the bombs had been released, it was necessary to feather the starboard inner engine. Flight Lieutenant St.Jean succeeded in flying the aircraft back to base on three engines.

Flight Lieutenant St.Jean is a pilot of a Halifax bomber who has had many sorties

over enemy territory. He has taken part in raids over the heavily defended targets of Stuttgart, Hamburg, Osnabruck and Kiel.

The exceptional skill of this pilot, coupled with his keen judgment and sense of timing, have on numerous occasions brought the aircraft out of danger. A tribute to his success as captain of the aircraft is the confidence that the other members of his crew have in his ability.

The sortie list was as follows:

25 July 1944 - Stuttgart (7.50, second pilot)  
28 July 1944 - Hamburg (6.00, second pilot)  
8 August 1944 - Foret de Chantilly (5.20)  
9 August 1944 - Foret de Nieppe (4.05)  
10 August 1944 - La Pallice (6.55)  
14 August 1944 - Bons Tassily (4.30)  
18 August 1944 - Connantre (6.05)  
25 August 1944 - Brest Cornouailles (4.25)  
27 August 1944 - Marquis Mimoyecques (4.45)  
31 August 1944 - Ile de Cezembre (4.55)  
13 September 1944 - Osnabruck (4.45)  
15 September 1944 - Kiel (6.15)  
17 September 1944 - Boulogne (4.15)  
25 September 1944 - Calais (4.10)  
26 September 1944 - Calais (4.00)  
28 September 1944 - Bottrop (5.10)  
29 September 1944 - Cap Gris Nez (4.10)  
30 September 1944 - Sterkrade (5.05)  
16 October 1944 - Duisburg (5.30)  
23 October 1944 - Essen (6.30)  
25 October 1944 - Hamburg (4.55)

\* \* \* \* \*

ST.LAURENT, FS Fernand (R55019) - **Mention in Despatches** - No.162 Squadron (deceased) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 22 July 1917. Home in St.Anaclet, working as a lighthouse guard at Pointe au Pere, Quebec; enlisted in Quebec, 20 October 1939. Initially an airframe mechanic. Trained at St. Thomas, Ontario, 11 November 1939 to 2 May 1940. Posted to Trenton Ontario where he was attached to No.6 Repair Depot. Promoted LAC, 1 October 1940. Promoted Corporal, 1

September 1941. In January and June 1942 he was commended as diligent and reliable, being recommended for promotion to Sergeant. Posted to No.1 GRS, Summerside, 7 July 1942. To Station Gander, 5 November 1942. To Station Torbay, 15 May 1943. To No.145 Squadron, 4 June 1943. Posted to No.9 BGS, Mont Joli, 6 August 1943 on remustering for Flight Engineer duty. Reclassified as a Flight Engineer, 15 November 1943 and promoted Sergeant. He had already been described as "A superior student, eager to learn, with a good practical knowledge of engines" (S/L H.E. Bishop, Chief Instructor, 4 October 1943). . He had already been on strength of No.162 (BR) Squadron from 8 October 1943. Posted to Iceland with that unit, 31 December 1943. Killed in action 24 June 1944 while in Hornell's crew. No citation.

His Flight Engineer training is interesting. He was first given a gunnery course (9 August to 17 September 1943) in which he fired 430 rounds from VGO guns in Fairey Battles and 600 rounds in the air from a Bristol turret (5.3 hours spent in turret manipulation). This part of the course involved guns, pyrotechnics and ammunition, turrets, and aircraft recognition, while he spent 12 hours 15 minutes in the air. The actual flight engineer syllabus is not described, but entailed study from 20 September to 2 October 1943 with both written and oral examinations.

There is also on file a report of a Unit Examination Board convened at No.162 (BR) Squadron on 15 November 1943. This dealt with the following:

Oral examination to determine the candidate's general knowledge of the operational problems connected with the aircraft power plants, auxiliary and ancillary equipment (70 percent of marks allotted).

Oral examination to determine knowledge of armament (10 percent of marks)

Observation of his practical application of aircraft drill and discipline during normal flight, combat and emergency landing routine.

The Board was presided over by J10110 F/L F.J. Grant and members were 1862 WO S.G. Cable and 333A Sergeant Codrenso. It duly found St.Laurent qualified in accordance with APS Bulletin 224 (paragraph 6) dated 15 March 1943.

His flying with No.162 (BR) Squadron was as follows: October 1943 - 17.05; November 1943 - 9.50; December 1943 - 45 minutes; January 1944 - 27.20; February 1944 - 31.10; March 1944 - 11.40; April 1944 - nil; May 1944 - 48.20; June 1944 - 58.10.

\* \* \* \* \*

ST.LAURENT, F/L Joseph Lucien (J88524) - **Distinguished Flying Cross** - No.425 Squadron -

Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945. Born 7 August 1922 in Bathurst, New Brunswick; home in Atholville, New Brunswick (clerk); enlisted in Montreal, 5 August 1942. Granted Leave Without Pay until 3 November 1942 when posted to No.5 Manning Depot. To No.31 SFTS (guard), 21 January 1943. To No.5 ITS, 6 February 1943; graduated and promoted LAC, 17 April 1943 when posted to No.10 EFTS; graduated 11 June 1943 and posted next day to No.2 SFTS; graduated and promoted Sergeant, 1 October 1943. To "Y" Depot, 15 October 1943; taken on strength of No.3 PRC, 21 October 1943. Commissioned 18 July 1944. Promoted Flying Officer, 18 January 1945. Repatriated 14 May 1945. To Moncton, 27 May 1945. To Halifax, 1 July 1945. Joined No.438 (Auxiliary) Squadron, 13 December 1948 (120121, Flying Officer); promoted Flight Lieutenant, 1 June 1948; retired 23 December 1948 to live in Montreal. Award sent by registered mail 21 December 1949. Shown in RCAF photo PL-42834 (ex UK-19955 dated 5 April 1945); caption states he had appeared in a film about the squadron while still an NCO pilot.

In December 1944 this officer was pilot of an aircraft detailed to attack Hagen. Shortly after the take-off ice started to form on the wings and the cold was so intense that the instruments became unserviceable. Loss of speed made the aircraft late in arriving at the target. Flight Lieutenant St.Amour pressed home his attack against heavy defences. This officer's gallantry and courage in the face of danger have been an excellent example to all.

The recommendation by W/C Ledoux was drafted 10 March 1945 when he had flown 32 sorties (211 hours 50 minutes) as follows:

12 October 1944 - Wanne Eickel (4.50, second pilot)  
15 October 1944 - Wilhelmshaven (4.50)  
1 November 1944 - Oberhausen (6.40)  
2 November 1944 - Dusseldorf (6.10)  
4 November 1944 - Bochum (5.40)  
6 November 1944 - Gelsenkirchen (5.00)  
27 November 1944 - Neuss (5.45)  
29 November 1944 - Duisburg (7.20)  
2 December 1944 - Hagen (7.35)  
4 December 1944 - Karlsruhe (6.40)  
5 December 1944 - Soest (7.50)  
6 December 1944 - Osnabruck (6.35)  
18 December 1944 - Duisburg (6.15)  
28 December 1944 - Opladen (6.05)  
29 December 1944 - Trois Dorf (7.30)  
30 December 1944 - Cologne (6.25)  
2 January 1945 - Ludwigshaven (7.30)  
5 January 1945 - Hanover (5.50)  
6 January 1945 - Hanau (7.15)  
1 February 1945 - Mainz (7.15)  
2 February 1945 - Wanne Eickel (6.15)  
4 February 1945 - Bonn (6.30)  
7 February 1945 - Goch (6.10)  
9 February 1945 - Wanne Eickel (6.40)  
13 February 1945 - Leipzig (8.15)  
17 February 1945 - Wesel (7.00)  
20 February 1945 - Mannheim (7.00)  
21 February 1945 - Worms (7.20)  
22 February 1945 - Essen (6.15)  
24 February 1945 - Kamen (6.45)  
27 February 1945 - Mainz (7.00)  
1 March 1945 - Mannheim (7.00)



Flying Officer St. Laurent, an intrepid pilot of a Halifax bomber and his crew, were detailed to bomb Hagen, Germany, on the night of December 2<sup>nd</sup>, 1944. Shortly after take-off, as the aircraft was flying at about 8,000 feet, ice started to form on the wings. The cold was so intense that the instruments became unserviceable. The airspeed indicator was useless. An electric storm encountered en route rendered the P.4 unserviceable. The "Gee" and H2S were damaged also.

Despite these terrific odds, the pilot decided to press home a successful attack. As the speed of the aircraft could not be maintained, it necessitated falling behind the bomber stream. A successful attack was made alone on a heavily defended target. Base was reached without further incident.

Throughout his thirty-two (32) trips over enemy territory, Flying Officer St. Laurent has exhibited excellent airmanship. His outstanding courage in the face of adversities has been a source of courage to the other members of his crew. His gallantry in the air is worthy of the highest praise. It is for this reason that I recommend Flying Officer St. Laurent for the non-immediate award of the Distinguished Flying Cross.

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ST.LAWRENCE, F/L Richard Walton Hall (C17424) - **Mention in Despatches** - No.143 Wing (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 London, Ontario, 30 May 1918. Home in Toronto (Kresge store employee including stockman, floor man and assistant manager). Member, RCASC Second Petrol Company, 22 July 1940 to 20 February 1941 (Driver, Corporal). Enlisted in RCAF, Toronto, 2 May 1941 as Radio Mechanic. Granted Leave Without Pay until 19 May 1941 when posted to No.1 Manning Depot. To University of Western Ontario, 13 June 1941. Promoted LAC, 20 September 1941. To Royal Military College, 6 October 1941. To No.1 Manning Depot, 25 October 1941. To No.31 Radio School, Clinton, 30 October 1941. Promoted Corporal, 1 July 1942. To "Y" Depot, 7 January 1942. Taken on strength of RAF overseas, 19 January 1942. To No.54 OTU, 7 February 1942. To No.57 OTU, 30 April 1942. To Officer School, 20 April 1943. Commissioned 20 May 1943 in Equipment Branch. Attached to Station Leeming, 8 July 1943 to 1 February 1944. Promoted Flying Officer, 20 November 1943. To No.129 Airfield, 1 February 1944. To No.143 Airfield, 27 March 1944. Accompanied it to France, 26 June 1944. Promoted Flight Lieutenant, 8 January 1945. Repatriated 26 September 1945; released 5 November 1945. Died in London, Ontario, 11 September 1983 as per **Airforce Magazine** of December 1983.

No citation but the following assessments indicate the nature and effectiveness of his work:

"Is a keen type and applies his efforts thoroughly." (F/L H.H. Poyntz, 24 February 1944). "A keen and energetic officer who has capably filled the position of Junior Equipment Officer at Leeming" (W/C C.B. Guest, same date).

"Has done splendid effort in organizing the NAAFI on this wing, a big factor towards the airmen's comfort, especially on a mobile wing." (F/L G. Broomfield, endorsed by G/C P.Y. Davoud, 28 November 1944)\

"I believe this officer is suitable for employment of staff duties." (G/C A.D. Nesbitt, No.143 Wing, 16 June 1945); "A very conscientious officer who has proved to be a capable and efficient equipment officer in the field." (G/C Nesbitt again, same date.)

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ST.PIERRE, Corporal Jean Gaston Roger (R111467) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 16 June 1915. Enlisted in Ottawa, 11 July 1941 as Armourer. Posted to No.4 Manning Depot on enlistment. To Air Armament School, 10 October 1941. Promoted AC1, 15 November 1941. To No.1 BGS, 17 November 1941. To Ottawa, 20 December 1941. To No.123 Army Cooperation Squadron, 17 February 1942. Promoted LAC, 1 July 1942. To "Y" Depot, 1 September 1942. To RAF overseas, 25 September 1942. Promoted Corporal, 1 January 1943. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Station Greenwood for "Tiger Force", 31 July 1945. To Release Centre, 4 September 1945; released 8 September 1945. Taught at College Militaire Royal (1953-1969) and University of Ottawa (1969-1980). Died in Ottawa, 27 July 2012. 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.1725 (PAC RG.24 Vol.20607) has recommendation forwarded to No.6 Group Headquarters, 5 May 1945. NCO in charge of Base Armament Equipment and Explosives Office; enlisted in Ottawa (home), 11 July 1941; had served 15 months in Canada, 30 months overseas:

This NCO was posted to the Base Armament Office at a time when it was apparent that the services of a qualified Armourer were needed to assist in the clerical work and distribution of explosives and armament equipment for Stations of No.62 (RCAF) Base. He came at a time when operations were heavy, and entered into the job with great energy and enthusiasm, which during the ensuing months have not in the least flagged. He is conscientious to a degree, and has worked hard and far beyond the bounds of normal responsibility,

continually ignoring time off in favour of continuing with duties in hand, regardless of the fact that they are not duties which an Armourer is normally required to carry out. This NCO's unselfish service has relieved Armament Officers in the Base of many routine but important details. It is considered that he has provided an outstanding contribution to the efficiency of the Base Armament services, very worthy of recognition by a "Mention in Despatches".

\* \* \* \* \*

ST.PIERRE, W/C Joseph Menard William (C786) - **Distinguished Flying Cross (United States)** - Overseas (No.425 Squadron) - Award effective 7 December 1943 as per **London Gazette** of that date and AFRO 644/44 dated 24 March 1944. Born in Chicago, 29 February 1912. Educated there and employed in American oil business. Came to Canada in 1931 with Imperial Oil; home in St.Eustache. Joined RCAF Auxiliary in Montreal, 15 June 1937 (No.18 Squadron). Flying Officer, 20 October 1939; Flight Lieutenant, 1 December 1940. To Trenton, November 1940, for Instructor's Course, then to No.6 SFTS, Dunnville. In April 1941 he went to No.11 EFTS, Cap de la Madeleine, as Chief Supervisor. Arrived in Britain, 22 January 1942; to No.11 OTU on same date; to RCAF Overseas Headquarters, 2 March 1942; to No.419 Squadron, 12 May 1942. Promoted Squadron Leader, 1 June 1942. To No.425 Squadron, 28 June 1942. Promoted Wing Commander, 15 August 1942. As of 13 August 1943 he had flown 1,069 hours 40 minutes as a pilot, 91 hours 30 minutes in other duties; 94 hours 15 minutes in previous six months. To Canada, 18 October 1943, arriving 24 October 1943; to UK again, 19 January 1944; to Canada, 18 March 1944; to No.3 Training Command, 31 March 1944; to No.9 BGS, 15 April 1944; promoted Group Captain, 1 August 1944. To Sea Island, 15 April 1945; to No.8 Release Centre, 4 December 1945; released 5 December 1945. Postwar with Imperial Oil, Montreal. Commended 9 October 1943 by Major-General J.H. Doolittle. Headquarters, 12th Air Force, General Order No.58 dated 1 October 1943 provides citation.

For extraordinary achievement while participating in aerial flight in the European and North African Theatres of Operations as pilot of a Wellington type aircraft. In command of his squadron for more than a year, Wing Commander St.Pierre has distinguished himself through his outstanding leadership and his efficiency in combat. Flying on many long-range bombing missions, his professional skill and unfailing devotion to duty have resulted in heavy damage to enemy shipping, military installations, and hostile aircraft. His courageous example has been of high inspiration to all who have served under him and reflects great credit upon himself and the Armed Forces of the United Nations.

ST.PIERRE, G/C Joseph Menard William (C786) - **Air Force Cross** - No.9 Bombing and Gunnery School (since moved to Station Sea Island) - Award effective 21 April 1945 as per **London**

**Gazette** dated 24 April 1945 and AFRO 802/45 dated 11 May 1945. Recommended by A/V/M Adelard Raymond, 31 January 1945. Award presented 5 October 1947. No citation in AFRO. Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has AFC citation. When recommended he had flown 1,170 hours (200 as instructor, 40 in previous six months).

Since returning from commanding an operational squadron overseas, this officer has been actively employed in bombing and gunnery instructional duties. As Commanding Officer of this Bombing and Gunnery School, he has devoted considerable time and energy in becoming thoroughly conversant with all phases of his work. His sound judgement, knowledge and pleasing personality have won for him the respect of all personnel under his command. Group Captain St.Pierre's devotion to duty has been an example and inspiration to all ranks. By his ability he has made a marked contribution to bombing and gunnery training.

NOTE: This AFC is interesting for several reasons. Raymond's recommendation bears comparison to the one finally sent to Government House:

This officer, since his return from overseas where he was C.O. of the "Alouettes" Squadron, has been actively employed in bombing and gunnery instructional duties. He is now filling the position of Commanding Officer of No.9 Bombing and Gunnery School at Mont Joli, Quebec, in a very capable manner. He has devoted considerable time and energy in becoming thoroughly conversant with all phases of bombing and gunnery procedure and his sound knowledge, judgement and pleasing personality have gained him the respect of all personnel under his supervision.

However, more interesting is earlier correspondence which indicates this may have been a bit of a "consolation prize" owing to RCAF failure to award him something for overseas service.

A/M Harold Edwards (AFHQ) to A/M Lloyd Breadner (Overseas, 5 January 1944  
"Wing Commander St.Pierre did outstanding work in connection with the organization and operation of the French Canadian squadron both in the United Kingdom and North Africa. I feel that his good work should be marked by the Air Ministry and that he should be granted an appropriate award. Would you please review his case and make the necessary representations if you concur."

Breadner (Overseas) to Edwards (AFHQ), 2 February 1944 - "This matter was investigated immediately following St.Pierre's return to UK from Africa. At that time we ascertained that he had not been recommended for a DFC and that Air Ministry did not approve principle of two awards for same duties. American DFC was non-immediate and was awarded for continuous good work while serving

with American Forces Middle East. Subsequent investigation by this headquarters indicates no outstanding event which would have justified an immediate DFC by RAF. Under circumstances do not consider it advisable to push this matter further particularly when St.Pierre's services were rendered under the command of two senior experienced RCAF officers. An AFC might have been recommended for his services in organizing 425 Squadron but no such recommendation was made."

Edwards (AFHQ) to Breadner (Overseas), 7 February 1944 - "Consider that it is not too late to give St.Pierre recognition for the outstanding work he did in connection with the organization and operation of 425 squadron. Would appreciate your giving consideration to his being awarded the Air Force Cross which I hereby strongly recommend.

RCAF Press Release No. 2447 dated 25 July 1943 read:

Among the French Canadians fighting in the Mediterranean theatre of war today, the RCAF has one of its most experienced pilot Wing Commander, Joseph St. Pierre of St. Eustache-sur-le-Lac, Quebec, who is in command of the famous French Canadian Squadron the "Alouette".

Joseph St. Pierre, son of Monsieur and Madame Adolphe St. Pierre, is in his early thirties and was born in Chicago. He has always been interested in flying, and after completing his studies, he joined the RCAF. This was in 1938 when he was attached to No. 118 Squadron of Montreal, then at the outbreak of war, he was stationed in Rockcliffe near Ottawa. Later, he returned to No. 118 Squadron stationed at St. Johns, N.B. In 1940, he qualified as pilot-instructor at Trenton Air Training School and was then appointed Flight Commander and subsequently chief-examiner of a squadron at the Military Air Training School at Dunville, Ontario.

After serving for a period of time as squadron leader, he was given charge of the Elementary Flying School of Cap-de-la-Madeleine, a command which he held for eight months. Last year, his long experience and ability as a pilot fully showed its worth overseas.

In Great Britain, he devoted himself to the formation of the French Canadian Squadron and in the midst of this great task, he found time to pursue his flying activities. He carried out reconnaissance flights, and took part in operational flights over heavily defended enemy targets such as the big raid on Essen.

On the 5th of October 1942, Wing Commander St. Pierre led, for the first time, his newly formed squadron on an operational attack against the enemy in a raid on Western Germany. In spite of very difficult and bad weather conditions, the objective was reached, and the target successfully bombed. Henceforth, the squadron went from success to success, and today he is leading his now toughened airmen into new successes in the Mediterranean.

Wing Commander St. Pierre combines all the qualities of a great leader with those of a man who is admired by his men, and he in turn looks on them with pride for the great work which they are carrying out under his command.

\* \* \* \* \*

STACKHOUSE, F/L Harold Albert (J9414) - **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 17 November 1916 on a farm near Tofield, Alberta. Joined Royal Bank, 1935. Home in Hoeder, Alberta; enlisted in Calgary, 4 March 1941. To No.2 Manning Depot, 22 April 1941. To No.38 SFTS, 15 May 1941 (guard). To No.4 ITS, 20 June 1941; graduated and promoted LAC, 26 July 1941 when posted to No.16 EFTS; graduated 12 September 1941 when posted to No.10 SFTS; graduated and commissioned 19 December 1941. To Embarkation Depot, 10 January 1942. To No.31 OTU, 14 March 1942. To Ferry Command, 30 June 1942. To RAF overseas, 27 July 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 19 December 1943. Repatriated 3 May 1945. To No.2 Air Command, 18 May 1945. To No.7 Release Centre, 28 June 1945. Retired 4 July 1945. Returned to Royal Bank, retiring 1975 in Brooks, Alberta. Died in Edmonton, 31 December 2003. No citation in AFRO. Flew coastal patrols and served a tour in Aden. Photos L-27442 and PL-27459 show him.

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STADDON, S/L Marvin Charles (C2328) - **Commended for Valuable Services in the Air** - RCAF Station Mountain View - 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. American in the RCAF. Born 9 June 1911 in Washington, D.C. Attended Southeaster University, Washington, 1926-1928; obtained pilot's license at DC Air Legion, 1928-1929, subsequently obtaining Commercial Pilot's License 16223 with Instrument Rating, Mechanic's Aircraft License 16270, Radio Licence and airline training. Self employed as instructor with his own aircraft and Instructor in Edward's Flying Service. Enlisted in Ottawa, 25 June 1940 and posted to No.1 Manning Depot, Toronto. To Central Flying School, Trenton, 26 July 1940. To No.1BGS, 16 August 1940. Promoted Acting Flight Lieutenant, 1 November 1940. To AFHQ, 22 February 1941. Promoted Squadron Leader, 15 February 1942. To No.9 BGS, Mont Joli, 16 April 1942. To

No.6 BGS, Mountain View, 26 July 1942. Reverted to Flight Lieutenant, 26 July 1942. Restored to Squadron Leader, 10 August 1942. To AFHQ, 20 May 1943. To Mountain View, 24 July 1943. To No.3 Training Command, 28 July 1943. To No.10 BGS, 14 September 1943. To No.5 BGS, Dafoe, 25 November 1943. Promoted Wing Commander, 1 April 1944. To No.6 OTU, 1 February 1945 for course. To "Y" Depot, 23 March 1945. Embarked from Canada, 13 April 1945; disembarked in Britain, 22 April 1945. To Transport Command Headquarter, Morecombe, 30 April 1945. Attached to No.64 Base, 7-14 May 1945. Attached to No.62Base, 15-17 May 1945. To No.187 Squadron, 20 May 1945 (Dakotas). Subsequent several spells of Temporary Duty to India and locations "outside Base Area". Posted from No,187 Squadron to No.17 ACHU (whatever that is), 1 September 1945. Repatriated 23 October 1945. To No.2 Release Centre, 30 October 1945. Retired 12 December 1945. Died at Tonawanda, New York, 1 September 1964. DHist file 181.009 D.1244 (RG.24 Vol.20596) has a recommendation for an AFC dated 22 January 1943. Governor General's Records (RG.7 Group 26, Volume 57, File 190-I) has citation.

This officer has been intimately associated with Bombing and Gunnery Schools since the opening of the first one in Canada and assisted in the opening of most of the present schools. He has served with distinction as the officer in charge of flying at No.6 Bombing and Gunnery School for the past seven months. His intense enthusiasm for his work, his initiative, great determination and persistence have been responsible for the very efficient operation of the flying organization at this unit. Squadron Leader Staddon has given 200 instructional hours during the past few months.

This began as a recommendation by W/C M.D. Lister for an AFC, 22 January 1943 as follows:

This officer has been intimately associated with Bombing and Gunnery Schools since the opening of the first Bombing and Gunnery School in Canada and assisted in the opening of most of the present schools. He has served with distinction as Officer Commanding Flying at No.6 Bombing and Gunnery School since July 1942. His intense enthusiasm for his work, his initiative and his great determination and persistence in the face of all difficulties have been largely responsible for the very efficient operation of the flying organization on this Station.. During the past year this officer has floom 190 hours.

It is unclear at what level this was reduced to a Commendation, but that was the award as of 6 April 1943.

STADDON, W/C Marvin Charles (C2328) - **Air Force Cross** - No.5 Bombing and Gunnery School - Award effective as of 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Had completed 1,018 flying hours to date, 148 hours in previous six months.

Award presented 17 June 1947.

This officer, throughout his service as chief flying instructor at this station, has displayed exceptional qualities of resourcefulness and devotion to duty. With energy and initiative he has undertaken difficult tasks with marked success. He is an able pilot, whose zeal and hard working qualities have been a splendid example and of benefit to all ranks.

This award arose from recommendation by G/C F.J. Mawdesley. 18 July 1944, worded as follows:

Throughout his period of service at this station, Wing Commander Staddon has displayed exceptional qualities of resourcefulness and devotion to duty. He has undertaken difficult tasks with marked success, and his zeal, enthusiasm and hard working qualities have been a splendid example to all ranks.

This was approved by A/V/M E.M. Guthrie (No.2 Training Command) in August 1944 and subsequently cleared at AFHQ.

**Notes:** On repatriation from overseas he stated he had flown five hours 40 minutes on Lancastet III and 563 hours 55 minutes on Dakotas, trooping to India.

**Selected Assessments:** "In command of Bombing Flight. Better than average pilot with wide flying experience. A capable, hard-working officer." (G/C G.E. Wait, No.1 BGS, 7 December 1940)

"Staddon has a great capacity for work and a fund of knowledge about Battle aircraft, general flying, and Bombing and Gunnery Schools unequalled by any of his contemporaries. On several occasions, I have seen him take issue with technical NCOs on points about the Battle aircraft. 90percent of the time he has been quite right, thus indicating a knowledge of aircraft which we would like in all Flight Commanders to have, but which is seldom obtainable. On the other hand, Staddon does talk a great deal, and to superiors who are unaware of his ability to turn out productive work, he may sometimes be a trial." (Except from a memo, W/C R.A. Cameron to Air Member for Personnel, 8 January 1942).

"Squadron Leader Staddon is a good organizer, keen and very energetic. His main failing is that he has quite definite ideas and sometimes finds it difficult to see the point of view of others. He was a member of the opening up party at this station and did work with Wing Commander Cameron in opening up nearly all the other Bombing and Gunnery Schools, and he definitely has ability. He has shown marked improvement in overcoming the difficulty mentioned above,



and for that reason it is strongly recommended that a recommendation go forward so that he might retain his acting rank.: (W/C R.H. Little, No.9 BGS, 30 July 1942).

“A hard working and conscientious officer who is judged suitable for promotion to the rank of Acting Wing Commander. He is inclined at times to imagine that he is infallible.” (G/C F.J. Mawdesley, No.5 BGS, 14 April 1944).

“A first class pilot who is recommended for employment on heavy transport commitments. Wing Commander Staddon is a hard working and conscientious officer. This officer’s failures at times to promote a good understanding with Command and AFHQ representatives is due to lack of tact and over confidence in regard to his own ability.” (G/C F.J. Mawdesley, No.5 BGS, 10 October 1944).

“W/C Staddon is a hard working officer but his efficiency is impaired by unpopularity and lack of tact and diplomacy in his dealings with superiors including Command and AFHQ representatives,. He is not judged suitable for promotion to Temporary Wing Commander because of the above and two fatal accidents which reflected seriously on the organization and training of the staff of the Training Wing.” ((G/C F.J. Mawdesley, No.5 BGS, 26 December 1944).

“This officer has been repeatedly warned about his lack of tact in dealing with subordinates and senior officers.” (G/C F.J. Mawdesley, No.5 BGS, 28 December 1944).

“A very capable pilot and experienced officer.” (Report from No.187 Squadron, 14 October 1945, stating he had flown 9,150 hours, of which 350 had been in previous six months).

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STADNYK, F/O Alexander (J28986) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 23 January 1923 in Teklivka (Tarnapol), Poland; home in Spirit River, Alberta (educated there, 1930-1942); enlisted in Edmonton, 16 June 1942. To No.3 Manning Depot, 29 July 1942. To No.7 ITS, 5 December 1942; graduated and promoted LAC, 19 February 1943 but not posted to No.8 BGS until 3 April 1943; graduated 25 June 1943 and posted next day to No.2 AOS; graduated and commissioned 6 August 1943. To “Y” Depot, 20 August 1943; embarked from Halifax, 26 August 1943; disembarked in United Kingdom, 1 September 1943. To No.1 (Observer) AFU, 9 November 1943. To No.22 OTU, 28 December 1943. Promoted Flying Officer, 6 February 1944. To No.61 Base, 10 March 1944. Attended Dalton Battle School, 10-23 March 1944. Attached to No.1664 Conversion Unit, 23 March to 26 April 1944. To No.77 Squadron, 26 April 1944. Repatriated 9 February 1945. To No.2 Air Command, 26 February 1945. To No.7 BGS, 10 April 1945. To No.7 Release Centre, date unclear; retired 1 August 1945.

Rejoined in Vancouver as Armament Technician, 28 August 1948 in rank of LAC (12904). To Air Armament School, Trenton, 13 September 1948. To No.1 Radio and Communications School, Station Clinton, 7 September 1950. Promoted Corporal, 1 April 1951. To No.410 Squadron, St, Hubert, 17 April 1951. To Air Armament School, Station Trenton, 23 October 1951. To Canadian Joint Staff, Washington, 5 January 1952. To Air Armament School, Station Trenton, 30 June 1952. Promoted Sergeant, 1 April 1953. To No.2 Technical Training School, Camp Borden, 17 August 1953. To CEPE Cold Lake Debarment, 27 June 1954. To Station Cold Lake, 13 February 1967. Released 7 July 1967. Award sent by registered mail 28 June 1949. Died in Calgary, 28 May 1994. 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 33 sorties (149 hours 15 minutes), 20 April to 17 December 1944.

29 April 1944 - GARDENING, North Sea (3.09)  
30 April 1944 - GARDENING, North Sea (3.05)  
7 May 1944 - GARDENING, North Sea (3.01)  
9 May 1944 - Berneval (3.57)  
10 May 1944 - Lens (3.41)  
27 May 1944 - Le Clipon (3.40)  
11 June 1944 - Massy-Palaiseau (4.51)  
28 June 1944 - Blainville (7.15)  
1 July 1944 - St.Martin (3.45)  
4 July 1944 - Domleger (3.42)  
6 July 1944 - Marquiss Memo (4.27)  
7 July 1944 - Caen (4.12)  
23 July 1944 - Hauts Boissons (4.15)  
24 July 1944 - Stuttgart (8.15)  
28 July 1944 - Foret de Nieppe (3.30)  
30 July 1944 -Area G (3.30), DNCO  
1 August 1944 Noyelle en Chausse (3.45) DNCO  
3 August 1944 - Bois en Cassan (4.25)  
5 August 1944 - Foret de Nieppe (3.30)  
9 August 1944 - Foret de Mormel (3.50)  
11 August 1944 - Somain (4.30)  
12 August 1944 - Brunswick (6.05)  
14 August 1944 - TRACTABLE (3.55)  
15 August 1944 - Eindhoven (4.00)  
17 August 1944 - GARDENING, Gironde Estuary (6.45)  
27 August 1944 - Homberg (4.10)  
10 September 1944 - Le Havre (3.40)

12 September 1944 - Munster (4.35)  
7 October 1944 - Cleve (4.20)  
5 December 1944 - Soest (6.25)  
6 November 1944 - Gelsenkirchen (4.15)  
21 November 1944 - GARDENING, Oslo Fiord (6.30)  
17 December 1944 - Duisburg (6.00)

As Air Bomber this officer has now completed his first operational tour, having taken part in 33 sorties, many of which have been carried out against most heavily defended German targets.

Flying Officer Stadnyk throughout his tour displayed great keenness and determination in the fulfilment of his exacting task, and has obtained a good photographic record, including many aiming point photographs.

Twice his aircraft has been badly shot up by flak and on one occasion, namely the 27th August 1944, the target being Homberg, the Flight Engineer was severely wounded by flak and had it not been for Flying Officer Stadnyk's presence of mind in applying first aid with the utmost speed, followed by constant careful attention, in all probability the Flight Engineer's life would have been lost.

In recognition of duties splendidly performed this officer is strongly recommended for the award of the Distinguished Flying Cross.

**Training:** Course at No.7 ITS was 7 December 1942 to 19 February 1943. Courses in Mathematics (93/100), Armament (93/100), Signals (130/150), Navigation (127/150), Link (34/50). Airmanship, Theory of Flight, Engines (89/100), Drill (80/100), Law and Discipline (91/100), Meteorology (46/50). Aircraft Recognition (91/100), and Anti-Gas (44/50). "Jovial, pleasant rural Airman. Born in the Ukraine. Athletic type and has good sense of fair play. Has made good progress with Course and should make good Aircrew material."

Course at No.8 BGS was 5 April to 25 June 1943. Anson aircraft for bombing training (32.55 day, 5.30 night). Battle and Bolingbroke for gunnery training (11.20 by day). Also spent eleven hours in turret manipulation. Bombing involved 50 bombs from high level by day and 31 by night; low level involved eight bombs dropped by day. Scored 2.7 percent hits in Beam Test, 3.7 percent hits in Beam Relative Speed Test and six percent hits in Under Tail Test. Marked in Bombing, written (218/250), Bombing, oral (199/250), Gunnery, practical (84/100), Gunnery, oral (79/10), Aircraft Recognition (40/50). Rated 220/400 in "Proficiency as Bomber aimer" and 149/200 in "Proficiency as Gunner." Placed 37<sup>th</sup> in a class of 47.

Course at No.2 AOS was 27 June to 6 August 1943. Anson aircraft (16.10 by day, 17.55 by night. Graded in Navigation air work by day (151/200), Navigation air work by night (162/200), Bombing (189/300) and Photography (277/300). Ground Work graded under Elements of Air Navigation (163/200), Aircraft Recognition (155/250), Signals, practical (213/250), Reconnaissance (103/150) and Photography (126/150). "A good type. Should improve with experience. Keen and conscientious. Average bomb aimer."

**Notes:** On repatriation form dated 2 February 1945 he stated he had flown 35 sorties (160 hours 25 minutes), the last on 19 December 1944. He had flown 141 hours 55 minutes non-operational. Types experienced were Anson (30.25), Wellington (77.05) and Halifax (194.50).

On 8 October 1963, G/C A.U. Houle (CEPE) wrote to the Air Officer Commanding, Air Defence Command, recommending Stadnyk's promotion to Flight Sergeant. An excerpt from the letter says much about his work:

Since 1959, Sergeant Stadnyk has been NCO in charge of the Air Instrumentation Section of our CEPE Detachment in Cold Lake and is responsible for three Sergeants, one senior NCO rank civil servant, five Corporals and three Airmen. The work load of this section is involved with the instrumentation for the NASARR and ENCS of the CF-104 aircraft, as well as the Canadair CL-89. The projects in this field require a great deal of local design and fabrication of instrumentation systems. Sergeant Stadnyk has an outstanding talent for this type of work, and his performance of his duties in this line is such that it would be most difficult to replace him. In addition, the leadership qualities of this NCO are such that his section is producing designs and fabrications of a quality that is seldom excelled in the RCAF. The fact that he is of the same rank as four of his "subordinates" with without doubt most unfair to him and is not at all commensurate with his personal and professional capabilities.

RCAF Press Release No.6793 dated 26 September 1944 from F/O MacPherson, transcribed by Huguette Mondor Oates, reads:

WITH CANADIANS FLYING IN THE RAF: -- Quick thinking and prompt action in assisting a wounded comrade have won for F/O A.C. Stadyk of Spirit River, Alberta, the commendation of the Commander-in-Chief of R.A.F. Bomber Command.

Stadyk is the RCAF bomb-aimer in the mixed crew of a Halifax bomber which was hit by flak on its return from a German target on August 27 last. Just over Homberg, a piece of flak slashed through the fuselage of the aircraft and

severely cut the wrist of Sergeant N.R. Mason, English flight engineer. Stadyk rushed to the wounded man's assistance, administer morphia to ease the pain and then applied dressings to stop the flow of blood from the mangled wrist. Once Stadyk made sure Mason was resting easily, he took over the duties of the flight engineer for the remainder of the trip back to base.

"Considering the service rendered, F/O Stadyk is worthy of the highest commendation," declared the Commander-in-Chief.

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STAFFORD, F/O Richard Ernest (J92555) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 29 April 1917 in Sheddon, Ontario; home in Pasadena, California (farmer); enlisted in London, Ontario, 23 July 1943 and posted to No.5 Manning Depot. To No.4 Manning Depot, 4 September 1943. To No.5 ITS, 7 November 1943; graduated and promoted LAC, 23 January 1943; to No.5 Manning Depot, 31 March 1943; to No.4 BGS, 1 May 1943; graduated 27 July 1943 and posted next day to No.9 AOS; 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 4 November 1944. Repatriated 8 April 1945. To No.1 Air Command, 17 April 1945. Promoted Flying Officer, 4 May 1945. To No.3 Release Centre, 31 May 1945. Retired 1 June 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 40 sorties (201 hours 51 minutes), 5 August 1944 to 2 March 1945.

5 August 1944 - Foret de Nieppe (3.29) - Successful sortie  
6 August 1944 - Foret de Nieppe (3.44) - Bombed aiming point  
7 August 1944 - TOTALIZER 3 (4.04) - Sortie completed  
9 August 1944 - Bois de la Haie (3.59) - Bombed as ordered.  
10 August 1944 - Dijon (7.13) - Bombed aiming point.)  
11 August 1944 - Etaples (3.57) - do.  
14 August 1944 - TRACTABLE 21A (4.10) - do.  
15 August 1944 - Eindhoven (3.46) - do.  
16 August 1944 - Kiel (4.40) - Many fires in target area.  
18 August 1944 - Sterkrade (4.52) - Bombed as ordered.  
3 September 1944 - Soersterberg (3.33) - Bombed aiming point.  
9 September 1944 - Le Havre (4.15) - Recalled by master bomber.  
10 September 1944 - ALVIS 2 (4.01) - Bombed aiming point.

11 September 1944 - Le Havre (4.32) - Aiming point.  
13 September 1944 - Gelsenkirchen-Nordstern (4.46) - Bombed aiming point.  
15 September 1944 - Kiel (5.44) - Many fires; good attack.  
23 September 1944 - Neuss (5.08) - Bombed in cloud.  
25 September 1944 - Calais (3.57) - Recalled by M/Bomber.  
26 September 1944 - Calais (3.40) - Bombed aiming point.  
27 September 1944 - Calais (3.47) - 1,250 yds from A/P.  
30 September 1944 - Bottrop (4.34) - Bombed in cloud.  
6 October 1944 - Sterkrade (5.01) - do.  
9 October 1944 - Bochum (5.25) - do.  
14 October 1944 - Duisburg (5.25) - Many fires.  
15 October 1944 - Duisburg (5.39) - Heavy attack; many fires.  
23 October 1944 - Essen (5.44) - Bombed in cloud.  
25 October 1944 - Essen (5.05) - Hit Krupp Works.  
5 January 1945 - Cologne (5.05) - Bombed in cloud.  
6 January 1945 - Hanau (7.07) - do.  
16 January 1945 - Magdeburg (5.52) - Bombed aiming point.  
22 January 1945 - Gelsenkirchen (6.10) - Good results.  
27 January 1945 - Stuttgart-Kornwestheim (7.17) - Bombed in cloud.  
1 February 1945 - Mainz (6.26) - Bombed as ordered; cloud.  
2 February 1945 - Wanne Eickel (5.13) - Cloud over target.  
4 February 1945 - Gelsenkirchen-Nordstern (5.58) - Glow seen through cloud.  
7 February 1945 - Goch (6.38) - Recalled by Master Bomber.  
24 February 1945 - Kamen (6.11) - Bombed in cloud.  
27 February 1945 - Mainz (6.39) - do.  
2 March 1945 - Cologne (5.47) - Bombed aiming point.

In completing a tour of 40 operational sorties as an air bomber in Halifax III aircraft with No.158 Squadron, Pilot Officer Stafford did excellent work. A keen, dour type of officer, he applied himself diligently to his task and his bombing results have been good.

Quiet in disposition but full of courage and fighting spirit, he inspired confidence in others and was a valued member of a first class crew. In the face of the severest enemy fire he remained cool, and his bombing directions were clear, precise and effective.

When his aircraft was attacked by fighters on two occasions his conduct was exemplary and his air of confidence and efficiency set an example worthy of emulation.

It is recommended that the excellent work and high courage of this officer throughout a long and hazardous tour be recognized by the award of the Distinguished Flying Cross.

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STAGG, S/L Allan Clarke (C8500) - **Mention in Despatches** - Leeming - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born in York, 26 May 1906. Home in Toronto; reporter and salesman for various companies, 1923 to 1935; investigator for Pinkerton Agencies, 1935-1941. Militia service (Intelligence) with Second Battalion, Irish Regiment of Canada, May 1940 to 1941. Enlisted in Toronto, 1 November 1941 (Administration) and posted to Trenton. Promoted Flying Officer, 29 November 1941. To No.6 ITS, Toronto, 1 December 1941. To "Y" Depot, 31 December 1942. To RAF overseas, 2 February 1943. Disembarked in Britain, 13 February 1943. To Fighter Command Headquarters, 31 March 1943. To No.402 Squadron, 2 April 1943. Promoted Flight Lieutenant, 25 May 1943. To Station Leeming, 29 May 1943. Promoted Squadron Leader, 1 May 1944. Repatriated 23 July 1945. Retired to Toronto, 12 September 1945. RCAF photo PL-28351 (ex UK-9009 dated 14 March 1944) shows F/L A.C. Stagg (Toronto, intelligence officer) receiving report from F/O R.B. Rudd (Owen Sound, navigator, Bison Squadron) following raid on Le Mans; it was Rudd's seventh trip. RCAF photo PL-31913 (ex UK-14048 dated 18 August 1944) shows Sergeant Bert Trainor (Victoria, centre) and Sergeant Les Davis (Birmingham, England) looking up from being interrogated by S/L A.C. Stagg; they were members of Lion Squadron and had engaged a enemy fighter (Me.210) which was claimed as a "probable". DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 31 July 1944 to No.6 Group Headquarters.

Arriving overseas early in 1942 and employed in Intelligence duties since then, Flight Lieutenant Stagg has constantly improved his knowledge of Service matters and is an extremely efficient Intelligence Officer. Now Senior Intelligence Officer at this station, he has had to re-organize and set up anew his Section due to organization changes. Despite this, he maintained a most effective section, an achievement obtained only by untiring effort and long hours of conscientious endeavour. He has the complete confidence of aircrew personnel, an attribute entirely essential to the proper functioning of his department.

RCAF photo PL-33305 (ex UK-15395, 29 September 1944) has the following caption: "Squadron Leader A.C. Stagg, senior intelligence officer, gets the dope about the daylight raid on Calais from three members of the Bison Squadron of RCAF Bomber Group on their return from hitting the German defence positions. Left to right - S/L Stagg, F/L Stan Revill, flight engineer of

Liverpool, England, F/O Lawrence Senior of Regina, a bomb aimer and his skipper, also from Regina, F/O L.H. 'Butch' Keelan."

**Selected Assessments:** "Has in performance of his duties as Flight Commander revealed a sound knowledge of human nature and considerable ability in judging character. Carries out his duties in guiding Flights in a conscientious manner. Retention recommended," (W/C J. Hanchett-Taylor, No.6 ITS, Toronto, 29 April 1942).

"Good judge of character and does good job in assessing aircrew trainees. His ability in this respect, however, is somewhat offset by an inability to adapt himself 100 percent to Service requirements, thinking them petty. This may be counteracted in time by application of self discipline." (S/L K.C. Dalrymple, No.6 ITS, 13 August 1942).

"This officer has been employed on Intelligence duties at this station since 19 May 1943 during which period he has carried out his duties very satisfactorily. He has considerable personality and a quick appreciation of any situation with which he may be confronted." (S/L C.B. Swift, Station Leeming, 15 July 1944).

"This officer has done excellent work and is fully qualified to hold a Base Intelligence Officer position when the opportunity offers." (W/C T.S. MacKay, Group Intelligence Officer, 28 January 1945.)

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STALBERGER, F/L Jerome Joseph (J13402) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 16 February 1945 as per **London Gazette** of that date and AFRO 563/45 dated 29 March 1945. American in the RCAF. Born 9 June 1920 in Mahnomens, Minnesota; home there; book keeper and insurance adjuster. Applied to U.S. Army Air Corps in July 1941 but not accepted. Enlisted in Winnipeg, 20 October 1941 and posted to No.3 Manning Depot, Edmonton. To Station Calgary, 11 November 1941. To No.4 ITS, Edmonton, 22 December 1941; graduated and promoted LAC, 14 February 1942; posted next day to No.18 EFTS, Boundary Bay; graduated 10 April 1942 but not posted to No.1 SFTS until 26 April 1942; graduated and commissioned 14 August 1942. To No.1 Flying Instructor School, Trenton, 13 September 1942. To No.6 SFTS, Dunnville, 31 October 1942. Promoted Flying Officer, 14 February 1943. To "Y" Depot, 19 July 1943. Embarked from New York, 12 October 1943. Disembarked in Britain, 19 October 1943. To No.14 (Pilots) AFU, 22 February 1944. To No.82 OTU, 25 April 1944. To No.61 Base, 16 July 1944. Attached to No.1664 Conversion Unit, 21 July to 20 August 1944. To No.424 Squadron, 20 August 1944. Promoted Flight Lieutenant, 14 August 1944. To No.63 Base, 28 February 1945. Repatriated 9 July 1945. To No.2 Air Command, 20 July 1945. To No.5 Release Centre, 6 September 1945. Retired 28 September 1945. Award presented 8 February 1949. Died in Walla Walla, Washington, 9 August 1974. RCAF photo PL-33109 (ex UK-15355



dated 26 September 1944) shows four members of No.424 Squadron awaiting interrogation after raid on Domburg - left to right, Sergeant C.E. Corvec (Rouyn, Quebec), F/O F.B. Gordon (Haileybury, navigator), F/O F.C. Pearson (Toronto, pilot) and F/L J.J.J. Stalberger (St. Cloud, Minnesota, pilot). RCAF photo PL-41616 (ex UK-18216 dated 12 January 1945, F/L J.J. Stalberger (St. Cloud, Minnesota) and Flight Sergeant E.U. Jackson (Brantford, rear gunner) report for interrogation by F/L W.H. Stauffer (Edmonton).

One night in December 1944, this officer piloted an aircraft detailed to attack Hagen. On the outward flight some of the navigational equipment became unserviceable but Flight Lieutenant Stalberger continued his mission. When approaching the target area the aircraft was hit by anti-aircraft fire. The port outer engine was put out of action. Some height was lost. Even so, Flight Lieutenant Stalberger went on to press home a successful attack. This officer has completed many sorties and has displayed skill and determination throughout.

NOTE: Public Record Office Air 2/9044 has recommendation by the squadron Commanding Officer drafted 24 December 1944 when he had flown 23 sorties (140 hours 20 minutes).

On the night of December 2<sup>nd</sup>, 1944, Flight Lieutenant Stalberger, captain of a four-engined heavy bomber was detailed to attack Hagen. On the way to the target the navigator reported several important navigational aids unserviceable but the captain continued with the mission. Later, severe icing conditions were encountered. Just before reaching the target area the aircraft was accurately predicted by flak with the result that the port outer engine was very badly damaged and put out of action, with a consequent loss of altitude down to 15,000 feet. Despite this great handicap, Flight Lieutenant Stalberger still persisted in pressing on to the target which he bombed successfully. He then brought his aircraft safely back to base.

By his coolness and courage plus his exceptionally fine display of airmanship in this instance, I consider that Flight Lieutenant Stalberger fully merits the immediate award of the Distinguished Flying Cross.

**Selected Assessments:** Interviewed for enlistment, 1 October 1941 by F/O W.P. Graham, Winnipeg. "Exceptionally fine, clean cut, personable, well educated American boy. Should make excellent aircrew material, with all his experience in flying." He had stated he had 17 hours 17 minutes solo flying, 23.27 solo and two hours as a passenger.

Flying Instructor course at Trenton was 17 September to 12 October 1942. Course involved flying on single-engine elementary aircraft (11.40 day solo, 15.40 day dual) and single engine

advanced aircraft (9.55 day solo, 2.00 night solo, 3.00 night dual, 18.10 day dual). "Good, clear voice, excellent knowledge of sequence. Demonstrations consistently good but inclined to say too much. Will become an above average instructor." (P/O T.H. Chapman). Final tests on Harvard conducted by F/L G.A. Blunden who awarded a "C" Category.

"This instructor has carried out his work in an efficient and enthusiastic manner." (F/L J.Weis, No.6 SFTS, 30 April 1943)

Examined on Harvard at No.6 SFTS, 25 June 1943, at which time he had flown 535 hours 45 minutes instructing. Assessed for Sequence ("Average"), Voice ("Clear"), Manner ("Pleasant"), Ability to Impart Knowledge ("Average"), Ability as a Pilot ("Average clear hood - above average instrument") and Remarks ("A capable instructor, sequence given spasmodically, General knowledge just fair.") Tested by F/L H.Smith and W/C E.R. Johnston, No.1 Visiting Flight.

"With further experience on operations he will make a good deputy flight commander." (W/C G.A. Roy, No.424 Squadron, 2 October 1944)

**Notes:** Accident at No.18 EFTS, 9 March 1942, Moth 4296, uninjured. Strong wind while taxiing put aircraft on nose.

Application for Operational Wing dated 5 March 1945 stated he had flown 30 sorties (179 hours), 20 August 1944 to 17 February 1945.

On 22 November 1946, the U.S. Department of Justice (Immigration and Naturalization Service) wrote to RCAF Headquarters, asking if he had taken the regular oath permitted American citizens or whether he had taken an oath to the King, either on enlistment or commissioning. The reply (27 November 1946) stated, in part, "At no time during his service as an officer or airman did he take the Oath of Allegiance to His Majesty."

### **Training:**

Course at No.4 ITS was 22 December 1941 to 13 February 1942. Courses in Mathematics (79/150), Armament, practical and oral (42/50), Signals (150/150); Anti-Gas (40/50), Aircraft Recognition (75/100), Drill (68/100), Law and Discipline (97/100), Navigation (139/200) and General Studies (85/100). Scored 75 percent in Visual Link. German descent noted. Placed 40<sup>th</sup> in a class of 70. "Keen, alert, spirited with good ability. Average pilot material."

Course at No.18 EFTS was 16 February to 10 April 1942. Tiger Moth aircraft (36.15 dual, 38.55 solo of which 10.10 on instruments. Three hours was night flying. Also spent ten hours in Link. "An above average pilot who shows good air sense and judgement. Keen, cooperative and

intelligent. No bad faults. Instrument flying hood average. Smooth and accurate. Link Trainer 70 %." Ground courses in Airmanship (168/200), Airframes (80/100), Aero Engines (73/100), Signals, practical (100/100), Theory of Flight (78/100), Air Navigation (169/200), Aircraft Recognition (74/75), Armament (102/125). Placed third in a class of 58. "A student of above average ability. Worked hard with conscientious effort and made a very good showing. Definitely above average type of trainee. Cool, confident and capable. Keen to be a fighter pilot. Should develop into first class material. Conduct and attitude above average."

Course at No.8 SFTS was 25 April to 14 August 1942. Yale aircraft (5.55 day dual, 10.10 day solo) and Harvard (51.55 day dual, 63.00 day solo, 52.25 night dual, 10.35 night solo - 32.25 on instruments. "General flying good average. Instruments average. Qualities of character and leadership high average." Also, "An all round good pilot. A high quality of leadership. He is well disciplined and neat." Ground school courses in Airmanship (157/200), Armament (160/200), Navigation and Meteorology (133/200), Signals (133/150). "Above average in all branches of the work." Placed 6<sup>th</sup> in a class of 45.

Course at No.14 Advanced Flying Unit was 22 February to 25 April 1944 on Oxford aircraft - 3.55 day dual to first day solo. 12.55 total day dual, 17.10 day solo, 1.40 night dual to first night solo, total 8.55 night dual, 17.20 night solo plus 7.05 in Link. Flying tests in General Flying (270/400), Applied Flying (140/200), Instrument Flying (165/250), Night Flying (60/100), and Link (35/50). "The pilot has had experience as an instructor in Canada. Despite this, he has always been eager to receive instruction and has reached a high average standard on Oxfords. He is an excellent officer and should do exceedingly well as an operational pilot."

Course at No.82 OTU was 25 April to 8 July 1944. Wellington III and X aircraft - 5.15 day dual to first day solo (dual day total) and 31.45 day solo; 3.10 night dual to first night solo (total night dual) and 30.25 night solo. Also 9.35 in Link. Flying tests in General Flying (250/400), Applied Flying (140/200), Instrument Flying (150/250), Night Flying (60/100) and Link (32/50). Ground school tests in Airmanship (288/300), Armament (234/300), Meteorology (not taken), Navigation (188/200), Signals (70/100). "A good average but lazy and over-confident. Needs to be watched." (W/C R.M. Cox, Training Wing, No.82 OTU, 9 July 1944, counter-signed by G/C A.H. Peck).

Course at No.1512 Beam Approach Training Flight was 29 March to 3 April 1944/ Oxford aircraft (8.15 hours, all dual, all beam flying on instruments, plus 7.25 as passenger and 5.10 in Link). Flying Tests in Beam Approach Procedure and "Q" Code, Link Trainer (125/200), Receiver Operation (65/100), Instrument Flying (190/250), Cloud and Night Flying (180/250), General Application of Beam Approach Procedure in Flying (140/200). "This pilot has proved himself of an extremely high standard both in instrument flying and in the use of the beam."

Whole crew at No.1664 Conversion Unit listed as J13402 F/O J.J.J. Stalberger (captain), J37538 P/O V.E. Birley (navigator), J35580 P/O N.A.S. Johnson (bomb aimer), J39393 P/O V.A. Stortz (wireless operator), 3200318 Sergeant J.M. Reid (flight engineer), R209076 Sergeant R.B. Keech (mid-upper gunner) and R205774 Sergeant E.W. Jackman (rear gunner). Over all crew assessment was "A keen and confident pilot, crew is good average. Should make a good operational crew."

A report of Night Vision Training at No.1664 Conversion Unit, dated 2 August 1944, noted time spent by various members of his crew at the time: F/O N.A. S. Johnson (Air Bomber, 16 hours of instruction), Reid (Flight Engineer, 16 hours), Keetch (Mid-Upper Air Gunner, 12 hours) and Jackman (Rear Gunner, 12 hours).

Course at No.1664 Conversion Unit included the following Dual Exercises - Starting Up, Running Up, Stopping, Familiarization, Landings (Day and Night), Overshoots, Two Engine Flying, Three Engine Flying, Feathering, Three Engine Landings (Day and Night), Three Engine Overshoots, Action in Event of Fire, Cross Wind Landings, George Demonstration and Fighter Affiliation. These were all initialled by the instructor, "N.S." - most likely a F/O Sandgren but on at least one occasion a F/L Spafford although a F/L Sanderson is also listed as an instructor. Sequences in training listed as follows:

1. Familiarization.
2. Dual - Circuits and Landings
3. Dual - Circuits and Landings, Overshoot Procedure
4. Dual - Three-Engine Flying, to include one demonstration landing and at least one landing by the pupil at the controls before going solo.
5. Solo - Circuits and Landings
6. Dual check, including overshoot procedure
7. Solo - Circuits and Landings, 3-engine flying
8. Solo - Circuits and Landings, Central Flying, SBA practice.
9. Dual - 3-engine landings and overshoots, 2-engine flying.
10. Solo - complete crew - Bombing, W/T practice, Gee and Map Reading.
11. Solo - complete crew - Air to air firing - general flying.
12. Dual - complete crew - fighter affiliation.
13. Solo - complete crew - fighter affiliation - 3 engine flying.
14. Solo - complete crew - Bombing, SBA practice
15. Dual - night circuits and landings to be completed in two nights with a check dual second night prior to solo.
16. Solo - night circuits and landings.
17. Solo - complete crew - day cross country.
18. Solo - complete crew - night cross country, night bombing.

19. Solo - complete crew - night cross country.

A summary of the above lists the following dates, times and exercises:

5 August 1944 - F/O Sandgren - familiarization and 2 and 3 - three hours dual day ("very good start, all round taxis OK.")

6 August 1944 - F/O Sandgren - exercises 2,3,5 - 1.30 day dual, 40 minutes day solo ("very exact, dropped wing on take off and landing.")

7 August 1944 - F/O Sandgren - exercises 6,7,8 - 55 minutes day dual, 2.30 day solo ("take offs improved")

8 August 1944 - F/O Sandgren - exercises 9 and 10 - 1.30 day dual, 1.35 day solo ("three engine flying OK, landings good, went solo")

9 August 1944 - F/O Sandgren - exercise 11- 3.25 day solo

10 August 1944 - F/O Sandgren - exercise 14 - 2.55 day solo

11 August 1944 - F/O Sandgren - exercises 15 and 16 - two hours night dual

12 August 1944 - F/L Spafford - exercises 15 and 16 - 35 minutes night dual, 1.25 night solo.

13 August 1944 - F/O Sandgren - exercises 12 and 13 - one hour day dual, one hour day solo.

14 August 1944 - F/O Sandgren - H2S demonstration - 1.20 plus 1.15 as passenger.

15 August 1944 - F/O Sandgren - exercise 17 - 2.15 day solo, 2.00 night solo

17 August 1944 - F/O Sandgren - exercise 18 - 5.15 night solo

18 August 1944 - F/O Sandgren - exercise 19 - 4.40 night solo

19 August 1944 - F/O Sandgren - local - 20 minutes.

Grand total of 39 hours 50 minutes flying. "Very keen pilot and captain who can be depended upon to carry out any assigned detail."

\* \* \* \* \*

STAMBAUGH, F/L Donald Charles (J21947) - **Distinguished Flying Cross** - No.116 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 29 March 1918. Enlisted in Edmonton, 17 September 1941. To No.3 Manning Depot, 5 October 1941. To No.32 EFTS, 27 November 1941 (guard). To No.4 ITS, 20 December 1941; graduated and promoted LAC, 27 February 1942; posted next day to No.5 EFTS; may have graduated 24 April 1942 but not posted to No.7 SFTS until 9 May 1942; (graduated and commissioned 28 August 1942. To No.13 Operational Training Squadron, 25 September 1942. To Eastern Air Command, 8 January 1943 and to No.116 Squadron the same day. Promoted Flying Officer, 28 February 1943. To No.3 OTU, 21 November 1943. To No.116 (BR) Squadron again, 13 March 1944. Promoted Flight Lieutenant, 28 August 1944. To No.7 Release Centre, 15 August 1945. Released 17 August 1945. Award presented 9 July 1949 while living in Bruce, Alberta. Died in Edmonton, 17 February 2006. As of recommendation he had

flown 1,525 hours (804 operational - 72 sorties). No citation in AFRO other than "in recognition of valuable services in the air." Following from DHist biographical file:

Flight Lieutenant Stambaugh is an outstanding bomber reconnaissance pilot who has been engaged in anti-submarine operations for the past two years. In the face of the most adverse weather conditions, his skill and courage have been responsible for the successful completion of many very lengthy and trying patrols. His keenness and splendid devotion to duty have always been much in evidence throughout his operational career and have gained him the respect of all with whom he has served.

\* \* \* \* \*

STANFORD, Sergeant Harry Alexander (R105388) - **Mention in Despatches** - Middleton St.George - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 16 December 1920. Home in Chatsworth, Ontario; enlisted in Toronto, 30 May 1941 as Armourer. All postings unclear on card microfilm. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation drafted 26 July 1944. Gives unit as Croft, number as R105383.

This NCO enlisted on 20th May, 1944 [sic] and has served in the United Kingdom since 17th March 1943, and has been employed as an Armourer in the Bomb Dump for the past year. His dogged determination and exceptional devotion to duty have greatly contributed to the successful operation of this section. Working long hours outdoors under adverse, trying conditions, he has been a great inspiration to his men and is highly commendable.

\* \* \* \* \*

STANLEY, Sergeant Allen Balfour (R143714) - **Mention in Despatches** - No.429 Squadron (AFRO gives unit only as "Leeming") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 17 May 1917. Home in Ottawa (civil servant); enlisted there 1 December 1941 as Tradesman; reclassified Clerk/Stenographer, 17 January 1942. To No.1 Manning Depot on enlistment, then to "E", 17 January 1942. Promoted AC1, 1 March 1942; promoted LAC, 1 July 1942; promoted Corporal, 1 September 1942; to "Y" Depot, 16 September 1942. To RAF overseas, 27 October 1942. Promoted Sergeant, 18 July 1943. Repatriated 23 December 1945; released 31 January 1946. 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 ten months in Canada, 27 months overseas. Described as NCO in charge of No.429 Squadron Orderly Room.

By his foresight, leadership and wide and thorough grasp of his duties, this NCO has made a great contribution to the administrative efficiency of No.429 Squadron. He formed the Squadron Orderly Room in November 1942 and through his efficient organization, his untiring training of subordinates and his sedulous efforts since that time as NCO in charge, he has developed an exceptional section which has contributed noticeably in the obtaining and maintaining of the operational efficiency of the squadron.

\* \* \* \* \*

STANLEY, S/L Franklin Walter (C7793) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 25 April 1910 in Woodstock, New Brunswick (RCAF press release 4910 announcing MBE). Employed by Ontario Department of Lands and Forests. Enlisted in Toronto, 12 September 1941. To RAF overseas, 11 November 1941. Promoted Flying Officer, 12 March 1942. Promoted Flight Lieutenant, 17 August 1943. Promoted Squadron Leader, date uncertain. Repatriated 10 September 1945. Retired 31 October 1945. In charge of Flying Control, No.6 Group Headquarters. No citation. Shown in RCAF photo PL-28195 (ex UK-9263 dated 27 March 1944). Photo PL-28196 (ex UK-9264 dated 27 March 1944) show five Flying Control Officers in No.6 Group - F/O W.A. Warwick (Toronto), F/L Frederick Cleland (Westmount), S/L Frank Stanley (Toronto), F/O Louis Justason (Pennfield, New Brunswick) and F/O B.T. O'Beirn (Toronto).

STANLEY, S/L Franklin Walter (C7793) - **Member, Order of the British Empire** - No.6 Group Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Award presented 9 April 1948. No citation in Canadian sources. Public Records Office Air 2/8872 has recommended citation.

This officer is Senior Flying Control Officer of his group, an appointment which he has held continuously for nearly two years with conspicuous success. The success of the flying control organization of the new group was largely due to his sound judgement, initiative, ability and hard work. This achievement has been the more praiseworthy because of the difficult terrain in which the group is situated and the fact that the flying control problem has been intensified during bad weather. Squadron Leader Stanley has showed great conscientiousness and extraordinary devotion to duty throughout.

\* \* \* \* \*

STANLEY, F/L Herbert (C37388) - **Mention in Despatches** - No.160 Squadron - Award effective

14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 27 November 1909. Home in Eastview, Ontario; enlisted in Winnipeg, 29 September 1930 as Airframe Mechanic. Promoted Sergeant, 1 April 1939. At No.8 (BR) Squadron as of 8 September 1939. With No.5 (BR) Squadron and at Torbay, dates uncertain. Promoted Flight Sergeant, 1 October 1940. Promoted WO2, 1 July 1941. Promoted WO1, 1 June 1942. Graded as Master Mechanic, 1 February 1943. Commissioned 26 June 1943 with rank of Flying Officer. To No.1 Officer School, 30 September 1943. To No.160 (BR) Squadron, 29 October 1943. To Rockcliffe, 28 July 1944. To Torbay, 30 August 1944. To Eastern Air Command Headquarters, 22 September 1944. Promoted Flight Lieutenant, 1 October 1944. To No.11 (BR) Squadron, 31 October 1944. To No.5 OTU, 16 September 1945. To No.9 (Transport) Group, 11 December 1945. To No.168 (Heavy Transport) Squadron, 14 December 1945. To No.9 (Transport) Group again, 22 March 1946. To No.12 Photo Squadron, 15 April 1946. Reverted to Flying Officer in postwar RCAF, 1 October 1946 in Technical Branch. Promoted Flight Lieutenant, 1 January 1949. To Air Transport Command Headquarters, 21 November 1949. Promoted Squadron Leader, 1 January 1952. To No.426 Squadron, 13 March 1952. To Trenton, 15 July 1958. Retired 21 July 1960.

Flight Lieutenant Stanley is an engineering officer of outstanding ability. In fifteen years of service as non-commissioned officer and officer, he has displayed the highest degree of skill and leadership. His ability to handle men, together with outstanding qualities as an officer, have made this man of inestimable value to his squadron. The example he constantly sets is in keeping with the highest traditions of the service.

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STANNAH, FS Damon (R72121) - **British Empire Medal** - RCAF Detachment, Suffield - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 7 July 1908 in Akron, Summit County, Ohio. Home in Long Branch, Ontario; enlisted in Toronto, 10 September 1940 as Wireless Operator. To No.1 WS, 11 October 1940. Promoted AC1, 26 May 1941 when posted to No.2 WS; reclassified that date as Wireless Electrical Mechanic. Promoted LAC, 1 October 1941. Promoted Corporal, 1 January 1942. To No.7 SFTS, 6 August 1942. To No.4 WS, 22 August 1942. Promoted Sergeant, 1 December 1942. To No.3 WS, 10 March 1943. To Suffield, 16 August 1944. Promoted Flight Sergeant, 1 December 1944. To Release Centre, 24 September 1945. Retired 3 October 1945. Award presented 18 October 1947. Died in Maitland, Huron Country, Ontario, 1969.

This non-commissioned officer in charge of electrical equipment in the Physics and Meteorology Section, made developments in his work which have been an outstanding contribution. Flight Sergeant Stannah's interest, initiative and



forethought have contributed greatly to the efficiency of his section.

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STANSFELD, F/L Noel Karl, DFC (20472) - **Medal for Bravery (Czechoslovakia)** - **Canada Gazette** dated 24 January 1948, AFRO 81/48 dated 6 February 1948. Pilot. Born in Edmonton, 27 February 1915; home in Vancouver. Joined RAF in 1939 and flew with No.242 Squadron. Sent to Canada and taken in strength of No.34 SFTS, 26 February 1941. Promoted Acting Squadron Leader, 12 May 1942. To No.32 OTU, 26 October 1942. To No.31 Personnel Depot, 5 September 1943, reverted to Flight Lieutenant that day. To United Kingdom, 6 November 1943. Transferred to RCAF, 12 February 1945 while overseas. Re-engaged for postwar service while still in Britain. Repatriated 10 July 1946. To Western Air Command, 19 July 1946. To Western Air Command Communications Flight, 24 August 1946. Confirmed in rank of Flight Lieutenant, 1 October 1946. To Sea Island, 1 March 1947. Retired 15 December 1948. Died in Vancouver, 10 August 1995.

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STANTIAL, FS Richard George (Can 401A) - **British Empire Medal** - No.5 OTU - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 21 May 1913, York, Ontario (RCAF press release announcing award). Enlisted in Weston, Ontario, 20 September 1939. Classified as Cook, 1 October 1939. To No.120 (BR) Squadron, 3 January 1940. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 1 November 1940. Promoted Sergeant, 1 May 1941. Promoted Flight Sergeant, 1 July 1942. To Boundary Bay, 31 October 1942. Reclassified as Chef, 1 June 1943. Date of posting to No.5 OTU uncertain. Promoted WO2, 1 October 1945. To Patricia Bay, 1 November 1945. Reverted to Flight Sergeant, 1 October 1946. To Northwest Air Command, 1 April 1947. Commissioned in Messing Branch, 1 January 1949 (20808). To Central Air Command, March 1949. Still serving as of 1954. Died in Simcoe, Ontario, 19 July 1990 as per **Airforce Magazine**, issue of January-February-March 1991. Described as Squadron Leader (retired). Award presented 31 January 1946.

This non-commissioned officer senior chef has conscientiously and tirelessly applied himself during the difficult organization period of this unit. Under trying circumstances, with shortage of staff and equipment and cramped working space, his endeavours have done much towards improvement of morale. By his cheerfulness, co-operative spirit and tireless energy, he has given loyal and devoted service of a high order.

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STAPLETON, F/L Grey Asquith (J12731) - **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 in Hamilton, 15 May 1915 (obituary notice said 5 May 1915); enlisted there 11 June 1941. To No.1 Manning Depot, 10 July 1941. To No.33 ANS (guard), 8 August 1941. To No.5 ITS, 13 September 1941; graduated and promoted LAC, 8 November 1941 when posted to No.9 EFTS. Ceased training and posted to Trenton, 29 December 1941; to No.1 AOS, 3 January 1942; graduated 11 April 1942 when posted to No.1 BGS; graduated and promoted Sergeant, 23 May 1942; posted that date to No.1 ANS; graduated and commissioned 3 July 1942. To No.31 GRS, 19 July 1942; to No.31 OTU, date uncertain; to "Y" Depot, 7 November 1942; to RAF overseas, 22 November 1942. Promoted Flying Officer, 3 January 1943. Promoted Flight Lieutenant, 3 July 1944. Repatriated via Debert, 23 July 1945. Retired 11 September 1945. Postwar worked for Union Gas Company. Died in Hamilton, 16 September 1988. RCAF photo PL-33229 (ex UK-15507 dated 4 October 1944) is captioned as follows: "Three Canadians from Ontario are shown above at an RAF Coastal Command squadron overseas. From left to right are F/L Stan Reade, pilot, son of Mrs. K. McNaughton, Lambton Mills, Ontario; F/O Gerry Waddell of Parry Sound, Ontario; F/L Grey Stapleton, navigator, whose wife resides as 97 Roxborough Street East, Toronto, Ontario."

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STAPLETON, FS (now P/O) John Aubrey (R213931/J94816) - **Distinguished Flying Medal** - No.426 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Pay card gives full name as John Aubrey Phillip. Born 11 March 1925 in Kincaid, Saskatchewan; home in Glen Bain, Saskatchewan (farm labourer); enlisted in Regina, 14 April 1943 and posted to No.2 Manning Depot. To No.10 SFTS, 4 June 1943. To No.25 Pre-Aircrew Education Detachment, 13 June 1943. To No.3 WS, 10 July 1943; promoted LAC, 12 August 1943; graduated 28 January 1944 when posted to No.5 BGS; graduated and promoted Sergeant, 13 March 1944. To "Y" Depot, 27 March 1944. Taken on strength of No.3 PRC, 10 April 1944. Commissioned 20 March 1945. Repatriated 1 June 1945. To No.2 Air Command, 12 June 1945. To No.6 Release Centre, 16 August 1945; retired 21 August 1945. Living in Glen Bain (?), Saskatchewan, May 1950. Award presented 6 September 1947. Died in Calgary, 7 February 2006. Air gunner in F/L A.A. Jones' 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.2618 (RG.24 Vol.20627) has recommendation dated 21 April 1945 when he had completed 28 sorties (174 hours five minutes) between 25 October 1944 and 18 April 1945.

This NCO has completed a tour of operations, many of which have been against heavily defended targets in Germany. He has shown an enthusiasm for his work and his devotion to duty which has been outstanding, and by his cheerful

confidence, has set a fine example to the rest of the squadron. His work as a wireless operator has been of the highest order...

The sortie list was as follows:

25 October 1944 - Homburg (5.25)  
29 October 1944 - Cologne (5.25)  
30 October 1944 - Cologne (6.15)  
1 November 1944 - Oberhausen (5.10)  
18 November 1944 - Munster (5.25)  
21 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 - Monheim (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 - Chemitz (8.40)  
7 March 1945 - Hemmingstedt (5.30)  
8 March 1945 - Hamburg (6.20)  
4 April 1945 - Harburg (5.55)  
18 April 1945 - Heligoland

\* \* \* \* \*

STARINK, F/O Everett Norman (J90201) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 13 December 1921 in Winnipeg; home there (delivery boy and mail clerk); enlisted there 11 May 1942 and posted to No.2 Manning Depot. To No.6 BGS, 18 July 1942. To

No.7 ITS, 12 September 1942; graduated and promoted LAC on 6 November 1942; to No.19 EFTS, 27 December 1942; to No.17 SFTS, 3 April 1943; graduated and promoted Sergeant on 23 July 1943. To United Kingdom, 25 August 1943. Commissioned 18 September 1944. Promoted Flying Officer, 18 March 1945. Repatriated 5 August 1945. Released 15 September 1945. Rejoined as a pilot, 9 April 1951 (38413) in rank of Flying Officer. Promoted Flight Lieutenant, 1 January 1956. Flew Argus anti-submarine aircraft; obituary stated he had "set the world record for four-engine propellor flight." On retirement he worked for the Ontario Public Service. Died in Orillia, Ontario, 18 September 2013. Photo PL-111945 is a portrait, taken 1949. Award presented 13 September 1947. 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 2/9059 has recommendation drafted in January 1945 (date not legible) when he had flown 28 sorties (132 hours 40 minutes), 5 August 1944 to 6 January 1945.

5 August 1944 - Foret de Nieppe (3.29) - Bombed aiming point in daylight  
6 August 1944 - Foret de Nieppe (3.44) - Bombed aiming point.  
7 August 1944 - TOTALIZER III (4.04) - Successful  
9 August 1944 - Bois de la Haie (3.59) - Successful  
10 August 1944 - Dijon (7.13) - Good attack  
11 August 1944 - Etaples (3.57) - Bombed aiming point.  
14 August 1944 - TRACTABLE 21A (4.10) - do.  
15 August 1944 - Eindhoven (3.46) - Bombed airfield  
16 August 1944 - Kiel (4.40) - Heavy attack, 10/10 cloud  
18 August 1944 - Sterkrade (4.52) - Bombed as ordered.  
3 September 1944 - Soesterburg (3.33) - Good results  
9 September 1944 - Le Havre (4.15) - Recalled by Master Bomber  
10 September 1944 - ALVIS II (4.01) - Successful  
11 September 1944 - Le Havre (4.32) - Sortie completed  
13 September 1944 - Gelsenkirchen-Nordstern (4.46) - Bombed aiming point  
15 September 1944 - Kiel (5.44) - Successful  
23 September 1944 - Neuss (5.08) - Bombed through clouds  
26 September 1944 - Calais (3.40) - Bombed aiming point  
27 September 1944 - Calais (3.47) - Successful sortie  
30 September 1944 - Bottrop (4.34) - Bombed through clouds  
6 October 1944 - Sterkrade (5.01) - Bombed aiming point  
9 October 1944 - Bochum (5.36) - Good attack  
14 October 1944 - Duisburg (5.25) - Thick cloud; bombed target  
15 October 1944 - Duisburg (5.39) - Good results  
23 October 1944 - Essen (5.44) - Bombed through clouds  
25 October 1944 - Essen (5.05) - Hits on Krupp works.

5 January 1945 - Hanover (5.09) - Attacked through clouds.

6 January 1945 - Hanau (7.07) - Attacked through clouds.

An officer who has overcome a measure of ill-health which would have deterred weaker men, Flying Officer Starink has now completed 28 operational sorties as a pilot and captain with this squadron. He has never failed to take off and complete any mission for which he was detailed, and at all times he has displayed the greatest skill and determination in the execution of his attacks.

On the Hanau raid of 6th January 1945 his expert airmanship was the means of saving his aircraft and crew from an Me.110 made a series of attacks. His able handling of the Halifax evaded the faster aircraft and enabled his gunners to secure strikes on the enemy.

Throughout this attack, Flying Officer Starink acted with a coolness and courage which inspired the remainder of his crew with the confidence they needed in such an emergency.

A natural leader of men, Flying Officer Starink has a keen sense of humour and a presence which commands a ready respect. These qualities have enabled him to get excellent results from both ground and air crews.

It is recommended that Flying Officer Starink's outstanding record of operations, his courage and determination to carry on and his devotion to duty at all times be recognized by the award of the Distinguished Flying Cross.

RCAF Press Release No. 8447 dated 16 January 1945 from "MacPherson" reads:

WITH CANADIANS FLYING IN THE RAF: -- F/O E.N. Starink, pilot, of Winnipeg (173 Bannerman Avenue) couldn't forget his civilian training and brought back his bullet-riddled Halifax bomber following a recent attack on a German target.

Starink was formerly employed in the delivery section of the Hudson's Bay Company in Winnipeg and his tour of operations to date has been highlighted by enemy fighter attacks on his bomber. In his most recent tangle with the enemy, Starink was coasting along on his bombing run when a Me.110 sneaked up behind him in the darkness. A moment after the bombs had been dropped, the German cut loose with the withering fire of his machine guns and the Halifax suddenly resembled a Swiss cheese, but none of its vitals were damaged. The mid-upper gunner, a youthful Canadian, managed to get in a squirt from his

eight Brownings and saw his tracer go into the fuselage of the Me.110 as it broke off the attack. Most helpless member of the crew was the American rear-gunner, whose guns were rendered useless when some of the enemy machine-gun fire smashed the ammunition tracks and deprived his weapons of supplies. Starink took immediate evasive action and headed back to base where he landed safely.

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STARK, F/O Aloys George (J19460) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 8 August 1915 in Grand Forks, Minnesota. Educated in Mossbank, Saskatchewan, 1921-1930 and Meadow Lake, Saskatchewan, 1932-1933. Saw mill labourer, 1931-1934, odd jobs thereafter in farming and saw mills. Enlisted in Regina, 13 April 1942 and immediately posted to No.2 Manning Depot, Brandon. To No.3 BGS, Macdonald, 22 June 1942. To No.2 ITS, Regina, 1 August 1942; graduated and promoted LAC, 26 September 1942; posted that date to No.3 BGS, Macdonald; graduated and promoted Sergeant, 19 February 1943. To "Y" Depot, 5 March 1943; to RAF overseas, 8 March 1943; disembarked in Britain, 17 March 1943. To No.19 OTU, 12 April 1943. To No.1652 Conversion Unit, 3 August 1943. Promoted Flight Sergeant, 19 August 1943. To No.78 Squadron, 18 September 1943. Commissioned 12 December 1943. Promoted Flying Officer, 12 June 1944. To No.44 Base, 1 July 1944. Attached to No.1689 Flight, 1-20 July 1944. Attached to No.51 Squadron, 26-30 August 1944. Posted to No.1689 Beam Approach Training Flight, 3 March 1945. Repatriated 14 May 1945. To No.2 Air Command, 27 May 1945. To No.7 Equipment Depot, Winnipeg, 11 July 1945. To No.5 Release Centre, Winnipeg, 15 January 1946. Retired 17 January 1946. Award presented 23 April 1949. Civilian instructor with 2804 Hudson Bay (Saskatchewan) Legion Army Cadet Corps, 24 October 1966 with rank of Lieutenant (service number TL 88104) until 16 December 1968. ,RCAF photo PL-40871 (ex UK-17445 dated 12 December 1944) taken when he was instructing following his operational tour; advising about "fighter affiliation" exercises. Caption says in part, "Stark won his DFC during the attack on Montzen in Belgium several months ago. His Halifax was attacked by a German night fighter which sprayed cannon shells and machine gun bullets into the big bomber, damaging all four engines of the lumbering aircraft and tearing holes through a wing and the fuselage. Fire broke out immediately behind Stark's turret as a result of the attack, but was extinguished by him, and the efforts of other members of the crew." Died 9 August 1997 in Prince Albert, Saskatchewan 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 2/9026 has recommendation dated 28 June 1944 when he had flown 34 sorties (224 hours 55 minutes), 28 June 1943 to 15 June 1944.

28 June 1943 - Anti-sub sweep (8.00)  
1 July 1943 - Anti-sub sweep (8.00)  
2 July 1943 - Anti-sub sweep (9.20)  
6 July 1943 - Anti-sub sweep (9.05)  
14 July 1943 - Anti-sub sweep (10.15)  
17 July 1943 - Anti-sub sweep (8.50)  
19 July 1943 - Anti-sub sweep (10.30)  
27 September 1943 - Bochum (5.30)  
27 September 1943 - Hanover (DNCO, a/c off track)  
3 October 1943 - Kassel (7.05)  
22 October 1943 - Kassel (6.25)  
3 November 1943 - Dusseldorf (5.17)  
3 December 1943 - Leipzig (8.29)  
20 December 1943 - Frankfurt (6.36)  
15 February 1944 - Berlin (6.56)  
25 February 1944 - Augsburg (7.54)  
13 March 1944 - Le Mans (5.00)  
15 March 1944 - Stuttgart (8.07)  
18 March 1944 - Frankfurt (5.50)  
22 March 1944 - GARDENING (3.46, DNCO engine trouble)  
24 March 1944 - Berlin (7.22)  
30 March 1944 - Nuremburg (7.55)  
10 April 1944 - Tergnier (5.05)  
22 April 1944 - Dusseldorf (5.03)  
24 April 1944 - Karlsruhe (6.44)  
26 April 1944 - Paris (5.09)  
27 April 1944 - Montzen (3.47)  
1 May 1944 - Malines (3.47)  
11 May 1944 - Trouville (3.30)  
21 May 1944 - GARDENING (5.27)  
22 May 1944 - GARDENING (5.02)  
3 June 1944 - GARDENING (5.00)  
5 June 1944 - Coursevilles (4.43)  
6 June 1944 - St.Lo (5.22)  
9 June 1944 - Laval airfield (5.01)  
15 June 1944 - Fouilliard (5.06)

This officer has now completed his first operational tour consisting of 34 sorties involving a total of 224.55 hours. Throughout his operational tour he has proved

himself to be a keen and capable Air Gunner. His watchfulness and skill on operations have made a large contribution towards the safety and success of his crew.

On the ground also he has been of the greatest value to his section and his personal example has assisted in raising the standard of gunnery in the squadron. For his courage and devotion to duty, he is strongly recommended for the award of the Distinguished Flying Cross.

**Notes:** Application for Operational Wing dated 3 July 1944 claimed 31 sorties (225 hours), 28 June 1943 to 15 June 1944, No.78 Squadron. On 11 July 1944 this was altered to 34 sorties (225 hours).

On Repatriation Form dated 25 April 1945 he stated he had flown 34 sorties (231 hours 20 minutes), the last on 19 June 1944. Also 209.15 non-operational flying. Types experienced were Whitley (122 hours) and Halifax II (318.35).

**Training:** Attended No.2 ITS, 3 August to 26 September 1942 but did not complete course. "This airman is not well matured as his age would indicate. He is quite bright and gives the impression that he has more ability than his examination results show. He has been out of school for a number of years and finds it difficult to study steadily. As this airman failed to take advantage of an extra two weeks on being set back a course, it is very unlikely that he could successfully complete the course at ITS. It is recommended that he be remustered to Air Gunner, which is his request."

Attended No.3 BGS, 23 November 1942 to 19 February 1943. Battle aircraft - 12 hours five minutes in the air plus 13.25 in turret manipulation on ground with Frazer-Nash, Boulton Paul and Bristol turrets. In Stage I training marked in Armament, oral (61/100), Armament, written (237/300), Anti-Gas (81/100), Aircraft Recognition (76/100), Navigation (80/100), Mathematics (30/50), Law, Administration and Hygiene (76/100) and Signals (60/100). In Stage II training in fired 60 skeet rounds, 648 rounds on 25-yard range, 700 day and 300 night rounds on 250-yard range, 800 rounds air-to-ground, 2,400 rounds air-to-air (4.6 percent hits in air). Tests in Gunnery, written (90/150), Practical and oral (64/100), Aircraft Recognition (80/100), Drill(69/100) and Signals (60/100 on supplemental). Rated 68/100 in Ability as Firer. Placed 71<sup>st</sup> in a class of 1010.

At No.19 OTU, 14 April to 9 June 1943, much time spent detached to No.10 OTU. Flew 47.55 by day and 21.35 by night. Fired 450 rounds in 25-yard range and 200 rounds on 400-yard range. Took part in five cine gun exercises. Also five air-to-air firing exercises (2,500 rounds, 1.5 percent hits) and five air-to-sea exercises (2,500 rounds). "This NCO made only slow progress



at first but he is keen, has worked well and finally attained a satisfactory average standard. Crew cooperation and discipline good.”

\* \* \* \* \*

STARK, F/L George Douglas (J85641) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 4 April 1923 in Vancouver; home there; enlisted there 16 February 1942. To No.3 Manning Depot, 3 March 1942. To No.7 ITS, 26 June 1942; graduated and promoted LAC, 14 August 1942; to No.6 EFTS, 26 September 1942; graduated 20 November 1942 and posted next day to No.7 SFTS; graduated and promoted Sergeant, 19 March 1943. To “Y” Depot, 2 April 1943. To RAF overseas, 7 April 1943. Taken on strength of No.3 PRC, Bournemouth, 18 April 1943, To No.20 (Pilots) AFU, 9 June 1943. To No.24 OTU, 24 August 1943. Promoted Flight Sergeant, 19 September 1943. To Dalton Battle School, 19 November 1943. Attached to No.1661 Conversion Unit, 4 December 1943 to 12 January 1944. To No.425 Squadron, 12 January 1944. Commissioned 10 March 1944. Promoted Flying Officer and Flight Lieutenant, 10 June 1944. Killed in flying accident 2 August 1944 (Halifax NA581); buried in UK. RCAF photo PL-28553 (ex UK-9354 dated 29 March 1944) shows three members of No.425 Squadron after raid on Frankfurt - Warrant Officer Paul Davies (Vancouver, "who said that nearby flak bursts bounced the four-engined Halifax around though it was not hit"), Flight Sergeant Doug Stark (Vancouver) and Sergeant Lloyd Snider (Chilliwack, British Columbia). All three were killed in the crash of Halifax NA581. Award presented to next-of-kin by Governor General, 27 June 1945. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1730 (RG.24 Vol.20619 September 1943. 07) has recommendation dated 27 July 1944 when he had flown 31 sorties (166 hours 30 minutes):

An outstanding pilot, Flight Lieutenant Stark has consistently displayed superb captaincy and airmanship throughout an operational career that comprises 31 sorties against enemy targets. These operations include two attacks on Berlin, as well as others on such strongly defended targets as Essen, Stuttgart and Frankfurt.

On one occasion, this officer was pilot of a Halifax bomber detailed to attack Hamburg. The aircraft was badly off track both on proceeding to and on returning from the target. Flight Lieutenant Stark's skill and coolness under these trying conditions made possible the successful completion of the mission and the safe return of the aircraft.

This officer's determination, cheerful courage and fine offensive spirit are an

example and an inspiration to the other members of his crew.

**Training Notes:** At No.7 ITS his courses and marks were Mathematics (91 percent), Law and Discipline (82 percent), Airmanship (67 percent), Armament, written (38/50), Anti-Gas (39/50), Aircraft Recognition (96 percent), Drill (69 percent), Signals, written (150/200), Meteorology (30/50). Placed 41<sup>st</sup> in a class of 73.

Training at No.6 EFTS was on Tiger Moths (34.00 day dual including ten hours to first solo, 26.00 day solo, 4.00 night dual, 1.00 night solo) of which ten hours were on instruments; navigation flying was 3.00 dual, 3.00 solo. Also logged ten hours in Link. Placed eleventh in a class of 32. "Good average pilot, no particular faults. Good sound progress throughout course; should do well with more experience."

At No.7 SFTS flew Ansons - 74.15 day dual (5.05 to first solo), 62.35 day solo, 9.10 night dual and 7.00 night solo. These figures included 12.20 formation, 26.00 instrument flying, navigation exercises 8.45 dual and 25.20 solo, plus 22 hours in Link. Placed 49<sup>th</sup> in a class of 57. "Just an average student, no outstanding faults."

Course at No.20 (Pilots) AFU was 8 June to 24 August 1943. Oxford aircraft (2.50 day dual to first day solo, 20.30 total day dual, 13.10 day solo, 2.30 night dual to first night solo, 7.15 total night dual, 13.20 night solo plus 3.40 as second pilot; logged 7.20 on instruments; also 15 hours in Link Marked on General Flying (235/400), Applied Flying (110/200), Instrument Flying (135/250), Night Flying (70/100) and Link (44/50). "A good NCO whose ability as a pilot is average both by day and by night. Instrument flying is still rather weak. He is slow on the uptake and his reactions in an emergency are likewise slow." (S/L J.H. Havers, 20 August 1943).

Course at No.1538 Beam Approach Training Flight was 14-19 July 1943 - ten hours on Oxfords and five hours in Link. "An average course. Procedure good but instrument flying not accurate enough to make a good Beam pilot."

Course at No.24 OTU was 24 August to 2 November 1943 on Whitley V aircraft - 1.40 day dual to first day solo, 7.35 day dual total, 7.30 daylight at control with a captain, 25.25 daylight at controls without a captain, 2.25 night dual to first night solo, total 5.10 night dual, 4.40 night at controls with a captain, 30.30 at controls at night without a captain. Instrument flying was 17 hours - seems to have been no Link instruction. "An ex-AFU pilot who has maintained a high standard of keenness and efficiency. He had no difficulty in converting to type and has proved himself to be a very efficient captain. He has shown himself to be well disciplined with plenty of self-control and always pays great attention to detail and is definitely suitable for commissioned rank. He has volunteered for Pathfinder duties and is recommended for it. He has completed four day and three night cross-countries, also one nickel and one Bullseye

exercise. One war load take-off completed, two fighter affiliation exercises. He has passed through the decompression chamber. He performed one successful single-engined forced landing." Ground courses were Airmanship (255/300) and Signals (73/100); air tests in General Flying (350/400), Applied Flying (170/200), Instrument Flying (200/250), Night Flying (80/100) and Link (35/50).

Course at No.1664 Conversion Unit involved the following - Familiarization (35 minutes dual), Dual Circuits and Bumps (2.00 dual), Dual Circuits and Bumps in Crosswind (40 minutes dual), Dual three-engine flying before solo (30 minutes), Solo Circuits and Bumps (1.50), Dual Check Including Overshoot (30 minutes dual), Circuits and Bumps With Three Engine Flying (1.30 solo), Circuits and Bumps, General Flying, Bomb Aiming Practice (1.20 solo), Three-Engine Landings and Two-Engine Overshoots (2.10 dual), Solo with Complete Crew, air to sea firing, bombing, W/T practice, Gee and map reading (2.40 solo), Complete Crew with air-to-air firing, 16,000-foot climb and general flying (3.40), Complete Crew for Air to Air firing and bombing (2.50 solo), Night Circuits and Bumps (2.05 dual); Night Circuits and Bumps (2.00 solo), Full Crew for Cross-Country (5.05 solo), Full Crew, Night Cross Country and Night Bombing (6.30 solo) and one final night cross country (4.50 solo).

**Circumstances of Death:** Crew of Halifax NA581 consisted of J85641 F/L G.D. Stark, DFC (pilot), J86151 P/O E.F. Pitkin (navigator), R155052 Flight Sergeant J.J. Pidgeon (air bomber), J87366 P/O P.P. Davies (WOP), R70189 Sergeant M.H. Waters (flight engineer), R192730 Sergeant L. Snider (mid-upper gunner) and R155143 Flight Sergeant J.B. Code (rear gunner). Stark had 218 hours as captain of Halifax aircraft; on all types he had 407 hours. He had detailed himself and his crew for a cross-country flight, from base to Hexham, West Freugh, Holyhead, Strumble Head, Honeybourne, Olney, Goole, and return to base for the afternoon of 2 August 1944. Airborne at 1542 hours and nothing heard of it until it crashed some 13 ½ miles off track on the Olney-Goole segment. Part of the investigation report read:

At 1852 a Halifax III aircraft was picked up by the Royal Observer Corps post, located 175 degrees Blythe ½ miles, approaching from the south at an altitude of approximately 4,000 feet. The aircraft passed overhead and about two minutes later turned sharply to port through 180 degrees without losing any altitude and flew south for a mile and a half. The aircraft again turned sharply to port, banking about 75 degrees and losing altitude. The aircraft did not recover from this altitude and crashed at 1855. As the aircraft was about to strike the ground, one witness stated what he thought to be petrol was streaming from the trailing edge of the wing.

The precise cause of the accident was not determined.

\* \* \* \* \*

STARKEY, F/L George Lidstone (J11073) - **Distinguished Flying Cross** - No.33 Squadron - Award effective 10 July 1945 as per **London Gazette** dated 24 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 9 March 1919 in Montreal; home there. Draughtsman and machine tool inspector. Enlisted in Montreal, 10 July 1941 and posted to No.1 Manning Depot. To No.6 BGS (guard duty), 8 August 1941. To No.5 ITS, 1 September 1941; graduated and promoted LAC, 26 October 1941; posted that date to No.13 EFTS; graduated 20 December 1941 when posted to No.13 SFTS; graduated and commissioned 10 April 1942. To Trenton, 23 May 1942. To No.8 SFTS to instruct, 5 July 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 August 1943. To No.1 OTU, Bagotville, 27 August 1943. To "Y" Depot, 13 November 1943. Taken on strength of No.3 PRC, 23 November 1943. Repatriated 2 August 1945. To No.2 Release Centre, 12 August 1945. Accepted for Interim Force, 12 May 1946. To Trenton, 14 May 1946. To Lachine, 19 May 1946. To No.1 Air Command, 24 October 1946. Retired 30 October 1946. Rejoined RCAF Auxiliary (No.401 Squadron), 26 October 1948. Died at Ste.Anne Veterans Hospital, Quebec, 3 June 1998. See H.A. Halliday, **Typhoon and Tempest: The Canadian Story**.

This pilot has completed a strenuous tour of operations. On numerous sorties he has led his section against heavily defended targets with outstanding skill. Thanks to his clever tactics, despite the prevalence of anti-aircraft fire and the adverse weather which he has frequently encountered, his aircraft has only once been seriously damaged. Throughout the winter of 1944-45 Flight Lieutenant Starkey has operated with exceptional success against enemy communications and transport in Holland and Northwest Germany, destroying many mechanical vehicles and locomotives. He has always pressed home his attacks with outstanding courage and determination.

RCAF Press Release No. 421 dated 19 July 1945 by one "MacPherson" reads:

RCAF REPATRIATION DEPOT – TORQUAY – ENGLAND: --- Flight Lieutenant George L. Starkey, 26-year-old Spitfire and Tempest pilot, of Montreal (Westmount – 4656 Sherbrooke St. W.), was one of many, but his work is typical of the close cooperation between the RCAF and the foot-slogging Canadian infantry in the march to defeat Hitlerism.

Starkey was just out of technical school in Montreal when he joined the RCAF in July, 1941. He completed 14 months as an instructor at Moncton before he arrived in England and was assigned to a Spitfire Squadron in the RAF in May, 1944.

Starkey's was one of the many Spitfires which escorted paratroops to Caen on D-Day and his targets while he was based in England were the V-bomb sites and enemy communications.

About the middle of August last, the squadron moved to an airfield near Caen to carry out railway interdiction, attacks on road transport and German headquarters, in close support of the Canadian First Army.

Several times Starkey's aircraft was damaged by flak, once so badly a new wing had to be installed.

Two of Starkey's missions were unusual in that instead of bombing enemy positions he showered leaflets on the German garrisons in Boulogne and Dunkirk. The leaflets promised safe conduct to any of the enemy surrendering.

"They didn't appreciate that very much at the time, because the reception we got from flak and small arms fire was worse than on any of our regular armed sorties", said Starkey.

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STARRITT, FS (now P/O) Jack Osler (R104488/J27771) - **Commended for Valuable Services in the Air** - No.15 SFTS - Award effective 26 October 1943 as per **London Gazette** of that date and AFRO 2386/43 dated 19 November 1943. Born 17 March 1918. Enlisted at Halifax, 5 August 1941. To No.1 Manning Depot, 29 August 1941. To Trenton, 25 September 1941. To No.5 ITS, 10 November 1941; graduated and promoted LAC, 2 January 1942; posted that date to No.14 EFTS; may have graduated 12 March 1942 but not posted to No.11 SFTS until 28 March 1942; graduated and promoted Sergeant, 17 August 1942. To No.2 Flying Instructor School, 19 August 1942. To No.15 SFTS, 10 October 1942. Promoted Flight Sergeant, 17 January 1943. Commissioned 6 April 1943. Promoted Flying Officer, 6 October 1943. To No.7 Release Centre, 17 April 1945. Release date uncertain. Possibly died in Edmonton about 9 March 2000.

This NCO has been employed extensively as a flying instructor for the past nine months during which time he has displayed outstanding devotion to duty. By his perseverance and ability he has consistently produced excellent results with the pupils under his tuition.

\* \* \* \* \*

STAUFFER, S/L Walter Harold (C9974) - **Mention in Despatches** - Station Leeming - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Home in Edmonton; enlisted there 30 January 1942 in Administrative Branch and immediately posted to Trenton. To No.1 Manning Depot, date uncertain. To No.6 SFTS, 21 February 1942. Promoted Flying Officer, 1 April 1942. To Western Air Command, 31 May 1942. To Prince Rupert, 5 June 1942. To No.7 (BR) Squadron, 13 June 1942. To "Y" Depot, 31 October 1942. To RAF overseas, 19 November 1942. Attained rank of Squadron Leader, 20 February 1945. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Station Greenwood, 31 July 1945 for Tiger Force. To "Y" Depot, 12 September 1945. Retired 19 September 1945. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. DHist file 181.009 D.5527 (RG.24 Vol.20667) has recommendation submitted by G/C A.C. Hull, Commanding Station Leeming, 4 May 1945. Confirms he had enlisted 30 January 1942; spent one year in Canada, 28 months overseas. RCAF photo PL-41616 (ex UK-18216 dated 12 January 1945, F/L J.J. Stalberger (St. Cloud, Minnesota) and Flight Sergeant E.U. Jackson (Brantford, rear gunner) report for interrogation by F/L W.H. Stauffer (Edmonton).

This officer occupies the post of Senior Intelligence Officer at this unit and by his skilful leadership and initiative has brought the Section to a degree of efficiency that commands the respect and confidence of all. He is untiring in his efforts and possesses a splendid Service spirit. His work demands long hours of employment at irregular times, but Flight Lieutenant Stauffer has faithfully devoted himself to the job without regard for his own welfare. He has set a high standard of service and been an excellent example to his subordinates in this respect. I consider his work merits the award of Mention in Despatches.

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STAYNER, F/L Richard Martin (C1647) - **Distinguished Flying Cross** - No.401 Squadron - Award effective 20 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 1915 in Minneapolis, Minnesota; educated at University of Saskatchewan; home in Waterford, Ontario; enlisted in Saskatoon, 21 January 1940. Trained at No.1 SFTS (graduated 5 October 1940). To No.16 SFTS, 8 August 1941. Promoted Flight Lieutenant, 21 September 1941. To "Y" Depot, 11 October 1942. To RAF overseas, 22 October 1942. Repatriated 3 December 1942. To No.2 Air Command, 16 January 1945. To No.19 AFTS, 19 January 1945. To No.6 Release Centre, 5 June 1945. Released 8 June 1945. Died 11 June 1966 as per DVA letter dated 27 July 1966. Award sent by registered mail 11 December 1946. Credited with the following victories: **28 June 1944**, one FW.190 destroyed; **30 June 1944**, one Bf.109 destroyed; **20 July 1944**, one FW.190 destroyed. Photo PL-28535 (ex UK-9501 dated 6 April 1944) shows S/L L.M. Cameron; on his left is F/L Jack Sheppard (Dollerton, British Columbia); on his right is F/L Richard Martin Stayner (Saskatoon). PL-28546 (ex UK-9512 dated

6 April 1944) shows him in his Spitfire.

Flight Lieutenant Stayner has shown an exceptionally high standard of leadership and devotion to duty over a long period of operational flying. He has led his squadron on many occasions in attacks against a variety of targets with great success. He has destroyed three enemy aircraft.

Public Record Office Air 2/9160 had recommendation drafted by S/L Hugh Trainor, 31 July 1944, when he had flown 195 sorties (290 hours).

Flight Lieutenant Stayner has shown an exceptionally high standard of leadership and devotion to duty over a long period of operational flying, comprising a total of more than 300 hours [sic]. In the eight months under his leadership, his flight has destroyed at least 17 enemy aircraft, and probably destroyed or damaged many others. Of this total, he has personally destroyed three within a period of three weeks since the invasion of the Continent. In addition, he has on many occasions led the squadron or flight on attacks against ground targets with outstanding success. On such sorties he has attacked approximately 45 targets and has destroyed or assisted in the destruction of that many Motor Transport vehicles.

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STEDMAN, A/V/M Ernest Walter, OBE (C3) - **Companion, Order of the Bath** - AFHQ (Director General of Air Research) - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born at Malling, Kent, England, 21 July 1888. Educated at Brunswick House, Maidstone (1897-1903), HM Dockyard School, Sheerness (1903-1907), Royal College of Science, South Kensington (1907-1910), and Central Technical College, South Kensington (1910-1911). Joined RNAS August 1914. To a "Handley-Page Squadron, Manstone" July 1916. To No.3 Wing, Luxieul, October 1916; to No.7 Squadron, RNAS, July 1917; to No.4 Air Stores Depot, April 1918; promoted Wing Commander, May 1918. To Air Ministry, Technical Department, November 1918. Awarded OBE for exceptional services in organizing production and repair services in France. Retired from RAF, 21 March 1919. Joined Handley-Page company and in 1919 came to Canada in connection with an unsuccessful project to fly the Atlantic with one of their machines. First applied for Canadian service, 22 January 1920 from Reading, stating he was "convinced of the future possibilities of aviation in Canada." Advised on 7 February 1920 that there were no Air Board vacancies." Appointed Director of Technical Services to the Air Board, 30 October 1920 at an annual salary of \$ 4,500, rising yearly to \$ 4,800 and \$ 5,100. Resigned from the Civil Servants of the Air Force Branch, Department of National Defence, 11 May 1923 on appointment as Wing Commander to the RCAF; gazetted in permanent RCAF as Wing Commander, 1 April 1924. Was closely involved with forces aeronautical engineering

thereafter. To England, June 1924 for six month course to keep him current on engineering developments. Requested (21 March 1925) a flying course at Camp Borden, but this appears not to have happened. Requested (June 1927) that he be attached to the Hudson Bay [sic] Expedition "for the purpose of assisting in the selection of sites, unloading material, and setting up the bases", although he would return south thereafter; permission not granted. Appointed Chief Aeronautical Engineer, Department of National Defence, 1 July 1927. Requested (29 September 1927) a long course at Kingston in military subjects, "now that Flight Lieutenant Ferrier has completed his training and is capable of undertaking a good deal of my work." Request not granted due to amount of work in hand at the time. Frequent trips to the United States, Britain and Europe to keep in touch with developments. Promoted Group Captain, 1 October 1929. Promoted Air Commodore, 28 July 1938. On 31 August 1938, gave notice of intention to retire as of 2 April 1941, in order to facilitate training of his replacement. Promoted Air Vice-Marshal, 29 May 1940. Photos PL-117423, PL-117424, PL-117425 and PL-117426 are portraits as an Air Vice Marshal. Author of many articles. Award presented 29 December 1944. Retired 27 April 1946. Subsequently a witness at Bikini Atoll tests and a founder of Carleton University. Died in Ottawa, 27 March 1957. See Canadian War Museum publication of **Stedman Papers**.

Air Vice-Marshal Stedman has rendered outstanding and devoted service over a long period of time to the Royal Canadian Air Force. Whilst employed as Air Member for Aeronautical Engineering at Air Force Headquarters, he contributed very greatly to the engineering side of the Royal Canadian Air Force. In his present position as Director General of Air Research he is making a large contribution towards the development and adoption of the most modern equipment for the Royal Canadian Air Force.

STEDMAN, A/V/M Ernest Walter (C3) - **Commander, Legion of Merit (United States)** - Award effective 26 September 1947 as per AFRO 510/47 of that date, "in recognition of valuable services rendered in connection with the recent war." On 21 February 1947 Colonel Jack C. Hodgson, U.S. Air Attache, wrote to AFHQ reporting this award with the following citation:

Air Vice Marshal Ernest W. Stedman, Royal Canadian Air Force, during the period of active hostilities in World War Two, rendered exceptionally meritorious service in the field of scientific research and development. As Director General of Air Research in the Royal Canadian Air Force, he facilitated the exchange of valuable scientific and engineering information among the United Kingdom, Canada and the United States. Through his professional knowledge, co-operation and resourcefulness, Air Vice-Marshal Stedman greatly aided research and development in the field of aeronautics.



**Selected Assessments:** "This officer has excellent technical and organizing ability, is efficient, keen and energetic." (G/C J.S. Scott, 4 March 1925 - his title was then Assistant Director, Supply and Research, RCAF Headquarters).

"This officer has exceptional technical and aeronautical knowledge. He has performed the duties of Assistant Director, Scientific and Research in a very able and efficient manner, and has been employed to the rank of Wing Commander since October 30, 1920. I strongly recommend him for promotion." (G/C J.S. Scott, 21 January 1927)

"An officer of exceptional technical qualifications with particular knowledge of the technical problems of winter flying in Canada. // He has the gift of making a true appreciation between the relative importance of technical and operational requirements and in so far as it is possible, adjusts all technical matters to meet the needs of flying operations. This is an exceedingly rare qualification in technical officers who are not themselves pilots. // He is tactful in all his dealings with those whom his duties bring him into contact and throughout the aircraft industry his outstanding ability and an Aeronautical Engineer is recognized. // He has cooperated to the utmost with every branch of the staff and has set an excellent example to all in his unselfish endeavours for the good of Canadian aviation. By so doing, and by reason of his wide technical experience, he has been instrumental in solving many difficult technical problems peculiar to Canadian conditions.." (G/C J.L. Gordon, 19 May 1932)

"An excellent staff officer possessing a logical mind. Able to see the problems clearly and to express his views in a concise and convincing manner. Sound in advice, loyal and conscientious in his duties. Well qualified to assume the full responsibilities of the CAE Division and of a member of Air Council." (A/V/M G.M. Croil, 8 February 1939)

**Notes:** In listing the types of aircraft with which he had been associated, 1915-1919, he gave the following: BE.2a, BE.2c, RE.1, Vickers Gun Bus, 225 White Seaplane, 225 Short Seaplane, White twin seaplane, Blackburn twin seaplane, Handley Page O-100, Short Land Plane, White 1000, Sopwith 1 ½ Strutter, Handley Page O-400 (including night bomber trials), Handley Page V-1500, F.3 boat, F.5 boat - and the following in commercial work with Handley Page - Handley Page W.8, Vickers Virginia, Junkers and Fokker.

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STEDMAN, P/O Leslie Brine (J89623) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 21 September 1921. Home in Simcoe, Ontario; enlisted in London, Ontario, 10 June 1942. Trained at No.1 ITS (graduated 2 April 1942), No.20 EFTS (graduated 29 April 1943) and No.17 SFTS (graduated 17 September 1943). Retired 19 May 1945. Served again in

RCAF, 3 May 1955 to 30 December 1971 (service number 235134). Award sent by registered mail 28 June 1949. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 21 November when he had flown 26 sorties (131 hours 35 minutes), 7 August to 18 November 1944. Possibly died at Simcoe, Ontario about 24 February 2004; see Simcoe **Reformer** about that date.

This officer has participated in twenty-six sorties, involving attacks on a wide variety of important and well defended targets in Germany. Throughout his tour he has displayed great skill and determination, pressing home his attacks with vigour, often in the face of heavy opposition. He is a most efficient captain, whose fine fighting qualities have impressed all.

For his airmanship, skill and devotion to duty, this officer is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

7 August 1944 - La Hogue (5.10, day, second pilot)  
18 August 1944 - Chantilly (4.35, second pilot)  
9 September 1944 - Le Havre (4.55, day)  
10 September 1944 - Le Havre (4.10, day)  
11 September 1944 - Castrop Rauxel (5.40, day)  
12 September 1944 - Bokum (4.45, day)  
13 September 1944 - Osnabruck (4.30, day)  
15 September 1944 - Kiel (5.50)  
17 September 1944 - Boulogne (3.55, day)  
25 September 1944 - Calais (4.15, day)  
26 September 1944 - Calais (3.25, day)  
27 September 1944 - Bottrop (5.10, day)  
28 September 1944 - Cap Gris Nez (4.25, day)  
30 September 1944 - Sterkrade (5.00, day)  
14 October 1944 - Duisburg (5.00, day)  
14 October 1944 - Duisburg (6.20)  
23 October 1944 - Essen (5.40)  
25 October 1944 - Homburg (5.10, day)  
28 October 1944 - Cologne (5.45, day)  
30 October 1944 - Cologne (6.15)  
1 November 1944 - Oberhaven (5.40)  
2 November 1944 - Dusseldorf (5.45)

4 November 1944 - Bochum (5.15, day)  
6 November 1944 - Gelsenkirchen (5.05, day)  
16 November 1944 - Julich (5.00, day)  
18 November 1944 - Munster (5.55, day)

NOTE: Ottawa **Citizen** of 3 October 1998 has an account of his visit on 1 October 1998 to the Canadian War Museum with reminiscences about wartime flying; his particular aircraft was "Ferdinand II" with a cartoon of Ferdinand the Bull, a pacifist, flower-sniffing bovine; he once narrowly escaped a direct flak hit which peppered his wing.

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STEED, F/O Oliver Max (J10593) - **Mention in Despatches** - No.5 (Bomber Reconnaissance) Squadron - Award effective 6 January 1945 as per **Canada Gazette** of that date and AFRO 132/45 dated 26 January 1945. Card file partly unreadable. Born 1915. Enlisted in Calgary, 3 June 1941. Trained at No.2 ITS (graduated 27 August 1941), No.18 EFTS (graduated 7 November 1941) and No.7 SFTS (graduated 13 March 1942). To Summerside, 13 December 1944. To No.1 Group Headquarters, 1 April 1945. To No.2 Air Command, 11 September 1945. To No.8 Release Centre, 19 November 1945. Retired 26 November 1945. No citation in biographical file.

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STEEDSMAN, FS Charles Percy Elwood (R165313) - **Distinguished Flying Medal** - No.61 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. Born in Parry Sound, Ontario; 7 February 1924; home there (laboratory assistant); enlisted in Toronto, 5 May 1942 and posted that date to No.1 Manning Depot. To No.4 Manning Depot, 25 June 1942. To No.5 Manning Depot, 7 August 1942. To No.5 ITS, 29 August 1942; graduated and promoted LAC, 24 October 1941 when posted to No.4 AOS; to No.1 AOS, 28 December 1941; graduated and promoted Sergeant, 5 February 1943. To "Y" Depot, 19 January 1942 (this must be an error as it predates his graduation). To RAF overseas, 9 February 1942. Promoted Flight Sergeant, 6 August 1943. Promoted Warrant Officer, date uncertain. Commissioned 7 July 1944 (J87918). Promoted Flying Officer, 7 December 1944. Repatriated, 15 January 1945. To Mountain View, 28 February 1945. Released 6 April 1945. Rejoined RCAF as a Communications Technician, 15 August 1949 (28187, rank of LAC); promoted Corporal, 1 October 1952; promoted Sergeant, 1 April 1957. Date of release uncertain. Died 2007. Award presented 9 April 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 2/9015 has recommendation dated 24 April 1944 when he had flown on 30 sorties (28 successful, 203 hours 45 minutes).

6 August 1943 - Le Fleche  
22 October 1943 - Kassel  
3 November 1943 - Dusseldorf  
10 November 1943 - Modane  
22 November 1943 - Berlin  
23 November 1943 - Berlin  
26 November 1943 - Berlin  
16 December 1943 - Berlin  
23 December 1943 - Berlin  
29 December 1943 - Berlin (DNCO, port inner on fire)  
1 January 1944 - Berlin  
14 January 1944 - Brunswick  
20 January 1944 - Berlin (DNCO, port outer unserviceable)  
27 January 1944 - Berlin  
28 January 1944 - Berlin  
30 January 1944 - Berlin  
15 February 1944 - Berlin  
19 February 1944 - Leipzig  
20 February 1944 - Stuttgart  
24 February 1944 - Schweinfurt  
25 February 1944 - Augsburg  
1 March 44 - Stuttgart  
15 March 44 - Stuttgart  
18 March 44 - Frankfurt  
22 March 44 - Frankfurt  
24 March 44 - Berlin  
26 March 44 - Essen  
30 March 44 - Nuremburg  
5 April 44 - Toulouse  
10 April 44 - Tours

Flight Sergeant Steedsman has completed 28 successful operations as Air Bomber, including eleven on Berlin. He is an outstanding Air Bomber and a member of a very fine crew. He has shown determination of the highest order in pressing home his attacks. He obtained aiming point photos three times and photographic evidence that he was over the target every time.

On one occasion the aircraft in which he was Air Bomber had one engine fail when some 250 miles from Berlin, but the attack was continued and Flight Sergeant Steedsman guided his captain on a steady run through the heart of the

target at 17,500 feet, well below the main concentration, in order to make certain of a hit.

He is strongly recommended for the non-immediate award of the Distinguished Flying Medal.

\* \* \* \* \*

STEEL, F/O (now F/L) Edmiston McGregor McQuarrie (J13475) - **Air Force Cross** - No.2 FIS - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Glasgow, Scotland, 18 December 1915 (RCAF Press Release 4907 reporting award). Home in Montreal where he was educated and employed by Canadian Life Assurance; enlisted there 20 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 Trenton, 30 March 1941. Posted to No.15 SFTS, 30 June 1941. Promoted WO2, 20 March 1942. To No.2 Flying Instructor School, 2 August 1942. Commissioned 15 August 1942. Promoted Flying Officer, 1 January 1943. To No.3 Training Command, 18 March 1944; attached to Ferry Command, 22 March 1944. To No.301 Communication Flight, 30 April 1944. With Mitchell FW276, departed Montreal 3 May 1944 to Goose Bay, Greenland, and Reykjavik to United Kingdom (arrived 7 May 1944) before return to Canada. To No.2 FIS (again), 25 May 1944; promoted Flight Lieutenant, 1 August 1944; to No.2 SFTS, 5 December 1944; to No.1 Central Flying School, 22 March 1945, serving there until 13 November 1945. To No.2 Release Centre, 14 November 1945. Released 21 November 1945. Died in Calgary, 2 March 2007. Award presented 25 May 1945. As of award had flown 2,549 hours, 2,239 hours as instructor, 233 hours in past six months.

This officer has been employed as a flying instructor for over two years, during which period he has displayed outstanding professional ability in many hours in the air. He is vigorous and enthusiastic in all his undertakings and has a tremendous capacity for work. On many occasions he has accepted extra duties and performed them cheerfully and efficiently. With outstanding devotion to duty, he has instilled the utmost confidence and skill in those whom he has instructed.

\* \* \* \* \*

STEELE, F/L Francis Stanley (J27097) - **Distinguished Flying Cross** - No.550 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 13 May 1919 in Wallace Bridge, Nova Scotia; home there (ex-Royal

Canadian Artillery); enlisted in London, England, 10 April 1942. Repatriated to Canada via No.31 Personnel Depot, 13 November 1942. To No.31 EFTS, 4 December 1942; may have graduated 5 February 1943 but not posted to No.34 SFTS until 21 February 1943; graduated and commissioned 11 June 1943). To "Y" Depot, Halifax, 25 June 1943; to RAF oversea, 29 June 1943. Promoted Flying Officer, 11 December 1943. Promoted Flight Lieutenant, 16 July 1944. Repatriated 15 November 1944; to Moncton, 4 January 1945. Reverted to Flying Officer in postwar RCAF, 1 October 1946 (20321); Promoted Flight Lieutenant , 1 October 1950; promoted Squadron Leader, 1 January 1954 while at St. Hubert) Award sent by registered mail 30 March 1949. Awarded Queen's Coronation Medal, 3 June 1953 (Flight Lieutenant, Canadian Joint Staff in London). Retired 1967. Subsequently worked for 17 years with Air Licensing Division, Department of Transport. Died in Ottawa, 18 May 2012. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9038 has recommendation dated 10 October 1944 when he had completed 36 sorties (162 hours 50 minutes). Name given as Francis Stanley Steele. See also F/O R.G. Fink (his navigator).

14 June 1944 - Le Havre (3.19)  
16 June 1944 - Sterkrade/Holten (4.13)  
22 June 1944 - Nimoyecques (3.14, day)  
23 June 1944 - Saintes (7.17)  
24 June 1944 - Flers (3.35)  
27 June 1944 - Chateau Bernapre (3.47)  
29 June 1944 - Domleger (3.18)  
30 June 1944 - Oisemont/Neuville (3.49)  
2 July 1944 - Domleger (3.37)  
4 July 1944 - Orleans (6.07)  
6 July 1944 - Foret St.Crois (3.41)  
7 July 1944 - Caen (3.51)  
12 July 1944 - Revigny (9.28)  
16 July 1944 - Sannerville (3.50)  
20 July 1944 - Wizernes (3.31)  
23 July 1944 - Kiel (4.49)  
1 August 1944 - Belle Croix les Bruyers (2.58)  
2 August 1944 - Le Havre (3.27)  
3 August 1944 - Trossy St.Maximim (4.32)  
5 August 1944 - Pauillac (8.02)  
8 August 1944 - Fontenay (3.34)  
10 August 1944 - Dugney (5.13)  
12 August 1944 - Falaise (3.37)  
15 August 1944 - Cullot (3.20)

16 August 1944 - Stettin (8.29)  
26 August 1944 - Russelheim (8.37)  
29 August 1944 - Womurse Cappel (3.23)  
30 August 1944 - Stettin (9.03)  
5 September 1944 - Le Havre (3.48)  
6 September 1944 - Le Havre (3.41)  
8 September 1944 - Le Havre (3.58)  
11 September 1944 - Le Havre (4.00)  
26 September 1944 - Calais (3.16)  
27 September 1944 - Calais (3.37)  
28 September 1944 - Calais (3.48)  
3 October 1944 - West Kapelle (3.01)

This Canadian pilot completed an operational tour of 36 sorties on 3 October 1944, involving a total of 162.50 hours. After completing 31 sorties he was permitted to carry out further sorties in order to complete the tour of the other members of his crew.

He has attacked heavily defended targets in Germany such as Kiel and Stettin, and numerous precision targets in occupied territory, both by day and by night. He is a skilful pilot who, at all times, uses his ability to the greatest advantage to deliver the hardest blow against the enemy.

Flight Lieutenant Steele has always displayed an excellent offensive spirit and pressed home his attacks regardless of his own personal safety; on one occasion bombing from a low altitude, despite heavy ground defences, in order to ensure an accurate attack. By his excellent spirit and cheerful confidence he has been an inspiration to the other members of the squadron. He possesses a rare personality and is a splendid leader of men.

His conduct under all conditions has been of a very high order and it is contended that such tenacity of purpose, leadership and ability well merits the award of the Distinguished Flying Cross.

The following by Andrew Duffy was published in the Ottawa **Citizen** on 3 June 2012:

## **Frank 'Stainless' Steele was an impossible man to forget**

## **Second World War bomber pilot was committed to loyalty, service**

**Frank 'Stainless' Steele joined the Royal Canadian Air Force in 1942 and served during the Second World War. Steele ended up leading 36 missions as a bomber pilot.**

Frank "Stainless" Steele was a man of strong convictions.

A Second World War bomber pilot, he believed in honesty, loyalty and service. Such was his conviction that he flew six extra missions because he considered it his responsibility to see every member of his crew through to the end of their tours of duty.

A husband, father and neighbour, he believed in manicured lawns, Speedo-clad sunbathing, and jokes well told. Such was his conviction that his daughter, Barbara, shared his favourite nun joke (more on that later) at his recent memorial service.

"My dad will always be an impossible man," she told mourners. "Impossible to live with .... impossible to forget."

Steele, who earned a Distinguished Flying Cross during the war, died on the morning of May 18 at his Ottawa home. He was 93.

Frank Stanley Steele was born and raised in Wallace, N.S. One of 10 children, he came of age as his father struggled to earn a living in the Depression-era lumber industry.

"We were poor as church mice," he would say in describing his childhood.

Steele left home at 15 to attend high school in nearby Pugwash, then enlisted in Canadian Army at the outbreak of the Second World War. In 1942, he jumped at the chance to join the Royal Canadian Air Force, and after his pilot training, was assigned to a heavy bomber squadron based in Lincolnshire.

More than half of all RAF Bomber Command crews perished during the war, victims of anti-aircraft flak, enemy planes, bad weather and mechanical failures.

Flight Lt. Steele had his share of close encounters. On Sept. 8, 1944, Steele's Lancaster was one



of 15 bombers sent to strike German forces dug in around Le Havre, France. But the cloud cover was so low that the attack was cancelled.

Steele, however, took his bomber lower and lower until he broke out of the clouds at 2,000 feet, spotted the target, and dropped his payload. The resulting explosions rocked the Lancaster almost out of the sky.

Once, he limped home with half of his cockpit canopy shot from his plane. On another occasion, bad weather forced him to abandon his mission and turn for home. But the extra weight of the bombs and the bad weather ate into his fuel supply. So he dropped his payload into the sea and made an emergency fuel stop at an unpaved airstrip on the British coastline.

Steele put the plane down hard. The airfield manager complained about the damage he'd done to the runway and asked him "to be a bit more careful" when leaving. Steele was so steamed that he taxied to the end of runway and carved a series of hard turns into the dirt before lifting his Lancaster into the air.

He served a full tour of duty then sought permission to continue flying until his crew members had completed their own tours. He ended up leading 36 missions.

After the war, Steele remained in the RCAF and qualified as a fighter pilot, eventually logging almost 11,000 hours in the air.

In 1951, he married a nurse, Rita Millette, whom he met at the officer's mess in Saint John, N.B. They raised four children: Richard, Francine, John and Barbara.

Steele, then a squadron leader, retired from the military in 1967 to give his children a more stable life. He joined Transport Canada and bought a home in Riverside Park, where he would stay for the rest of his life.

Steele had his share of eccentricities. He didn't believe that food should be adulterated by sauce, butter or garlic. He didn't like fat of any kind yet embraced sugar with such enthusiasm that he once ate an entire cake that his wife had baked for her nursing colleagues.

Always looking to save on his utility bill, Steele would knock on the door when one of his daughters was in the shower, counting down the seconds until he turned off the hot water. He was unmoved by the screams that followed.

Steele was a sun-worshipper and sported a tan, even in winter. On bright, cold days, he could often be found in a parka, sitting in his favourite lawn chair, facing the sun from inside his garage.

Summers presented more of a spectacle. Steele regularly cut his lawn — always with a push mower — in his bathing suit. He favoured a Speedo well into his 70s.

He owned neither a credit card nor a debit card. He paid for everything in cash, withdrawing what he needed on his weekly pilgrimage to the bank. He never parted with his two wall-mounted phones and didn't buy into voice mail.

The last five years of Steele's life were devoted to caring for his wife, Rita, who suffered from Alzheimer's. He visited her every afternoon at the Glebe Centre.

His son, John, described his father as a true character.

"My children sometimes complain that I act like my father," said John. "But I can only hope that I've inherited just a fraction of my father's honesty, integrity and loyalty."

Steele's daughter, Barbara, said her larger-than-life father loved a good joke. And in his honour, she told his memorial service his favourite one:

A man is driving down a lonely stretch of highway when he sees a sign out of a corner of his eye. It reads, Sisters of Mercy House of Prostitution: 10 Miles. He thinks it was just a figment of his imagination and drives on without giving it a second thought. Soon he sees another sign that says, Sisters of Mercy House of Prostitution: 5 Miles. He realizes these signs are for real. Then he drives by another sign saying, Sisters of Mercy House of Prostitution: Next Right.

His curiosity gets the best of him and he pulls into the drive. On the far side of the parking lot is a sombre stone building with a small sign next to the door reading, Sisters of Mercy. He climbs the steps and rings the bell. The door is answered by a nun in a long black habit who says, "What may we do for you, my son?"

He answers, "I saw your signs along the highway and I was thinking we could possibly do some business."

"Very well, my son, please follow me."

He's led through many winding passages and is soon quite disoriented. The nun stops at a closed door and tells the man, "Please knock on this door."

He does as he is told and this door is answered by another nun in a long habit, holding a tin cup. This nun instructs, "Please place \$50 in the cup, then go through the large wooden door at the

end of this hallway.”

He gets \$50 out of his wallet and places it in the nun’s cup. He trots eagerly down the hall and slips through the door, pulling it shut behind him. As the door locks, he finds himself back in the parking lot, facing another small sign: Go in peace, you have just been screwed by the Sisters of Mercy.

Somewhere, Frank Steele is busting a gut.

\* \* \* \* \*

STEELE, S/L James Carswell (C2297) - **Mention in Despatches** - Station Digby (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 Regina; enlisted there, 14 June 1940. Flight Lieutenant, 1 July 1941. Posted to Overseas Headquarters, 11 October 1941. Promoted Squadron Leader, 1 June 1944. Repatriated 23 October 1945. Released 9 December 1945. Administrative Officer. RCAF photo PL-1515 taken as a Flying Officer, 1940. RCAF Photo PL-42128 (formerly UK-18965), registered 21 February 1945, has the following caption: “S/L J.C. Steele, 559 East 53<sup>rd</sup> Street, Vancouver, the senior Physical Training and Sports Officer overseas, throws in the puck in the face-off between the Spits and the Tiffies. At right is Spit captain, Ken Pidgeon of Brantford, Ontario; in centre is Tiffe man, Mac Pope of Ottawa.” RCAF photo PL-43260 (ex UK-20436 dated 11 April 1945) is captioned as follows: “Group Captain K.L.B. Hodson, CBE, DFC and Bar, Grimsby, Ontario, Commanding Officer of the RCAF Reception Centre in Britain, congratulates Corporal M. Applebaum, Toronto, captain of the RCAF Bomber Group team, which won the Consolidation Tournament of the RCAF United Kingdom Basketball Championships in Britain on April 6 and 7. In the centre is S/L J.C. Steele, Vancouver, organiser of the Tournament and member of the Auxiliary Services Branch, RCAF Overseas Headquarters.”

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STEELE, F/L Michael (J21985) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 6 November 1913 in Glace Bay, Nova Scotia; educated there to 1930. Worked as a painter, 1930-1936 but left trade when there was no work. Employed by Seal Harbay Gold Mines, Nova Scotia, 1936-1938 and McIntyre Porcupine Mines, Schumacher, Ontario, 1938-1942. Home given variously as Toronto or Chester Basin, Nova Scotia. Enlisted in Hamilton, 7 March 1942 and posted to No.1 Manning Depot. To No.1 Training Command, 25 April 1942. To No.5 ITS, Belleville, 21 June 1942; graduated and promoted LAC, 29 August 1942 but not posted to No.1 BGS, Jarvis until 13 September 1942; graduated 6 November 1942 and posted to No.1

AOS, Malton; graduated and commissioned 18 December 1942. Posted again to No.1 BGS, 3 January 1943; to "Y" Depot, Halifax, 23 January 1943; to RAF overseas, 2 February 1943. Disembarked in Britain, 13 February 1943. To No.22 OTU, 6 April 1943. Promoted Flying Officer, 18 June 1943. To No.1664 Conversion Unit, 1 August 1943. To No.428 Squadron, 26 August 1943. Attached to No.1 Air Armament School, Manby, 5 February to 4 March 1944. Promoted Flight Lieutenant, 3 August 1944. Struck off strength of No.428 Squadron, 22 August 1944 on posting to No.433 Squadron. Appears to have been reposted to No.428 Squadron within 48 hours. Repatriated 8 December 1944. To Station Moncton, 20 December 1944. To Station Patricia Bay, 1 February 1945. To Moncton again, 8 May 1945. To Station Pennfield Ridge, 16 May 1945. To Dartmouth, 1 October 1945. Released 28 November 1945 at which time he indicated his interest in returning to mining. Award sent by registered mail 30 March 1949. Died in Toronto, 12 July 1981 as per **Legion Magazine** of November 1981. 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 2 September 1944 when he had flown 28 sorties (194 hours ten minutes), 30 August 1943 to 3 August 1944.

As Bomb Aimer, Flight Lieutenant Steele has completed very many sorties against the enemy. He has bombed Berlin three times,, Leipzig, Frankfurt, Kassel, Hamburg, twenty-five in all, over different targets in Germany and France. The very satisfactory results achieved by his crew were in no small measure due to the crew co-operation and keenness of this officer at all times. His bombing accuracy was of an extremely high standard and he always gave invaluable aid to the navigator. As Bombing Leader he was responsible for the efficiency of his section and the training of new crews, and these duties he carried out with marked success.

For the very strong support of the squadron over a long period of time and for the completion of many trips against the enemy I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

30 August 1943 - Munchen-Gladbach (6.40)  
5 September 1943 - Mannheim (8.10)  
15 September 1943 - Mont Lucon (7.25)  
16 September 1943 - Modane (8.50)  
8 October 1943 - Hanover (5.20)  
22 October 1943 - Kassel (8.00)  
3 November 1943 - Dusseldorf (6.45)

11 November 1943 - Cannes (10.50)  
18 November 1943 - Mannheim (8.05)  
19 November 1943 - Leverkusen (6.30)  
22 November 1943 - Berlin (8.10)  
29 November 1943 - Frankfurt (8.15)  
3 December 1943 - Leipzig (8.20)  
4 January 1944 - Gardening (5.15)  
20 January 1944 - Berlin (8.15)  
28 January 1944 - Berlin (9.00)  
6 March 1944 - Trappes (4.50)  
22 March 1944 - Gardening (6.55)  
23 March 1944 - Laon (5.20)  
25 March 1944 - Aulnoye (6.15)  
29 March 1944 - Paris (6.05)  
9 April 1944 - Lille (4.45)  
23 April 1944 - Gardening (6.30)  
21 June 1944 - St. Martin (4.35)  
18 July 1944 - Wesseling (5.40)  
24 July 1944 - Stuttgart (8.45)  
28 July 1944 - Hamburg (5.00)  
3 August 1944 - Bois de Casson (6.00, day)

#### **General Comments:**

On repatriation he noted that he had flown 31 sorties (211 hours 40 minutes) plus 180 hours five minutes of overseas training. Flying time with No.428 Squadron given as 153 hours 35 minutes and another block of 81 hours 45 minutes after Bombing Leader course; only 15 hours ten minutes with No.433 Squadron.

#### **Assessments:**

Occasionally takes the lead. Does not organize things very well (S/L W.R. Suggitt, 2 October 1943).

Air Bomber. Total flying hours, 421,05, last six months, 82.00. Conduct satisfactory. Has given very satisfactory service on the squadron and is the present bombing leader. (W/C W.A.G. MacLeish, 9 July 1944).

Interview Report, 28 November 1944, noting that he had flown 211.40 operational hours, had no non-operational tour, had flown 31 sorties, the last on

them on 17 October 1944.

This officer is at present under instruction Course No.12, No.1 School of Flying Control. He is considered an above average student. This officer has completed a tour of operations and has been awarded the RCAF Operational Wing. Recommended for promotion to Temporary Flight Lieutenant. (S/L R.M. Donaldson, Station Patricia Bay, 26 March 1945).

### **Training:**

Course at No.3 ITS was 6 July to 29 August 1942. Placed 53<sup>rd</sup> in a class of 85. Courses and marks as follows: Mathematics (79/100), Armament (42/50), Signals (150/150), Navigation (98/200 on a supplemental), Airmanship (57/100), Drill (70/100), Law and Discipline (79/100), Meteorology (25/50), Aircraft recognition (92/100), Anti-Gas (43/50). "Strong, sincere, quiet. Worked in mine for five years. Very conscientious, dependable and desires to be a bomber. Good personality."

Course at No.1 BGS, 14 September to 6 November 1942; placed 6<sup>th</sup> in a class of 14. Flew in Bolingbroke aircraft (six hours 30 minutes day gunnery) and Ansons (bombing training, 20 hours by day, seven hours 40 minutes by night). In bombing tests he dropped 53 bombs by day and 29 by night, average error being 129 yards by day and 166 by night. In low level bombing dropped 12 bombs by day, average error of 95 yards. Gunnery tests were Beam Test (400 rounds fired, 2.7 % hits), Beam Relative Speed (800 rounds, 3.2 % hits) and Under Tail (800 round, 3.0 % hits). Examinations in Bombing, written (187/200), Bombing, oral (195/250), Proficiency as Bomb Aimer (299/400), Gunnery, written (50/100), Gunnery, oral (74/100), Proficiency as Air Gunner (112/200), Aircraft Recognition (32/50) and Signals (45/50). Considered average.

Course at No.1 AOS was 9 November to 18 December 1942. Flew in Anson aircraft (20.55 day, 5.45 night). Deemed above average in navigation and bombing. Placed 15<sup>th</sup> in a class of 32. Courses and marks as follows: Navigation, air work (80/100), Bombing, air work (78/100), Photography, air work (74/100), Elements of Navigation (46/50), Signals, practical (62/75), Photography (30/50), Reconnaissance (30/50) and Aircraft recognition (60/75).

Course at No.22 OTU was on Wellington (100 hours 55 minutes)

Course at No.1664 Conversion Unit was Halifaxes (33 hours 25 minutes)

Course at No.1 Air Armament School (Bombing Leader course) was on Blenheims (six hours 55 minutes)

Course at No.1 School of Flying Control was 7 February to 20 April 1945. Courses as follows: Meteorology (82/100), Theory of Flight (40/50), Flying Control and Air Traffic Control (136/200), Navigation (113/150), Signals (95/150), Air/Sea Rescue and Flying Control Operations (146/200), Administration (36/50). Flying in Ansons (15 hours 30 minutes as passenger) and Link (21 hours). Described by W/C R.M. Donaldson as follows: "Standing 19<sup>th</sup>. Considered average material. A conscientious, steady officer with a definite sense of responsibility. Considered most suitable as a station ASR officer."

Course in Air/Sea Rescue given at Station Aylmer, 30 April to 10 May 1945. Marked 80 percent. Courses in following subjects - parachutes, para-dinghies, life-saving clothing, safety harness, emergency kits, multi-sea dinghies (Canadian and American), blow-out storae, land supply dropping, CO2 and operating heads, sea supply dropping, airborne liferaft, flying clothing, exposure suit, dinghy radio, oxygen.

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STEELE, Corporal Omer Clayton (R122721) - **British Empire Medal** - Middleton St.George - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Identified in AFRO as "Overseas"; no citation in AFRO or biographical file. Wartime card missing from biographical file. Awarded Queen's Coronation Medal, 13 October 1953 (Sergeant, Station North Bay, service number 23132). DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation dated 1 May 1945.

For devotion to duty, leadership and ability, this NCO is strongly recommended.

Corporal Steele has, besides doing his regular work, taken full charge of all Long Delay Fusing in the dump. The danger of this work cannot be over stressed and without hesitation he has carried out this part of his work in an exceptional manner.

Since the opening of the Second Front, he has worked many times from 12 to 18 hours a day, sometimes more, providing splendid leadership and organization far beyond what could normally be expected of a Junior NCO. His aim is not to complete a task that can be ordinarily expected of an airman but to do the impossible, and to complete fully any job that we are asked to do, even under most difficult and discouraging conditions.

Work and leadership of his standard is rarely found, and when it is, it deserves the highest credit.

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STEELE, F/O Thomas Lloyd (J20246) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 26 September 1944 as per **London Gazette** of that date and AFRO 2373/44 dated 3 November 1944. Born 18 August 1915 in Mutrie, Saskatchewan; home in New Westminster, British Columbia (office investigator). Former gunner, 6th Division Supply Column, 5 Coast Battery; enlisted in Vancouver, 7 January 1942 and posted to No.3 Manning Depot. To No.1 BGS, 14 March 1942. To No.5 ITS, 25 April 1942; graduated and promoted LAC, 26 June 1942 but not posted to No.1 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 15 January 1945. To Western Air Command, 26 January 1945. To No.8 Release Centre, 26 March 1945. Retired 28 March 1945. Award presented 5 March 1949. RCAF photo PL-31965 (ex UK-14219 dated 24 August 1944) is captioned as follows: "On his second tour of operations, S/L Doug Hagerman, DFC of Saskatoon confers over mugs of tea with F/L F.T. Judah of Edmonton, right, Moose Squadron navigation leader, on his return from a sortie against Stettin. In the centre is F/O T.L. Steele of New Westminster, B.C., a navigator with 37 trips. S/L Hagerman won his DFC on his first tour for bringing home his badly damaged Wellington after colliding with a Nazi."

This officer has completed a large number of sorties and has displayed commendable courage and devotion to duty throughout. He is a navigator of high merit whose ability has been an important factor in the successes obtained. His conduct has at all times been exemplary.

RCAF Press Release No. 8072 dated 4 January 1945 from: S/L Vic Baker readL

WITH RCAF IN BRITAIN: -- Here's a Canadian who swears he'll salute all haystacks for the rest of his life.

F/L Thomas L. Steele, DFC, of New Westminster, B.C. (976 Edmonds Street) took part in the mining of Cherbourg Harbor at 2000 feet as navigator in a Halifax of the Moose Squadron in the Canadian Bomber Group. Flak was concentrated at that low height and one of the engines was badly hit.

Over Britain, the damaged engine broke into flames which soon engulfed the bomber's fuselage. The pilot ordered the crew to bail out. Steele, veteran of 38 operational flights, jumped at 700 feet. His rapid fall was broken as he landed in a tall haystack in a farmyard beside a farmhouse and escaped without injury.

"At first, I thought I was going to fall on the roof of the house and break my back



or legs but the soft landing on the haystack certainly cushioned the blow and it was like landing on a feathered mattress", said the young navigator, now at at RCAF repatriation depot in Britain.

Steele worked for the Household Finance Corporation office in Vancouver and hopes to return to his old job on discharge from the service. He is well-known in athletic circles in New Westminster having played centre for the Adanacs lacrosse team in 1939 when they defeated a team from St. Catharines, Ontario, to win the Canadian senior lacrosse championship.

At the repatriation depot, Steele met two other New Westminster boys who played on the same team: F/O K.R. MacDonald and Corporal Ted R. Bradbury. Another star of the team, F/L W.R. Thompson, DFC and Bar, who completed two tours of operations overseas, returned recently to Westminster. Two other members of the Westminster team still overseas are: F/L Ken Matheson, DFC who has just completed two tours and LAC Gordon Saunders.

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STEELE, WO (now P/O) William Bruce (R135755/J90124) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 1923 in Renfrew, Ontario; home there. Trained at No.4 WS and No.6 BGS. Commissioned September 1944. Served in postwar RCAF (26174). Died in Renfrew, Ontario, 11 April 2001 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2001. RCAF photo PL-32874 (ex UK-14803 dated 18 September 1944) shows him tinkering with his bicycle. "When an engine of his Halifax bomber conked out and shortage of petrol promised a ditching in the North Sea, Warrant Officer Steele made a high-class job of his share of the emergency procedure. Fortunately the fuel supply lasted just long enough to get the crew of the RCAF Bomber Group's newest squadron across the North Sea and to a coastal airfield." Photo PL-32875 shows F/L Sam Chiles (RAF, West Bromwich, Staffordshire, squadron signals leader), congratulating WO Bruce Steele of Renfrew, Ontario on a good job during a recent sortie when ditching appeared imminent but was averted. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Recommendation from No.415 Squadron (DHH file 181.009 D.1633, National Library and Archives, RG.24 Box 20603) went to CO, Station East Moor, on 17 September 1944. It noted he had flown 33 sorties (153 hours 10 minutes operational); sortie list and draft citation as follows:

9 April 1944 - Paris (1.15, duty not carried out)  
18 April 1944 - Paris (5.40)  
20 April 1944 - Lens (4.20)  
22 April 1944 - Dusseldorf (5.35)  
24 April 1944 - Karlsruhe (7.15)  
26 April 1944 - Paris (5.05)  
12 May 1944 - Louvain (4.40)  
17 June 1944 - Oisemont-Neuville-au-Bois (4.55)  
21 June 1944 - Oisemont-Neuville-au-Bois (4.25)  
24 June 1944 - Bontell (4.15)  
25 June 1944 - Gorenflos (5.00)  
27 June 1944 - Wizernes (4.00)  
28 June 1944 - Metz (7.00)  
4 July 1944 - Villeneuve St. George (6.25)  
6 July 1944 - Siracourt (4.45)  
9 July 1944 - Ardouval (4.20)  
1 August 1944 Ferme-de-Forestel (3.55)  
3 August 1944 - Foret de Nieppe (3.45)  
5 August 1944 - St. Leu d'Esserent (4.10)  
7 August 1944 - Caen (4.00)  
8 August 1944 - Chantilly (4.40)  
9 August 1944 - Foret de Nieppe (3.55)  
10 August 1944 - La Pallice (6.40)  
12 August 1944 - Montrichard (6.00)  
16 August 1944 - Kiel (5.30)  
18 August 1944 - Bremen (6.15)  
25 August 1944 - Brest - Point Roberts (4.20)  
27 August 1944 - Mimoyecques (3.10)  
28 August 1944 - Oeuf-en-Fernois (3.10)  
31 August 1944 - Ile de Cezembre (4.40)  
3 September 1944 - Volkel (3.40)  
9 September 1944 - Le Havre (3.20)  
10 September 1944 - Le Havre (4.00)

This Warrant Officer WOP/AG has displayed initiative and courage in the completion of his duties in the course of many operational missions. At all times his qualities of courage, efficiency and tenacity have contributed much to the successes attained by his squadron while his enthusiasm and fighting spirit have been highly commendable.

RCAF Press Release No.6524 dated 9 September 1944 from F/O Fred Jackson, transcribed by Huguette Mondor Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- A 21-year-old wireless operator from Renfrew, Ontario, Warrant Officer Bruce Steele, has been praised by his senior officers for outstanding efficiency during an attack on Bremen.

The port outer engine of the Halifax captained by P/O Ray Stevens of Hoosier, Saskatchewan, quit while crossing the enemy coast and the petrol supply was reported low shortly after bombs had been dropped. The return trip called for the aircraft to cross great stretches of the North Sea and there was imminent danger that the bomber might have to be "ditched".

Warrant Officer Steele immediately instituted emergency procedure contacting bases in England. This was done in such a capable manner that a steady series of "fixes" were obtained on the whereabouts of the bomber. Fortunately, there was just enough petrol left to permit a landing at a coastal airfield. Had the skipper been forced to come down in the North Sea, the work of W/O Steele would have played a major part in saving the lives of the crew.

F/L Sam Chiles of the RAF, West Bromwich, Staffordshire, England, Squadron Signals Leader, stated that Steele's work was one of the best of its kind he has encountered.

\* \* \* \* \*

STEELS, F/O James Walter (J28673) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 23 April 1924 in Fairlight, Saskatchewan; home in Grove or Wilton Grove, Saskatchewan (farmer); enlisted in London, Ontario, 5 June 1942. To No.1 Manning Depot, 23 June 1942. To No.4 Manning Depot, 20 August 1942. To No.5 ITS, 24 October 1942; graduated

and promoted LAC, 30 December 1942 but not posted to No.10 EFTS until 23 January 1943. Ceased training and posted to No.5 Manning Depot, 22 February 1943; to No.4 BGS, 20 March 1943; graduated 12 June 1943 when posted to No.4 AOS; graduated and commissioned, 23 July 1943. To "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943. Promoted Flying Officer, 23 January 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. To Halifax, 9 September 1945. Retired 15 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." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 27 September 1944 when he had flown 34 sorties (177 hours 20 minutes), 18 April to 12 September 1944.

This officer has completed 33 bombing operations and throughout his tour has invariably shown great coolness in action and unlimited determination to press home his attack to the best advantage. While over heavily defended German targets, he has invariably insisted on a steady and accurate bombing run, even through his aircraft has been coned and receiving the attention of heavy and predicted flak. On precision targets his bombing has been extremely accurate and he has obtained no fewer than ten photographs plotted within 400 yards of the aiming point.

Flying Officer Steele's desire for extreme accuracy when bombing has been most inspiring and the devotion to duty he has shown in my opinion fully merits to non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows; missions 18 April to 27 April 1944 on Halifax aircraft; subsequent missions on Lancasters:

18 April 1944 - Fakse Bay, Denmark, mining (7.35)  
20 April 1944 - Lens (4.35)  
22 April 1944 - Laon (5.55)  
27 April 1944 - Montzen (4.35)  
10 May 1944 - Ghent (4.40)  
11 May 1944 - Boulogne (4.10)  
27 May 1944 - Bourg Leopold (4.45)  
5 June 1944 - Merville (5.15)  
6 June 1944 - Coutance (5.35)  
7 June 1944 - Acheres (5.05)  
12 June 1944 - Cambrai (4.50)  
15 June 1944 - St.Pol (4.05)

15 June 1944 - Boulogne (4.40, day)  
16 June 1944 - Sterkrade (4.50)  
21 June 1944 - St. Martin l'Hortier (4.15)  
23 June 1944 - Bientique (3.55)  
24 June 1944 - Bamieres (4.10)  
6 July 1944 - Siracourt (4.40, day)  
9 July 1944 - Mount Candon (4.00)  
15 July 1944 - Bois des Jardin (4.20)  
18 July 1944 - Caen (4.30, day)  
18 July 1944 - Wesseling (6.10)  
20 July 1944 - Anderbelck (3.35, day)  
24 July 1944 - Stuttgart (9.15)  
25 July 1944 - Stuttgart (2.10, duty not carried out)  
28 July 1944 - Hamburg (5.30)  
3 August 1944 - Bois de Casson (5.40, day)  
5 August 1944 - St. Leu d'Esserent (5.20, day)  
18 August 1944 - Bremen (6.20)  
25 August 1944 - Russelheim (8.35)  
29 August 1944 - Stettin (9.20)  
6 September 1944 - Emden (4.40, day)  
10 September 1944 - Le Havre (4.40, day)  
12 September 1944 - Dortmund (5.10, day)

\* \* \* \* \*

STEER, F/O Russell Edgar (J36833) - **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 3 May 1913 in Toronto; home there; educated at University of Toronto (physicist); enlisted there 14 August 1942. To No.1 Manning Depot, 30 August 1942. To No.9 SFTS, 23 October 1942. To No.1 ITS, 20 February 1943; graduated and promoted LAC, 30 April 1943 but not posted to No.1 AOS until 5 June 1943; graduated and commissioned 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, 31 October 1943. Promoted Flying Officer, 15 April 1944. Promoted Flight Lieutenant, date uncertain. Repatriated 7 June 1945. To No.4 Release Centre, 20 June 1945. Retired 21 July 1945. Rejoined in rank of Flight Lieutenant, 17 October 1946 (20307). Promoted Squadron Leader, 1 January 1952. Postwar RCAF service included No.1 Radio and Communications School, Clinton. Died in Ottawa, 18 March 2011. 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 2/9070 has recommendation dated 20 February 1945 when he had flown 38 sorties (187 hours

13 minutes), 7 August 1944 to 14 February 1945.

\* denotes a GARDENING (mining) sortie

7 August 1944 - L'Hogue (4.55)  
8 August 1944 - Chantilly (5.15)  
9 August 1944 - Prouville (4.10)  
12 August 1944 - La Breteque (4.40)  
14 August 1944 - Falais (4.45)  
15 August 1944 - Soesterburg (3.55)  
16 August 1944 - Kiel (5.00)  
31 August 1944 - Isle de Cezembre (4.55)  
6 September 1944 - Emden (4.35)  
10 September 1944 - Le Havre (4.05)  
11 September 1944 - Kiel Bay (5.30)\*  
15 September 1944 - Kiel (6.15)  
17 September 1944 - Boulogne (3.50)  
14 October 1944 - Duisburg (4.05)  
23 October 1944 - Essen (4.10)  
28 October 1944 - Walcheren (2.05)  
30 October 1944 - Cologne (4.40)  
2 November 1944 - Dusseldorf (4.10)  
4 November 1944 - Bochum (3.35)  
6 November 1944 - Gelsenkirchen (3.33)  
9 November 1944 - Wanne Eickel (3.50)  
16 November 1944 - Julich (3.40)  
18 November 1944 - Wanne Eickel (4.20)  
21 November 1944 - Aschaffenberg (5.20)  
27 November 1944 - Neuss (6.00)  
17 December 1944 - Ulm (6.15)  
22 December 1944 - Bingen (5.05)  
28 December 1944 - Bonn (4.45)  
29 December 1944 - Scholven (5.00)  
30 December 1944 - Cologne (4.25)  
2 January 1945 - Nuremburg (6.40)  
5 January 1945 - Loyon (5.20)  
6 January 1945 - Hannover (6.05)  
16 January 1945 - Magdeburg (6.05)  
7 February 1945 - Cleve (4.05)  
8 February 1945 - Politz (7.55)

13 February 1945 - Dresden (8.00)

14 February 1945 - Chemnitz (7.00)

This officer is an extremely capable and conscientious navigator who has participated in a very large number of sorties against the enemy. The efficiency with which he has performed his operational tasks, even when in great personal danger, are amply reflected in his crew's fine operational record. His fine fighting spirit and devotion to duty are worthy of high praise and have done much to keep the morale of all navigators at a very high standard.

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STEEVES, F/O Chesley Borden (J16802) - **Mention in Despatches** - No.422 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Meadow, New Brunswick, 26 February 1919. Home in Elgin, Albert County, New Brunswick (school teacher, 1938-1940); enlisted in Moncton, 14 November 1940. To No.1A Manning Depot, 9 December 1940. To Rockcliffe, 2 January 1941. To No.1 ITS, 6 April 1941; graduated and promoted LAC, 12 May 1941 when posted to No.4 AOS; graduated 4 August 1941 when posted to No.4 BGS; graduated 15 September 1941 when promoted Sergeant and posted to No.2 ANS; posted out 2 November 1941. To No.31 OTU, Debert, 3 November 1941. To "Y" Depot, 11 November 1941. To RAF Trainee Pool, 16 November 1941. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 23 November 1941. To No.2 AOS, 16 December 1941; to No.3 School of General Reconnaissance, 3 February 1942; to No.1 (Coastal) OTU, 17 March 1942. In crew of Hudson N7379 which was heavily damaged, 22 April 1942 when undercarriage collapsed on landing (no injuries). To No.1444 Ferry Training Flight 4 June 1942. On 7 June 1942 he was in Hudson FH310 which crashed following engine failure on takeoff (uninjured). Slated for posting to Far East, but instead sent to No.423 Squadron, 11 August 1942. Commissioned 21 December 1942. Promoted Flying Officer, 21 June 1943. Killed on flying operations, 17 October 1943 (Sunderland JM712) name on Runnymede Memorial.

Sunderland S/422 (JM712) left Castle Archdale, 17 October 1943 on a patrol. At about noon in position 59 degrees 15 minutes north, 29 degrees 30 minutes west, the aircraft attacked a submarine and was shot down. Survivors were picked up by HMS **Drury**. This crew consisted of J10828 F/L P.T. Sargent (captain, killed), J11564 F/O A.R.B. Bellis (second pilot, rescued), 1217623 Flight Sergeant B. Campbell (second pilot, rescued), J.16802 P/O C.B. Steeves (navigator, killed) 1023837 Flight Sergeant J.Y. Rutherford (Wireless Operator/Air Gunner, rescued), R92682 WO2 J.H. Shand (Wireless Operator/Air Gunner, rescued), R103910 WO2 J.D. Stafford (Wireless Operator/Air Gunner, rescued), R101280 WO2 W.F. Beals (Wireless Operator/Air Gunner, rescued), 572141 Flight Sergeant L.T. Needham (flight engineer, killed), 572523 Flight Sergeant D. Mesney (flight engineer, rescued) and 81422 F/L P.A.S. Woodwark

(No.15 Group Gunnery Officer, passenger, killed). Evidence was that Steeves was killed by gunfire even before the Sunderland ditched.

Although, in a letter to his family, W/C L.W. Skey described Steeves as “the best navigator in the squadron”, he was assessed on 3 August 1943 as an average navigator, loyal but otherwise doing pretty much what was needed and no more - “Rarely puts himself out to help others - occasionally takes the lead - improves his knowledge if not too much effort.” He may have bucked up after that, for on 5 October 1943, W/C Skey wrote, “Navigator who would acquit himself excellent in General List appointment - an excellent officer.”

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STEFFANICK, F/O Michael. (J88529) - **Medal for Bravery (Czechoslovakia) - Canada Gazette** dated 24 January 1948, AFRO 81/48 dated 6 February 1948. Born 27 March 1919 at Kinderlsey, Saskatchewan; enlisted in Saskatoon, 7 May 1941. To No.2 A Manning Depot, Penhold, 27 May 1941; to No.4 SFTS, Saskatoon, 21 June 1941; to No.3 Wireless School, Winnipeg, 3 August 1941; promoted LAC, 4 September 1941; to No.5 BGS, Dafoe, 21 December 1941; promoted Sergeant and granted aircrew badge, 19 January 1942; posted to "Y" Depot, Halifax, 21 January 1942; to RAF Trainees Pool, 8 February 1942; to No.3 Personnel Reception Centre, 20 February 1942; to No.1 Signal School, 17 March 1942; to No.3 Radio School 6 May 1942; to No.5 (C) OTU, 30 June 1942; promoted Flight Sergeant, 19 July 1942; to No.415 Squadron, 30 August 1942; to No.144 Squadron, 14 December 1942; promoted WO2, 19 January 1943; to No.422 Squadron, 10 February 1943; promoted WO1, 19 July 1943; commissioned 21 April 1944; to No.4 (C) OTU, 3 May 1944; promoted Flying Officer, 21 October 1944; repatriated to Canada, 22 October 1944; with No.2 WS, Calgary, 13 December 1944 to 14 April 1945; with No.1 CNS, Rivers, 15 April to 17 June 1945; with No.2 TSU, Penhold, 18 June to 31 August 1945; with No.10 Repair Depot, Calgary, 1 September to 29 November 1945; released 3 December 1945. Postwar home in Vancouver where he was in RCAF Primary Reserve, 8 September 1956 to 20 November 1961 (Education Officer). Died in Victoria, 17 September 2002 as per Royal Canadian Legion “Last Post” website and **Legion Magazine** of March/April 2003.

Upon being repatriated he claimed 992 hours 30 minutes flying time (804 hours operational). He listed the various aircraft he had flown in as follows: Botha (six hours 30 minutes); Blenheim (four hours); Anson (27 hours); Hampden (125 hours); Sunderland (830 hours).

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STEINBERG, P/O Otto (J18223) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 10 December 1943 and AFRO 297/44 dated 11 February 1944. Born 8 January 1916 in Joliette, Quebec; home in Montreal; enlisted



there 11 June 1940 as Wireless Operator. To OMP (whatever that is), 18 June 1940. Promoted AC1, 11 September 1940. To No.1 Wireless School, 8 November 1940. Promoted LAC, 11 December 1940. Reclassified as General Duties, 28 February 1941. To Recruiting Centre, place unknown, 8 May 1941. Promoted Corporal, 1 September 1941. To No.6 BGS, 18 July 1942; graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, 24 October 1942. To RAF overseas, 22 November 1942. Promoted Flight Sergeant, 26 April 1943. Commissioned 24 July 1943. Promoted Flying Officer, 24 January 1944. Repatriated 29 October 1944. To No.2 Release Centre, 11 February 1945. Retired 16 February 1945. Served in No.69 Squadron, Israeli Air Force during War of Independence. Award presented 15 April 1948. Died in Montreal, 10 January 2003. 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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STEINER, F/O David Millard (C8094) - **Mention in Despatches** - No.86 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 26 April 1915. Home in Toronto; enlisted there 21 April 1941 as Radio Mechanic. To No.1 Manning Depot, 18 May 1941. To Royal Military College, 13 June 1941. Commissioned 20 September 1941 as Radar Officer. To No.31 Radio School, 12 December 1941. To RAF overseas, 12 March 1942. Promoted Flying Officer, 20 March 1942. Promoted Flight Lieutenant, 20 September 1943. Repatriated 8 August 1945. To No.1 Air Command, 17 August 1945. To Mountain View, 17 September 1945. To No.4 Release Centre, 14 October 1945. Retired 19 October 1945. Professional engineer; employed by City of Brantford, 1956-1970. Died in Fergus, Ontario, 20 January 2006.

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STELFOX, F/L Henry Bradshaw (J24643) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 31 July 1919 in Springdale, Alberta; home in Rocky Mountain House, Alberta; educated at University of Alberta (member, COTC); agriculture scientist; enlisted in Edmonton, 1 April 1942. To No.3 Manning Depot, Edmonton, 29 May 1942. To No.4 ITS, Edmonton, 29 August 1942; graduated and promoted LAC, 6 November 1942 but not posted to No.2 BGS, Mossbank until 21 November 1942; to No.3 AOS, Pearce, 11 February 1943; graduated and commissioned 19 March 1943. To Mountain View, 20 March 1943. To No.8 BGS, Lethbridge, 5 April 1943; promoted Flying Officer, 19 September 1943. To "Y" Depot, 14 January 1944. Embarked from Halifax, 10 April 1944. Disembarked in Britain, 18 April 1944. To No.8 (Observer) AFU, 23 May 1944. To No.24 OTU, 27 June 1944. To No.61 Base, 20 September 1944. Attached to Battle School, Dalton, 20 September to 4 October 1944. Attached to No.1664 Conversion Unit, 4 October to 13 November 1944. To No.427 Squadron,

13 November 1944. Promoted Flight Lieutenant, 19 March 1945. To No.63 Base, 14 May 1945. To No.427 Squadron, 30 May 1945. To No.1659 Conversion Unit, 4 Jun 1945. Repatriated 27 September 1945. To No.7 Release Centre, 5 October 1945. Retired 10 November 1945. As of October 1950 he was with the Department of Agriculture, Experimental Station, Lacombe, Alberta. Killed 1 April 1957 in an automobile accident, Red Deer, Alberta. 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." DHist file 181.009 D.1720 (PAC RG.24 Vol.20607) has recommendation dated 23 April 1945 when he had completed 30 sorties (197 hours ten minutes).

This Bomb Aimer has completed thirty operational sorties and has at all times shown outstanding skill and determination. His work with Radar equipment has invariably been of a very high standard, setting an excellent example to the squadron as a whole.

On the night of 25th February 1945, while engaged on minelaying at Arendal under very difficult conditions for a visual attack, he made three orbits at low level through intense flak until satisfied of an accurate line of sight before finally releasing his mines. This is typical of his work throughout his tour. In view of Flying Officer [sic] Stelfox's splendid record, his outstanding skill, and his constant devotion to duty, I strongly recommend that he be awarded a Non-Immediate Distinguished Flying Cross.

The sortie list was as follows:

27 November 1944 - Neuss (5.40)  
30 November 1944 - Duisburg (6.50)  
2 December 1944 - Hagen (7.30)  
4 December 1944 - Karlsruhe (6.45)  
5 December 1944 - Soest (6.50)  
6 December 1944 - Osnabruck (6.20)  
18 December 1944 - Duisburg (6.35)  
30 December 1944 - Cologne (7.25)  
2 January 1945 - Ludwigshaven (7.55)  
5 January 1945 - Hanover (6.00)  
6 January 1945 - Hanau (6.20)  
14 January 1945 - Gladbach (6.40)  
16 January 1945 - Magdeburg (6.35)  
28 January 1945 - Stuttgart (7.00)  
1 February 1945 - Mainz (6.30)

14 February 1945 - Chemnitz (8.35)  
17 February 1945 - Wesel (6.15)  
20 February 1945 - Monheim (7.10)  
23 February 1945 - Essen (6.25)  
25 February 1945 - Mining (6.50)  
3 March 1945 - Mining (6.00)  
11 March 1945 - Essen (5.50)  
15 March 1945 - Hagen (6.45)  
16 March 1945 - Mining (4.35)  
21 March 1945 - Hemmingstadt (5.10)  
22 March 1945 - Haildershein (6.00)  
25 March 1945 - Hanover (6.05)  
9 April 1945 - Kiel, mining (5.35)  
13 April 1945 - Kiel (6.00)  
16 April 1945 - Schwindorf (9.00)

**Notes:** Assessed at No.8 BGS, 8 December 1943 - "A very capable young officer and very keen."

Application for operational wing stated he had flown 30 sorties (197 hours ten minutes), 27 November 1944 to 16 April 1945.

Form filed 8 September 1945 on repatriation confirmed 30 sorties (197.40), the last on 16 April 1945. Also 279 hours five minutes non-operational. Types experienced were Anson (40 hours five minutes), Wellington (85.15), Halifax (207.00), Lancaster (101.25) and Oxford (3.00).

**Training:** Attended No.4 ITS, 14 September to 6 November 1942. Courses in Mathematics (130/150), Armament (42/50), Signals (143/150), Navigation (108/150), Airmanship, Theory of Flight and Engines (79/100), Drill (76/100), Law and Discipline (81/100), Meteorology (48/50). Aircraft Recognition (91/100) and Anti-Gas (49/50). Placed 30<sup>th</sup> in a class of 74.

Attended No.2 BGS, 23 November 1942 to 10 February 1943. Bombing training on Anson aircraft (24.30 day, 5.45 night). Gunnery training on Bolingbroke (8.05) and Battle (50 minutes). Dropped 36 bombs high level by day and 18 high level by night, also 12 bombs low level. Fired 400 rounds in Beam Test (8.5 percent hits), 800 rounds in Beam Relative Speed Test (9.4 percent hits) and 420 rounds in Under Tail Test (9.5 percent hits). Marked in Bombing, written (205/250), Bombing, oral (188/250), Gunnery, written (75/100), Gunnery, oral (92/100), Aircraft Recognition (49/50) and Signals (48/50). "This airman is an outstanding bomb aimer, the best on this course. Winter flying was a severe handicap." Rated above average as gunner. Placed first in a class of 33.

Attended No.3 AOS, 12 February to 19 March 1943. Anson aircraft - 22.20 by day and 10.55 by night. Graded in Navigation air work (70/100), Bombing air work (78/100). Photography, air (83/100), Elements of Navigation (31/50), Signals, practical (75/75), Photography (48/50). Reconnaissance (45/50) and Aircraft Recognition (75/75). Placed first in a class of 24. Above average in Navigation and Armament.

Attended Bombing Instructor course, Mountain View, 22 March to 3 April 1943 and finished first in a class of 13. "He has shown above average ability as a lecturer and a better than average knowledge of armament. With experience he should be suitable as a classroom instructor."

Attended No.8 (Observer) AFU, 23 May to 26 June 1944. Anson aircraft - 27 hours by day and 13.05 by night. Carried out nine day and five night combined exercises. Dropped 17 bombs. Air work graded in Map Reading, day (263/350), Map Reading, night (240/300) and Bombing (136/200). Ground School marks were in Map Reading (354/400), Navigation (93/100), Gunnery (164/200), Aircraft Recognition (90/100), Bombing Revisions (132/150) and Signals(34/50). "A reliable officer, keen and conscientious and a good bomb aimer. Should make a very useful crew member."

Attended No.24 OTU, 26 June to 8 September 1944. Flew 41.00 day and 44.15 night. These included four day and four night cross-country exercises. "This officer was top man in ground school. His air work was above average. He cooperates well with the Navigator. Is keen and does all his work to the very best of his ability. An above average air bomber."

Course at No.1664 Conversion Unit was 5-12 October 1944 (ground) and 8-10 November 1944 (air). Spent six hours 30 minutes on Bench Set Work, ten hours in Synthetic Trainer. In air 10 hours 15 minutes. His pilot was F/O W.M. Walker (later DFC), his navigator a P/O Norton. "Bomb aimer has good knowledge of set and manipulation. Teamwork could show improvement." F/L D.R. Taylor (Chief Bombing Leader) wrote, "This man is a very keen and conscientious air bomber who is well up in an exceptionally good course. He knows all his work thoroughly and takes great interest in learning new 'gen'."

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STEMKOWSKI, F/O Peter Carel (J86217) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 6 January 1921 in Kenora, Ontario; home there (fireman and diesel operator); enlisted in Winnipeg, 19 May 1942 and posted to No.2 Manning Depot. To No.2 ITS, 15 August 1942; graduated and promoted LAC on 24 October 1942; posted that date to No.3 BGS; graduated and promoted Sergeant on 22 January 1943. To "Y" Depot, 5 February 1943;

embarked to RAF overseas, 8 March 1943; disembarked in Britain, 17 March 1943. To No.3 Personnel Reception Centre, 18 March 1943. To No.19 OTU, 13 April 1943 Whitley aircraft, 73 hours 40 minutes flown. Attached to No.10 OTU, 27 June 1943 for anti-submarine duties (Whitley aircraft, 43 hours, crew killed in crash-landing on 16 July 1943; aircraft burned but he emerged with only shock. Medical report declared "Went for a trail flight yesterday and states he feels quite OK in the air."). He came through this very well, another report saying, "Comparatively good nervous condition considering that four of his crew were killed", then adding, "Full rehabilitation in the air has been achieved and the airman feels confident." This might be the crash (BD376) in which Flight Sergeant J.S. Ogilvy, RCAF was killed. To No.19 OTU, 25 July 1943 (training on Whitley aircraft, 53 hours 20 minutes). Promoted Flight Sergeant, 22 July 1943. To No.1658 Conversion Unit, 24 September 1943 (49 hours 45 minutes on Halifax aircraft). To No.158 Squadron, 11 December 1943 (268 hours 25 minutes on Halifax aircraft). Promoted WO2, 22 January 1944. Commissioned 30 April 1944. To ACAC Bracklan, 14 August 1944. To No.11 Air Gunner School, 13 September 1944 (eight hours 25 minutes on Ansons). Promoted Flying Officer, 30 October 1944. Repatriated 18 November 1944. To No.2 Air Command, 9 January 1945; to No.3 BGS, 15 January 1945. To Release Centre, 18 February 1945; released 20 March 1945. Died 20 June 1992 in Dryden, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of October 1992. Award presented 5 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 2/8831 has recommendation dated 16 November 1944 when he had flown 40 sorties (196 hours four minutes).

(\* denotes daylight attack)

29 January 1944 - Berlin (8.16)  
30 January 1944 - Berlin (5.59)  
15 February 1944 - Berlin (6.48)  
20 February 1944 - Stuttgart (7.07)  
1 March 1944 - Stuttgart (8.36)  
6 March 1944 - Trappes (5.19)  
7 March 1944 - Le Mans (5.29)  
26 March 1944 - Essen (4.52)  
30 March 1944 - Nuremburg (8.02))  
9 April 1944 - Villeneuve St.Georges (5.54)  
10 April 1944 - Tergnier (5.21)  
20 April 1944 - Ottignies (4.19)  
22 April 1944 - Dusseldorf (5.10)  
24 April 1944 - Karlsruhe (6.33)  
26 April 1944 - Villeneuve St.Georges (5.28)

27 April 1944 - Aulnoye (4.35)  
30 April 1944 - Acheres (4.43)  
1 May 1944 - Malines (3.37)  
8 May 1944 - Morsallines (3.40)  
11 May 1944 - Colline Beaumont (3.47)  
12 May 1944 - Hasselt (4.13)  
19 May 1944 - Boulogne (4.10)  
24 May 1944 - Aachen (4.05)  
27 May 1944 - Bourg Leopold (4.28)  
1 June 1944 - Ferme d'Urville (4.27)  
22 June 1944 - Siracourt (3.39)\*  
24 June 1944 - Le Grande Rossignol (3.01)  
28 June 1944 - Wizernes (3.26)  
30 June 1944 - Villers Bocage (4.00)  
1 July 1944 - Oisemont (3.44)\*  
4 July 1944 - Domleger (3.43)\*  
6 July 1944 - Marquise Mimoyecques (3.26)\*  
7 July 1944 - Caen (4.14)\*  
12 July 1944 - Ferme du Forestal (3.51)  
15 July 1944 - Les Landes Vieilles et Nouvelles (4.18)  
18 July 1944 - Caen H.1 (4.11)  
20 July 1944 - Bottrop (3.43)  
23 July 1944 - Les Catelliers (3.55)  
24 July 1944 - Stuttgart (8.17)  
28 July 1944 - Foret de Nieppe (3.38)\*

Pilot Officer Stemkowski has completed a distinguished tour of 40 operational sorties as an air gunner with this squadron. He commenced his operational flying with three hazardous trips to Berlin, and has since been over such heavily defended targets as Stuttgart, Nuremburg, Dusseldorf, Karlsruhe and other objectives in the Ruhr and Northern France.

He has throughout shown a fine offensive spirit and has been complete master of his particular job in the aircraft. His constant vigilance and prompt and accurate reporting of tactics of enemy aircraft about to attack have been on many occasions responsible for the safety of his crew and the successful completion of the sortie. His complete disregard for his personal safety and his cheerful spirit in times of danger have been a constant source of inspiration to his crew.

It is recommended that this officer's outstanding record be recognized by the award of the Distinguished Flying Cross.

**Notes:** On repatriation form dated 8 November 1944 he stated he had flown 40 sorties in Bomber Command and five in Coastal Command (240.40 operational hours, 255.55 non-operational hours). Stated he had bombed flying bomb sites nine times.

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STEPENOFF, P/O Allan Carl (J93450) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 3 March 1924 in Provost, Alberta; home there (farmer); enlisted in Calgary, 11 February 1943 and posted to No.8 Manning Depot. To No.8 BGS, 24 March 1943; to No.3 WS, 17 April 1943. Promoted LAC, 19 May 1943. To No.4 Air Gunner Ground Training School, 29 October 1943. To No.3 BGS, 10 December 1943; graduated and promoted Sergeant, 28 January 1944; to No.3 Aircrew Graduate Training School, 11 February 1944. To "Y" Depot, 16 March 1944. Taken on strength of No.3 PRC, Bournemouth, 25 March 1944. Commissioned 11 December 1944. Promoted Flying Officer, 11 June 1945. Repatriated 12 March 1946. To No.2 Air Command, 21 March 1946. To No.5 Release Centre, 29 April 1946. Retired 4 May 1946. Award presented 22 April 1950. Died in 1981 at Regina Beach, Saskatchewan; recorded in **Airforce Magazine** of December 1981.

This officer has shown a fine fighting spirit throughout his tour of operations. In October 1944 he was air gunner in an aircraft detailed for an attack against Essen. On the return journey opposition by enemy fighter aircraft was encountered. Pilot Officer Stepenoff's cool directions enabled his pilot to manoeuvre the aircraft into a position from which the gunner's fire forced the enemy to break off the engagement. In the face of danger this officer has invariably displayed cool courage and resolution.

DHH file 181.009 D.2618 (Library and Archives Canada RG.24 Volume 20627) had the original recommendation, drafted by W/C Hugh Le Doux, 18 April 1945 when he had flown 30 sorties (187 hours 20 minutes):

17 September 1944 - Boulogne (3.50)  
27 September 1944 - Bottrop (6.45)  
28 September 1944 - Cap Gris Nez (4.05)  
30 September 1944 - Sterkrade (6.05)  
4 October 1944 - Bergen (7.20)  
6 October 1944 - Dortmund (6.35)  
9 October 1944 - Bochum (6.15)  
23 October 1944 - Essen (6.10)  
25 October 1944 - Homburg (5.15)  
28 October 1944 - Cologne (5.45)  
30 October 1944 - Cologne (5.50)  
6 November 1944 - Gelsenkirchen (5.25)  
21 November 1944 - Castrop Rauxel (7.05)  
27 November 1944 - Neuss (5.45)  
30 November 1944 - Duisburg (6.55)  
2 December 1944 - Hagen (7.25)  
4 December 1944 - Karlsruhe (6.35)  
5 December 1944 - Soest (6.35)  
6 December 1944 - Osnabruck (6.45)  
24 December 1944 - Dusseldorf (4.25)  
30 December 1944 - Cologne (6.15)  
2 January 1945 - Ludwigshaven (7.30)  
6 January 1945 - Hanau (7.30)  
13 January 1945 - Saarbrucken (7.20)  
14 January 1945 - Grenbroich (6.45)  
16 January 1945 - Magdeburg (6.25)  
28 January 1945 - Stuttgart (7.15)  
1 February 1945 - Mainz (7.00)  
2 February 1945 - Wanne Eickel (6.15)  
4 February 1945 - Bonn (6.15)



Pilot Officer Stepenoff has taken part in numerous operational sorties against heavily defended targets such as Essen, Cologne, Duisburg and Dusseldorf.

On the night of October 23<sup>rd</sup>, 1944, while returning from a successful attack on Essen in Germany, Pilot Officer Stepenoff sighted a FW.190 at a range of 350 yards on the starboard quarter. He immediately ordered a corkscrew to starboard and opened fire at 300 yards with the mid-upper gunner firing a few seconds after. The rear gunner also fired 800 rounds.

The tracers were seen hitting the enemy aircraft. The FW.190 was then seen to break away at 200 yards on the starboard beam and went out of sight. By his skilful directions to the pilot and his cool judgement and courage on this occasion, he not only prevented damage to his own aircraft but possible injuries to his crew.

Pilot Officer Stepenoff's fine offensive spirit and outstanding devotion to duty have been an inspiration to all who have known him. This magnificent example in all his operations full merits the non-immediate award of the Distinguished Flying Cross.

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STEPHEN, P/O Gordon Campbell (J19030) - **Distinguished Flying Cross** - No.51 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 6 June 1944 and AFRO 1660/44 dated 4 August 1944. Born Toronto, 12 March 1922; home there; enlisted there 11 November 1941. To No.1 Manning Depot, 21 December 1941. To No.5 ITS, 28 March 1942; graduated and promoted LAC, 6 June 1942 but not posted to No.1 AOS until 21 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 7 October 1943. Promoted Flying Officer, 7 April 1944. Repatriated 15 April 1945. To No.1 Air Command, 2 May 1945. To No.4 Release Centre, 14 June 1945. Retired 24 June 1945. Award presented by King George VI, 11 August 1944. RCAF photo PL-32545 (ex UK-13878) taken at investiture. 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 22 March 1944 when he had flown 26 2/3 sorties (195 hours 57 minutes) as follows:

17 August 1943 - Peenemunde (7.50)

22 August 1943 - Leverkusen (5.59)

23 August 1943 - Berlin (7.56)

27 August 1943 - Mannheim (6.48, DNCO, too late for concentration so bombed last resort)

30 August 1943 - Munchen-Gladbach (4.40)  
31 August 1943 - Berlin (8.09)  
15 September 1943 - Montlucon (6.37)  
16 September 1943 - Modane (7.01, DNCO, severe icing)  
22 September 1943 - Hanover (5.35)  
23 September 1943 - Mannheim (6.28)  
27 September 1943 - Hanover (5.15)  
2 October 1943 - GARDENING (7.21)  
3 October 1943 - Kassel (7.03)  
8 October 1943 - Hanover (5.43)  
22 October 1943 - Kassel (6.20)  
18 November 1943 - Mannheim-Ludwigshaven (7.41)  
22 November 1943 - Berlin (7.23)  
26 November 1943 - Stuttgart (7.38)  
3 December 1943 - Leipzig (8.01)  
20 December 1943 - Frankfurt (6.06)  
29 December 1943 - Berlin (7.37)  
20 January 1944 - Berlin (7.25)  
21 January 1944 - Magdeburg (7.06)  
15 February 1944 - Berlin (6.55)  
19 February 1944 - Leipzig (7.11)  
24 February 1944 - Schweinfurt (7.52)  
25 February 1944 - Augsburg (4.27, DNCO, stbd inner u/s; oil pressure too low.  
1 March 1944 - Stuttgart (2.46, DNCO, stbd outer engine cut and other three iced lost boost owing to icing up)  
6 March 1944 - Trappes (4.29)  
7 March 1944 - Le Mans (4.35)

This officer has completed 26 2/3 operations against targets deep in the enemy territory. His navigational skill and accuracy under difficult conditions has been responsible to a large extent for the success of these operations. His cheerful confidence in the execution of his duty has inspired not only a high standard of morale in his crew but to the whole squadron. He is strongly recommended for the award of the Distinguished Flying Cross.

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STEPHEN, F/L William MacDowall (C823) - **Distinguished Service Order** - No.427 Squadron - Award effective 7 July 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 17 August 1914 in St.Mary's, Ontario (see obituary notice); home in

Gananoque. Obtained BA from Queen's University before the war. Enlisted in Kingston, Ontario, 8 February 1935 in the Supply and Equipment Branch. Commissioned 1938. Attained rank of Squadron Leader, 1 December 1940. At AFHQ as of 27 April 1941. Transferred to aircrew, 22 May 1942 at which time he reverted to Flying Officer and was posted to No.5 ITS; may have graduated 18 July 1942 but not posted to No.13 EFTS until 1 August 1942; graduated 25 September 1942 and posted next day to No.2 SFTS; graduated 22 January 1943. To "Y" Depot, 5 February 1943; to RAF overseas, 8 March 1943. Promoted Flight Lieutenant, 31 March 1944. Promoted Squadron Leader, 9 July 1944. Tactics Officer at No.6 Group Headquarters, July 1944 to June 1945. Repatriated with No.405 Squadron, 18 June 1945, to help train Tiger Force. To Greenwood, 28 August 1945. To AFHQ, 23 September 1945. Retained rank of Squadron Leader in postwar CAF. Promoted Wing Commander, 19 June 1951. Attended RAF Staff College in 1947. At Canadian Joint Staff, Washington, February 1948 to August 1950. Was also Air Attache to Moscow, 1950-1952. Subsequently with No.1 Air Division Headquarters (Metz, France), No.1 Combat Operations Centre (NORAD) at St. Hubert. Retired 9 December 1955 while with Air Defence Command Headquarters, St. Hubert and was employed by Canadair (Montreal) to 1979. Settled in Ottawa. Award presented by King George VI, 11 August 1944. RCAF photo PL-22307 (ex UK-6262 dated 24 November 1943) shows him. RCAF photo PL-31703 (ex UK-13430) shows F/L W.M. Stephen, DSO talking to his mid-upper gunner, Sergeant D.F. Walker, DFM (North Dene, Bellevue, Cockermouth, Cumberland. RCAF photo PL-32610 (ex UK-13708) taken during investiture. RCAF photo PL-31706 (ex RCAF UK-13433) taken during King's visit to No.6 Group, 11 August 1944 and shows F/L W.M Stephen, DSO, W/C George Cribb, DFC and S/L Neville Murray, DFC. Photo PL-31701 (ex UK-13428 dated 14 August 1944) also shows Stephen, Cribb and Murray. Died in Kingston, Ontario, 20 June 2005.

One night in May 1944, this officer captained an aircraft detailed to attack Aachen. When crossing the enemy coast, the aircraft was hit by fire from the ground defences. The starboard rudder and the elevator controls were so badly damaged that the aircraft became almost unmanageable. Undaunted, Flight Lieutenant Stephen went on to the target and bombed it. He afterwards flew the damaged aircraft to this country. Although the tail wheel had been shot away and the brake pressure was nil, Flight Lieutenant Stephen effected a safe landing. His perseverance in the face of great odds, together with his exceptional skill and resource, set an example of a high order.

NOTE: Public Record Office Air 2/9157 has recommendation drafted 30 May 1944 when he had flown 19 sorties (148 hours 40 minutes). However, it should be noted that the recommendation mentions "rocket fire from an enemy fighter" (although it appears an attempt was made to erase the word "fighter") while the final citation stated he had been damaged by ground defences. Sortie list and submission as follows:

18 November 1943 - Mannheim (5.50, duty not carried out)  
19 November 1943 - Leverkusen (5.50)  
22 November 1943 - Berlin (6.55)  
26 November 1943 - Stuttgart (7.30)  
3 December 1943 - Leipzig (8.10)  
21 January 1944 - Magdeburg (6.55)  
19 February 1944 - Leipzig (7.25)  
20 February 1944 - Stuttgart (8.05)  
24 February 1944 - Schweinfurt (8.25)  
25 February 1944 - Augsburg (7.55)  
6 March 1944 - Trappes (5.20)  
7 March 1944 - Le Mans (5.20)  
22 March 1944 - Frankfurt (6.45)  
24 March 1944 - Berlin (7.30)  
9 April 1944 - Villeneuve St. George (5.30)  
10 April 1944 - Ghent (4.25)  
20 April 1944 - Lens (4.35)  
22 April 1944 - Dusseldorf (5.35)  
24 April 1944 - Karlsruhe (7.00)  
26 April 1944 - Villeneuve St. George (5.25)  
1 May 1944 - St. Ghislain (4.45)  
7 May 1944 - St. Valery-en-Caux (3.45)  
24 May 1944 - Aachen (4.10)  
27 May 1944 - Bourge Leopold (5.15)

Flight Lieutenant Stephen was detailed to bomb Aachen on the night of May 24/25th 1944. When crossing the enemy coast on the way to the target over an area in the Antwerp vicinity his aircraft was strafed by rocket fire from an enemy fighter. This attack wrecked the starboard rudder and elevator controls making the aircraft almost unmanageable. Despite this, Flight Lieutenant Stephen resolutely continued to his objective which was approximately 150 track miles away, although it was impossible for him to take evasive action in the case of further attack.

Shortly after being hit, he discovered that all petrol tank control wires except two had been severed, making an acute shortage of available petrol. Knowing that the chances of reaching base were small, this captain continued to the target and accurately bombed his objective.

On returning to this country he made a safe landing despite the fact that control

of the aircraft at low speeds was becoming more and more difficult. The tail wheel had been shot away and brake pressure was nil.

The successful completion of this expedition was due to the superb initiative, resourcefulness and outstanding skill of this officer. His perseverance under such tremendous odds is an example of this officer's fine operational record and fully merits the award of the immediate Distinguished Service Order.

On 31 May 1944, Air Vice-Marshal C.M. McEwen, Air Officer Commanding, No.6 Group, wrote:

Shortly after war commenced this officer held the rank of Wing Commander. He volunteered for aircrew duties, taking the rank of Pilot Officer. His whole career, and particularly that part since entering the operational sphere, has been an exemplary and inspiring example to all his unit, of high ideals, devotion to duty and tenacity of purpose. Strongly recommended particularly for the immediate award of the Distinguished Service Order.

STEPHEN, S/L William MacDowall, DSO (C823) - **Croix de Guerre (France)** - No.427 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. DHist file 181.009 D.2611 (RG.24 Vol.20627) has recommendation by W/C V.F. Ganderton dated 9 January 1945 when he had flown 29 sorties (177 hours 25 minutes) on operations from 18 November 1943 to 31 July 1944.

This captain, when a Flight Lieutenant, had completed twenty-nine heavy bombing attacks against the enemy. Five of these attacks were on French targets after June 6th, 1944.

Squadron Leader Stephen's work in general after the opening of our offensive has been a magnificent example not only to his crew but to the squadron in general. On one trip while crossing into enemy territory he was strafed by rocket fire from an enemy fighter. This attack wrecked the starboard rudder and elevator controls making the aircraft almost unmanageable. Despite this, this captain resolutely continued to his objective.

His ability to make instant decisions in emergency, skilful pilotage and cool judgement have contributed in a large measure to the success of all his operational flights.

I strongly recommend that Squadron Leader Stephen be awarded the Croix de Guerre as those attacks over France had much effect upon its liberation.

The sortie list included all those listed above plus the following:was as follows:

5 June 1944 - Franceville (5.50)  
8 June 1944 - Mayennes (5.40)  
14 June 1944 - Cambrai (4.25)  
16 June 1944 - Sautrecourt (4.30)  
30 July 1944 - Amaye (4.00)  
31 July 1944 - Cequeran (4.20)

NOTE: Public Records Office Air 2/9645 has a shorter citation.

Since being awarded the Distinguished Service Order, this officer has completed eleven operational sorties against the enemy, nine of which were on French targets in early June 1944. His ability to make instant decisions, together with his successful pilotage, cool judgement and leadership was a magnificent example, not only to his crew but to his squadron and station in general.

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STEPHENS, F/O Allistair William (J21661) - **Distinguished Flying Cross** - No.299 Squadron - Award effective 26 September 1944 as per **London Gazette** of that date and AFRO 2373/44 dated 3 November 1944. Born 10 July 1920 or 27 August 1922 at Minosville, Nova Scotia (documents conflict); home in Windsor, Nova Scotia (truck driver); enlisted Halifax 10 September 1940 and posted to No.2 Manning Depot, Brandon. To No.3 BGS, Dafoe, 29 October 1940 (guard). To No.2 ITS, Regina, 30 November 1940; graduated and promoted LAC, 3 January 1941; to No.16 EFTS, Edmonton that date; graduated 20 February 1941 and posted next day to No.10 SFTS, Dauphin; graduated and promoted Sergeant, 28 May 1941. To Station Trenton, 8 June 1941. To No.4 Training Command, 26 August 1941. To No.32 EFTS, Bowden, 5 November 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 June 1942. Commissioned 2 September 1942. To Conversion Training School, Rockcliffe, 26 November 1942. To Eastern Air Command, and No.34 OTU, Debert, 8 January 1943. Promoted Flying Officer, 2 March 1943. To "Y" Depot, 25 April 1943. To RAF Trainee Pool overseas, 15 May 1943, embarking from Canada on 16 May 1943 and disembarking in Britain 24 May 1943. To No.42 OTU, 22 June 1943 where described as "A very keen and capable pilot. An excellent pilot and captain in all matters". Attached to Brize Norton, 27 September to 4 October 1943. Attached to Heavy Glider Conversion Unit, 26 September to 3 October 1943 (not sure how to reconcile this with previous statement). To No.297 Squadron, 5 October 1943. To No.299 Squadron, 5 November 1943. Attached to No.1665 Conversion Unit, 10 January to 17 February 1944; temporary duty with No.1665 Conversion Unit continuing to 2 March 1944 after which

returned to No.299 Squadron. Injured in motorcycle accident, 3 August 1944 (right leg fractured following collision with a jeep). Promoted Flight Lieutenant, 2 September 1944. Posted from hospital to Station Wetherfield, 9 October 1944. Repatriated 13 February 1945. To Station Dartmouth, 27 February 1945. To No.1 Release Centre, Halifax, 2 July 1945. Retired 10 July 1945. Died in Windsor, Nova Scotia, 22 March 1994 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of August 1994. Award sent by registered mail 4 September 1945.

This officer has completed numerous difficult sorties and has displayed a high degree of skill, determination and devotion to duty throughout. He has invariably pressed home his attacks with great accuracy, often in the face of considerable anti-aircraft fire. On one occasion whilst over the target his aircraft was hit and the propeller of one engine flew off. Despite this, Flying Officer Stephens made two runs over the target to ensure accuracy of bombing.

NOTE: Public Record Office Air 2/9159 has recommendation drafted 25 July 1944 when he had flown nine sorties (42 hours 40 minutes). The sortie list and submission as follows:

11 March 1944 - SOE - 5.00  
30 April 1944 - SOE - 6.25  
5 June 1944 - TONGA - 3.45  
9 June 1944 - SAS - 3.20  
21 June 1944 - SOE - 5.45  
30 June 1944 - Re-supply - 2.40  
7 July 1944 - SOE - 4.55  
11 July 1944 - SOE - 5.45  
18 July 1944 - SOE - 5.05

Of all the sorties which he has undertaken, he has never had to bring his load back. As all these sorties have been of a Special nature and demanded skilful and determined flying, always at low altitude at night and sometimes in bad weather, his performance in the air has been extremely meritorious. On operation TONGA in which he took part with success, his aircraft was hit by flak over the target, causing a seizure in one engine with the result that the whole propellor flew off. In spite of this incident, which happened during the run-up (that is at 800 feet and at very low speed) Flying Officer Stephens decided that he would not drop on this run but go round again, since his Bomb Aimer was not completely certain of the dropping zone. This he did and the drop was successful. It should be borne in mind that flak was coming up vigorously from several quarters at once throughout this time. On another occasion, during an

operation carried out on the night of 11/12 March 1944, his aircraft had both port engines fail while he was near the target and very low. He succeeded in getting one of the engines going again and got his aircraft safely home having successfully completed his mission. For this, his Log Book was endorsed by the Air Officer Commanding, No.38 Group for "Avoidance by Exceptional Flying Skill and judgement of loss of, or damage to, aircraft or personnel."

Before this officer joined the squadron he spent a long period instructing in Canada, and he put his experience in this role to excellent use during the conversion of the squadron from Venturas to Stirlings and in this way materially contributed against the enemy. In all his work in the air and on the ground he has shown skill, fortitude and devotion to duty of the highest order.

STEPHENS, F/O Allistair William, DFC (J21661) - **Mention in Despatches** - Wethersfield - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. No citation.

**Notes:**

Accident at Mountain View, 2150 hours, 12 August 1941 in Harvard II, 2505, F/O B.N.G. Sparks pilot, Sergeant A.W. Stephens pupil at CFS; no injuries. While taxiing, Sparks observed another aircraft ahead; applied brakes harshly and Harvard went up on nose, damaging propellor.

Assessment dated 1 October 1941 following CFS course: "Very good pilot, above average on instruments and aerobatics, tends to be over-confident; with experience should make a capable instructor." (F/O J. Taylor). However, S/L J.C. Wickett less enthusiastic - "Airmanship and flying erratic. Patter not expressive. To be checked by first visiting flight". Category "C" rating granted.

Assessment at No.32 EFTS, 29 May 1942 - "A very good instructor with good general knowledge and likeable personality."

Tested as instructor, 23 June 1942 at No.32 EFTS at which time he was credited with 800 hours of instructing. Checked on Tiger Moth and assessed under the following headings: Sequence ("Low average"), Voice ("Clear"), Manner ("Capable"), Ability to Impart Knowledge ("Average"), Ability as Pilot ("High average; instrument flying above average. Aerobatics average,") with general remarks as follows: "A capable instructor who has allowed his sequence to deteriorate. Has high average flying ability but should improve his knowledge of CAP 1." (S/L G.M. Gillespie, Examining Officer, and S/L William M. Foster, Officer Commanding, No.2 Visiting Flight) - awarded Category B as instructor.



Accident at No.32 EFTS, Bowden, 2030 hours, 7 July 1942; taxiway collision of Steaman FJ909 and Tiger Moth 5805. The crews involved were 745445 FS Wilfred Richardson, 1452803 LAC P. Hindle, R65411 Sergeant H.W. Stevens and 1452099 LAC T.W. Creasey. No injuries; error of judgement on the part of the Stearman pilot (FS Richardson with Hindle).

Accident on 28 September 1942 at No.32 EFTS, eleven miles south of main aerodrome, Tiger Moth 1184, with pupil 552977 Corporal Roy Clifford Axten. No injuries. Instrument flying instruction, engine cut (no petrol), aircraft hit a fence and overturned on forced landing ("Carelessness on part of pilot".)

As of 27 January 1943, following a refresher flying course at Conversion Training School, Rockcliffe, his flying was summed up as follows: EFTS - Tiger Moths (50 hours); SFTS - Harvard (132 hours), CFS - Anson, Fleet and Harvard (80 hours); staff and instructional flying (980 hours on Moths, 210 hours on Stearmans). "A high average pilot who should do well on operations."

Accident at 1615 hours on 7 May 1944, Stirling EF277, No.299 Squadron, Keevil airfield. Daylight non-operational flight to pick up stranded crew at Tarrant Rushton airfield and return to base. "After landing at Tarrant Rushton aerodrome, aircraft was not stopped, picking up F/O Farrell [J21211 F/O M. Farrell] and crew, continued around perimeter track to take-off position. On take-off at a speed of approximately 60 m.p.h. the port main tyre blew, causing excessive vibration, breaking the port oleo leg and torque shaft. It was too late to throttle back on short runway, so resumed take-off. Vibration ceased at approximately 400 feet. Set course for base. On reaching base, informing control of crash landing. Pilot and Bomb Aimer [J28556 F/O J. McCullogh] strapped in, and remainder of crew took up crash positions. Starboard wheel was partially lowered but not fully down to cushion the landing. Landing was quite successful but causing damage to aircraft. No one injured." There were eleven persons aboard. He was quoted as having flown 1,810 hours five minutes to date (104 hours 20 minutes on type). "No blame can be attached to the pilot for this accident. He carried out a very good crash landing doing the minimum amount of damage to the aircraft." (G/C C.L. Troop, Station Keevil, 8 May 1944).

Assessment dated 4 July 1944 when he had flown 1,871 hours 25 minutes (172 hours 45 minutes in previous six months): "He has the makings of a very good flying commander." (W/C P.B.N. Davis,).

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STEPHENS, F/L (now S/L) James Anthony (J5970) - **Distinguished Flying Cross (United States)** - No.400 Squadron (AFRO gives unit only as 2nd Tactical Air Force) - Award effective 3 July 1945

as per **London Gazette** of that date and AFRO 819/46 dated 23 August 1946. Born in Hatton, Saskatchewan, 22 May 1915; home in Leader, Saskatchewan. Enlisted in Calgary, 14 September 1940. To Prince Rupert Detachment, 20 October 1940. To No.2 ITS, 20 December 1940; graduated and promoted LAC, 28 January 1941 when posted to No.15 EFTS; graduated 29 March 1941 when posted to No.2 Manning Depot; to No.11 SFTS, 10 April 1941; graduated and commissioned, 4 July June 1941. Posted that date to Embarkation Depot. To RAF overseas, 31 July 1941. Promoted Flying Officer, 11 April 1942. Promoted Flight Lieutenant, 4 July 1943. Served with various photo reconnaissance units, notably No.400 Squadron. Repatriated 7 October 1944. To RCAF overseas again, 24 November 1944. Promoted Squadron Leader, 6 April 1945. Remained in postwar RCAF, reverting to Flight Lieutenant, 1 October 1946. Promoted Squadron Leader, 1 January 1947. Rose to Group Captain. RCAF Photo PL-133547 refers. Public Records Office Air 2/9090 has citation as published in General Order 80, United States Strategic Air Forces in Europe, dated 22 June 1945. Noted he had flown 74 sorties, 100 operational hours.

This officer has completed a large number of sorties including many while engaged on high level photography in unarmed aircraft. His work has always been of a very high standard despite intense enemy opposition. On one occasion when flying in an unarmed aircraft, he was chased from his target area by enemy fighters, but he skilfully managed to evade his pursuers and returned to the target, eventually successfully completing the mission. Many photographs taken by this officer have been used by the American Army for the present offensive and are of outstanding quality. The skill and devotion to duty of Flight Lieutenant Stephens have done much to maintain the high standard of efficiency now existing in the squadron.

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STEPHENSON, G/C John Gay (C860) - **Air Force Cross** - No.2 SFTS - Award effective 18 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. As of then he had 1,845:05 hours flying (1,681:20 as instructor, 29 hours in past six months). Born in Walkerville (Windsor, Ontario), 4 April 1914. Educated there and RMC (graduated June 1938). Commissioned in the RCAF, 4 July 1938; reported to Trenton that day for flying training; qualified for pilot's flying badge at Trenton, 17 June 1939. Promoted Flying Officer, 4 July 1939. Posted from Trenton to Camp Borden, 11 September 1939. Returned to Trenton, 11 October 1939. Graded as Category B instructor, 17 October 1939. Became CFI at Trenton. Promoted Flight Lieutenant, 15 February 1940. To No.9 SFTS, Summerside, 1 February 1941; reclassified Category A instructor, 5 April 1941; to Central Flying School, Trenton, 14 June 1941; appointed Squadron Commander and Officer in Charge of Visiting Flight. Promoted Squadron Leader, 15 June 1941. Took command of No.1 Flying Instructors School, Trenton, 25 September 1942. To

No.2 SFTS, 14 December 1943 to command. Promoted Group Captain, 1 January 1944. To "Y" Depot, Lachine, 1 June 1944. Emplaned Dorval, 2 June 1944; arrived in United Kingdom 3 June 1944. To No.3 (Pilots) AFU, 13 June 1944. Attached to No.1525 BAT Flight, 18-25 July 1944. To No.86 OTU, 22 August 1944. To No.61 Base, 29 September 1944. Shot down and made POW while flying with No.432 Squadron (5 January 1945). Safe in United Kingdom, 2 April 1945. Repatriated 8 April 1945. To No.1 Composite Training School, 27 April 1945. To Eastern Air Command Headquarters, 4 August 1945 to be Senior Personnel Staff Officer. This became No.10 Group. Reverted to Wing Commander, 1 October 1946. To AFHQ, 23 March 1947. Promoted Group Captain, 1 June 1947. To Canadian Joint Staff, Washington, 2 October 1947 for exchange duty with USAF. To AFHQ, 18 July 1948 (Director of Postings and Careers). To Canadian Joint Staff, London, 28 November 1951 to attend Imperial Defence College. To Station Rockcliffe, 17 December 1952 to command. To Training Command Headquarters, Trenton, 23 September 1954 (SASO duty). Promoted Air Commodore, 1 January 1957. To AFHQ, Ottawa, 7 January 1957 (Chief of Personnel Services). Awarded Queen's Coronation Medal, 23 October 1953 while a Group Captain at Rockcliffe. Killed in air accident, 29 April 1960. RCAF photo PL-43111 (ex UK-20289 dated 9 April 1945) is captioned as follows: "There is no doubt, judging by the happy smile on the face of W/C F.C. Carling-Kelly of Toronto that he is glad to be on British soil again after being a prisoner of war for two months. With W/C J.G. Stephenson of Windsor, Ontario, he landed in Britain as the first two Canadians to do so after being released by advancing American armies. He kept a diary of those days he spent in the prison and described forced marches, dingy jails and lack of food and clothing." RCAF photo PL-43112 (ex UK-20290 dated 9 April 1945) repeats this theme, as does PL-43113 (ex UK-20291, Carling-Kell on left, Stephenson on right). AFC presented 10 January 1946.

This officer has been actively employed in flying instructional duties for some years and is now, with exceptional capability, commanding a Service Flying Training School. His sound judgement and pleasing personality have gained the respect of all personnel under his supervision. His devotion to duty and exceptional knowledge of his work have made him an outstanding officer in flying training.

NOTE: DHist file 181.009 D.1721 (RG.24 Volume 20606) refers. As early as 3 November 1942 he was recommended for AFC by A/C F.S. McGill who wrote, in part:

Wing Commander Stephenson has flown a great number of hours during this term of instruction, but his enthusiasm and devotion to duty are as keen as ever he he is an inspiration to all those who serve under him. There is no doubt that due to this officer's personality, enthusiasm and outstanding ability, graduates from any school he has been connected with have been imbued with the same spirit.

In view of his high sense of duty and outstanding capabilities, as well as his serious attitude towards this war, it is strongly recommended that he be awarded the Air Force Cross.

Another recommendation was raised on 28 February 1944 by Air Commodore A. Raymond. His flying time was 1,843 hours five minutes (45 hours in previous six months) of which 1,681 hours 20 minutes had been instructional 29 in previous six months).

This officer has been actively employed in flying instructional duties for some years and is now fulfilling [sic] his duties as Commanding Officer of No.2 SFTS in a very capable manner. He has devoted considerable time and energy in becoming thoroughly conversant with all phases of flying training and his sound knowledge, judgement and pleasing personality have gained the respect of all personnel under his supervision. Group Captain Stephenson has displayed outstanding work in flying training and devotion to duty.

STEPHENSON, W/C John Gay, AFC (C860) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. No citation.

STEPHENSON, G/C John Gay (C860) - **Officer, Order of the British Empire** - Eastern Air Command Headquarters - Awarded effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Award presented 1 December 1948. Governor General's Records (RG.7 Group 26, Volume 60, File 190-I, dossier 9) has citation.

On his return to duty in Canada after release from a Prisoner of War camp in Germany, Group Captain Stephenson took over as Senior Personnel Staff Officer of Eastern Air Command in August 1945. Throughout the difficult period of demobilization that has followed, he has handled the complex personnel situation in a manner that has brought well earned praise from all sides. His deep understanding of human nature, his tolerance and his unfailing good humour have gained for him the confidence and respect of all ranks in the Command. Indeed, it is largely through his efforts that the morale of officers and airmen has remained at a high level in spite of all difficulties and uncertainties.

The recommendation for this was raised on 12 September 1945 by A/V/M A.L. Morphee (Eastern Air Command Headquarters) as follows:

Group Captain Stephenson has had a distinguished career in Canada and

overseas, marked by unselfish devotion to duty. Since being shot down and taken as a POW, and subsequent to his return to Canada, he has displayed to a rare degree energy and sound judgement, tempered with sympathetic understanding, in his duties as Senior Personnel Staff Officer. Under the most trying conditions associated with personnel matters following termination of hostilities in Europe, he has been a tower of strength in this Command. No officer could have set a higher example.

This did not reach the priority list at that time but was resubmitted in March 1946 by Air Commodore G.E. Wait:

On his return to duty in Canada after release from a Prisoner of War Camp in Germany, Group Captain Stephenson took over as Senior Personnel Staff Officer of Eastern Air Command in August last. Throughout the difficult period of demobilization that has followed, he has handled the complex personnel situation in a manner that has brought well earned praise from all sides.

His deep understanding of human nature, his tolerance and his unfailing good humour have gained for him the confidence and respect of all ranks in the Command. Indeed, it is largely through his efforts that the morale of officers and airmen has remained at a high level in spite of all difficulties and uncertainties.

I strongly recommend him for the OBE.

The website "Lost Bombers" has the following details of his being shot down. Halifax aircraft NP817 (QO-D). No.432 Squadron, target Hanover. This was one of two No.432 Squadron Halifaxes lost on this operation (the other was NP759). Airborne at 1650 hours, 5 January 1945 from East Moor. Crew consisted of W/C J.G.Stephenson, RCAF (eight sorties, injured), Sergeant B.M.Hodges (flight engineer, six sorties, POW), F/O W.E.Fleming, RCAF (navigator, 16 sorties, injured), F/O R.G.Donaldson, RCAF (bomb aimer, 17 sorties, injured), F/O E.B.Pickthorne, RCAF (WOP, 17 sorties, injured), WO1 W.T.McMahon, RCAF (mid-upper gunner, injured), F/O T.R.Bond, RCAF (rear gunner, 17 sorties, injured).

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire. He described aircraft as having H2S and Fishpond, carrying high explosives only in the form of 1,000-pound bombs.

When crossed coast saw fighter flares and ground fires and a lot of activity south of Bremen. Fishpond was unserviceable, H2S poor, F/P operator drained. Night dark, no moon, low cloud only. A lot of flares in fours, but none close when shot

down. 20 miles NW of target on way in, 20,000 feet, rear gunner said dive port and immediately cannon tracer, no machine gun bullets, hosed aircraft. Not known if bomber fired. Attack from dead astern, slightly below. Starboard outer caught fire, was feathered OK, graviner pressed and fire went out. Starboard main tanks hit and on fire, could do nothing. Elevator cables were damaged, control still present but very sloppy. Before attack flew straight and level. On attack, did corkscrew to port, after which course resumed. Pilot gave "put on chutes" when hit, then gave "bale out" when fire was seen to be spreading. Crew had chest types. Pilot and Rear Gunner had seat types; bombs not jettisoned. Crew had no hatch trouble and got out OK. Hatch opened easily. Pilot engaged George but NBC owing no elevators, so he put aircraft into a climbing stall, opened top hatch and threw himself out. Chute opened inside aircraft and stuck inside, pilot suspended outside banging against fuselage. Then next thing he remembers he was floating down with torn chute. Aircraft crashed and completely demolished by bombs bursting. Pilot landed Scheren, 4-5 km in S. Heavy landing and fractured knee cap. Rest of crew uninjured [sic], according to Germans, on time, on track.

**Notes:** Pilot in crash of Lockheed 10A number 7632, Trenton aerodrome, 13 December 1940.

#### **Selected Assessments:**

Letter dated 17 April 1940, Link Aviation Devices, Binghamton, New York, signed by George W. Emerson, Service Manager, and sent to Chief of the Air Staff:

Having just finished conducting a Link Trainer Instrument Flight Instructor Course at Trenton, I wish to thank all members of the RCAF and RAF with whom I came in contact, for their splendid cooperation, particularly Wing Commander Sully, O.C. Trenton Air Station, and Flight Lieutenant Peterson, O.C., F.I.S.

Because of their interest, effort and ability, I should also like to take this occasion to specially commend the following members of the class: Flight Lieutenant Gutray, Flying Officer Stephenson, Flying Officer Austin, and Flying Officer Pearce, in the order shown.

Tested as instructor, 6 April 1941 by F/L A.A.J. Shelfoon and S/I N.B. Peterson on a Harvard. At the time he had flown 440 hours single engine solo, 90 hours single engine dual, 160 hours twin engine solo, 12 hours twin engine dual on Harvard, Moth, Yale, etc. Almost all his flying had been instructional (600 hours). Evaluated under headings of Sequence ("above average"), Voice ("very good"), Manner ("very capable"), Ability to Impart Knowledge ("above average"),

and Ability as Pilot (“above average in every respect”). “This officer’s ability and experience merit the highest category.” He was graded as an A.1 Instructor.

“Employed in CFS as an Assistant Chief Flying Instructor. He is an excellent training officer and possesses strong qualities of leadership, drive and initiative.” (W/C G.P. Dunlop, Station Trenton, 22 September 1941)

On 25 March 1942, W/C H.G. Richards (No.1 Training Command) sent a letter to AFHQ re promotions of S/L J.G. Stephenson as follows:

1. The above named Officer has recently assumed the duties of Chief Flying Instructor of the Central Flying School. The Commanding Officer, RCAF Station Trenton, points out that previous to this appointment, Squadron Leader Stephenson had sound knowledge of training, having been a Flight Commander in Central Flying School, a member of Visiting Flight, a Squadron Commander at No.9 SFTS, and later an Examining Officer and Squadron Commander at CFS.
2. This officer possesses above average administrative ability, is a first class flying instructor and is thoroughly conversant with all phases of training. He is quite capable of carrying the additional responsibility he has assumed as Chief Flying Instructor.
3. The establishment for Central Flying School provides for a Wing Commander as Chief Flying Instructor. To maintain the prestige of CFS and to keep it on an equal footing with Service Flying Training Schools, the Commanding Officer, RCAF Station Trenton, deems it essential that the officer holding the position of Chief Flying Instructor should be of Wing Commander rank and strongly recommends that Squadron Leader Stephenson be promoted to the acting rank of Wing Commander whilst so employed. That recommendation is concurred in at these Headquarters.

On 20 October 1943, G/C R.E. McBurney (Commanding Officer, Station Trenton) wrote to the Air Officer Commanding, No.1 Training Command, Toronto, concerning accelerated promotion for Stephenson as follows:

1. This officer has been recommended for accelerated promotion in an R.211, dated October 20<sup>th</sup>, 1943, submitted as an annual report.
2. This officer has been engaged in flying training for most of his Service career, has commanded No.1 Flying Instructors’ School at Trenton very successfully, and

has recently taken over command of No.1 Central Flying School. In these positions he has quite clearly shown that he is a capable administrator, an excellent disciplinarian, and a natural leader who is very competent at handling both officers and other ranks.

3. His R.M.C. training combined with his Permanent Force services in the RCAF have given him a definite desire to maintain high standards in performance, personnel and traditions within the Service, and his handling of the units under his command has been directed towards these ends.

4. He is an outstanding pilot and flying instructor and holds the respect of all personnel for his achievements and ability, which are backed by his wide experience, good judgement and sound reasoning.

5. I consider that this officer could assume at any time the responsibilities of a Station Commander and the rank of Group Captain.

“This officer is an RCAF officer on exchange to the USAF working in the planning section of office of the Deputy Chief of Staff for Personnel and Administration, USAF.” (George D. Campbell Jr., Colonel USAF, Assistant Deputy for Plans and Policy). “I concur with Colonel Campbell’s report without reservation. Stephenson is an outstanding and superior officer in every respect. He is a credit to his service and to his country.” (R.W. Burns, Brigadier-General USAF, Deputy Chief of Staff Personnel and Administration, USAF, 20 November 1947).

“Group Captain Stephenson is poised, tactful and self-confident. He has a good sense of humour, a pleasant personality and is cooperative. As an individual he is attractive, impressive and polished. His thinking is analytical, discerning and logical. He is well informed on most subjects. He has a good understanding of the organization and operation of the United States Air Force. He has a very good potentiality for high liaison work with the USAF.” (Colonel R.F. Burnham, 8 April 1948; this was an extract from a Management Course report).

“Director of Postings and Careers - “An able and experienced officer who has an excellent record in a variety of postings and appointments. While he has held the present post as Director of Postings and Careers a comparatively short time, the positive and practical results obtained demonstrate clearly his ability. He has high qualities of leadership, an even temperament and is especially skilful in the control and management of personnel and personnel matters. Possesses all the necessary qualifications for a senior foreign or diplomatic post.” (Air Commodore D.E. McKell, Deputy Air Member for Personnel, 7 October 1948).

“Director of Postings and Careers - An energetic and enthusiastic officer who runs his



Directorate in a most commendable manner. He is one of the most easily postable senior officers in the Air Force, being quite capable of handling well almost any non-technical job in his present and in higher rank. He keeps himself in active flying practice. Group Captain Stephenson should attain high rank in the Air Force." (Air Vice-Marshal F.G. Wait, Air Member for Personnel, 7 September 1951).

Letter dated 18 March 1954, Brooke Claxton (Minister of National Defence) to Chief of the Air Staff:

I would be glad if you would convey to Group Captain J.G. Stephenson, OBE, AFC, CD, who had charge of the party; the captain of the aircraft, Wing Commander H.A. Morrison, DSO, DFC, CD; and the members of the crew, heartiest congratulations on the fine job they have done of carrying out and completing on the dot as planned the Prime Minister's globe-circling tour. This carried the name of Canada around the world and reflected great credit on the RCAF and on themselves.

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STEPHENSON, FS William Harry (R67059) - **Distinguished Flying Medal** - No.213 Squadron - Award effective 12 January 1943 as per **London Gazette** dated 22 January 1943 and AFRO 272/43 dated 19 February 1943. Born in Belleville, Ontario, 2 December 1917; home there (clerk); enlisted in Kingston, 22 July 1940. To Rockcliffe, 31 August 1940. To No.1 ITS, 13 October 1940; graduated and promoted LAC, 13 November 1940 when posted to No.12 EFTS; graduated 4 January 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 26 April 1941; to Embarkation Depot, 8 May 1941. To RAF overseas, 18 May 1941; commissioned 20 July 1942 (J15783). Shot down and taken prisoner, 21 October 1942. Promoted Flying Officer, 20 January 1943. Promoted Flight Lieutenant, 20 July 1944. In captivity his picture was drawn by Robert Buckham (Canadian War Museum art collection). Reported safe in United Kingdom, 19 May 1945; repatriated 30 May 1945; released 9 August 1945 (to reside in Kingston, Ontario). Subsequently worked for the Royal Bank, Treasurer of Save the Children Fund as well as Toronto Parks Authority; fund raiser for Black Creek Pioneer Village. Died in Toronto, 27 February 2014. Award presented 18 October 1947. Photo PL-36544 shows him among a group of former Ontario-born Prisoners of War on ship back to Canada, 14 May 1945: Front Row - WO J.A. Armstrong (Kirkland Lake), F/L P.G. Chipman (Toronto), F/L W.H. Stephenson (Belleville), F/L G.H. Soper (Englehart), WO1 H.R. Trice (Hamilton), F/L E. Jack Bamford (Hamilton) - Back Row - F/L J.R. Gordon (Islington), F/L R.W. Dunn (sutton West), S/L F.F. Mills (Toronto), F/L D.J. Corcoran (Toronto), F/O L.W. Baines (London), WO1 A.J. Galuche (Toronto). Chris Shores, **Those Other Eagles** (Grub Street, London, 2004) provides a victory list as follows: **21 May 1942**: one Ju.88 destroyed southeast of Burg el Arab and south of El Hamma

(Hurricane BN133, AK-Y, shared with another pilot); **23 May 1942**: one Ju.88 destroyed (Hurricane BM981, AK-G, shared with another pilot); **26 June 1942**: one Ju.87 damaged, Mersa Matruh area (Hurricane BM128); **5 July 1942**: one Bf.110 destroyed, El Alamein area (Hurricane BN136); **31 August 1942**: one Ju.87B destroyed, east of El Alamein (Hurricane BP351, shot down immediately afterwards by Hans-Joachim Marseille but survived).

This airman has always displayed exceptional keenness to engage the enemy and the highest resourcefulness and courage while in the air. His gallantry and devotion to duty have been a fine example to all members of his squadron. Flight Sergeant Stephenson has destroyed two enemy aircraft and shared in the destruction of two others.

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STERLING, WO (now P/O) Isrial Rubin (R127849/J88517) - **Distinguished Flying Cross** - No.624 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 10 October 1944 and AFRO 2534/44 dated 24 November 1944. Born 4 February 1920 in Toronto; home there; enlisted there 20 August 1941. To No.1 Manning Depot, 9 September 1941. To No.5 SFTS, 27 October 1941 (guard duty). To No.5 ITS, 21 December 1941; promoted LAC, 13 February 1942; to No.20 EFTS, 14 March 1942; ceased training and posted elsewhere, 21 April 1942; to No.4 AOS, 6 June 1942; graduated and promoted Sergeant, 25 September 1942. To "Y" Depot, 9 October 1942. To RAF overseas, 29 October 1942. Commissioned 10 November 1943. Promoted Flying Officer, 10 May 1944. Repatriated 5 November 1944. To No.1 AOS, 11 December 1944. To No.1 Air Command, 1 May 1945. To No.1 WS, 13 May 1945. To No.4 Release Centre, 31 July 1945; released 3 August 1945. Award sent by registered mail 16 May 1950. Photo PL-34098 shows him with F/O E.G. Dundas, DFC. Name given as "Robert Irving" in **London Gazette** entry for DFC, "Isrial Rubin" in entry for Croix de Guerre.

Warrant Officer Sterling has flown on many operational sorties. His navigation has always been of a high standard and has played no small part in the successes attained by his crew. He has consistently displayed most praiseworthy courage and devotion to duty.

STERLING, F/O Isrial Rubin, DFC (J88519) - **Croix de Guerre (France)** - Overseas - Awarded as per AFRO 1619/45 dated 19 October 1945. Public Records Office Air 2/8769 gives recommended citation when he was a Warrant Officer but not unit.

As navigator this warrant officer has completed 50 sorties. Owing to his meticulous preparations and the high quality of his work, he has contributed greatly to the success attained by his crew. His courage and reliability have been

outstanding.

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STERNE, F/O John Rutherford (J5831) - **Distinguished Flying Cross** - No.174 Squadron - Award effective 5 August 1942 as per **London Gazette** dated 21 August 1942 and AFRO 1413/42 dated 4 September 1942. Born 26 September in Edmonton, 1922. Home there (warehouse shipper). Attended University of Alberta, 1939-1940 term and was a Private in the COTS. Enlisted in Edmonton, 10 October 1940, at which time he stated, "I have been keenly interested in flying for about three or four years and profess to know some knowledge of British and German planes." He had one brother (Beatty Sterne, a member of the RCN) and three sisters. Posted on enlistment to No.1 Manning Depot, Toronto. To No.1 Training Command, 25 October 1940; to No.1 ITS, 23 December 1940. Graduated and promoted :LAC, 30 January 1941; to No.10 EFTS, Mount Hope, 31 January 1941; to No.1 Manning Depot, 30 March 1941; to No.9 SFTS, Summerside, 9 April 1941. Graduated and promoted Sergeant, 21 June 1941; commissioned 22 June 1941. To Halifax, 15 July 1941. Disembarked in Britain, 15 August 1941. To No.53 OTU about 20 August 1941. To No.615 Squadron 4 November 1941 (carried out one sortie). To No.32 Squadron, December 1941 (carried out 16 sorties). To No.174 Squadron, 10 March 1942 (reported to have flown 32 sorties with them). Promoted Flight Lieutenant, 22 August 1942 and given command of "B" Flight the next day. Reported to have commanded the squadron several times in the absence of the CO. Award presented by King George VI, 1 December 1942. His record shows numerous attachments to various units for uncertain lengths of time including Station Ford (14 June 1942), Station Manston (21 September 1942), Station Odiham (6 December 1942), Station Gravesend (5 April 1943), Station Middle Wallop (12 April 1943), Station Morston (12 June 1943), No.121 Airfield Headquarters (3 July 1943) and Station Dunsfold (14 July 1943). Killed in action 16 August 1943 (Typhoon JA444); hit by flak over target (Amiens/Glissy aerodrome) during Ramrod 204; buried in France.

This officer has displayed a fine fighting spirit which, combined with his complete disregard to danger, has won the confidence and admiration of his fellow pilots. He has secured notable success in night bombing attacks on enemy shipping. In one period of three nights when operating alone against shipping he destroyed a 4,000-ton ship which was heavily defended by some twelve escort vessels and damaged several armed ships with machine gun fire. He has also assisted in the destruction of a 1,200-ton enemy coaster in daylight.

**Notes:** Engaged in accident with Tiger Moth T7604, 16 April 1943, 1557 hours, Gravesend. His own account of the incident read:

Having landed and while proceeding to dispersal, pilot was forced to taxi

between parked aircraft in order to avoid a Typhoon which apparently swerved badly in take-off and was heading directly for him. Pilot's attention was centred on Typhoon which resulted in his striking port wing tip of a Defiant mainplane, parked at the end of his avenue of escape.

. To this the unit commander added his remarks:

A. This pilot is attached to an experimental flight at Middle Wallop. He borrowed No.164 Squadron Tiger Moth to take another pilot of the flight back to Gravesend for medical treatment. The accident occurred at Gravesend.

B. In endeavouring to avoid being written off the pilot had to taxi fast just as he was getting among parked aircraft and in doing so ran into a stationary aircraft.

C. In my opinion from the pilot's report (attached) there was little he could do and the Typhoon pilot was to blame for the accident.

**Training:** At No.1 ITS, course was 23 December 1940 to 27 January 1941. Placed 27<sup>th</sup> in a class of 186. Courses and marks as follows: Mathematics (98/100), Armament, practical and oral (82/100), Visual Link Trainer (80/100), Drill (87/100), Law and Discipline (88/100). Described by Wing Commander G.S. O'Brian as follows: "This airman distinctly individualistic type. Has applied himself enthusiastically in all branches of his work. He has personal preference to be an Observer, but quite willing to go pilot. Feel he would make a good pilot."

Course at No.10 EFTS was 28 January to 29 March 1941. Flew Finch II aircraft (39.55 dual, 40.05 solo, with 10.25 spent on instruments. Also logged eight hours in Link. Chief Flying Instructor wrote of him, "Air sense good. Progress good. Being young, has a confident attitude, could stand checking occasionally in this respect. General flying good. Aerobatics well above average. Could stand more instrument flying." In ground school he took Airmanship (172/200), Airframes (65/100), Aero Engines (68/100), Signals, practical (45/50), Theory of Flight (85/100), Air Navigation (167/200), Armament, oral (150/200). Overall qualities as NCO graded as 165/200 and he was 20<sup>th</sup> in a class of 37. Flight Lieutenant W.P. Pleasance wrote, "Good student. Possible officer material but too young yet. Inclined to be a little overconfident."

At No.9 SFTS, course from 10 April to 21 June 1941, he flew Harvard II aircraft (37.40 day dual, 38.50 day solo, 3.45 night dual, 4.45 night solo plus 18.15 in Link. He had two minor accidents - 12 May 1941 when he taxied into a truck ("Carelessness") and 17 May 1941 when he ground looped, damaging wing and oleo leg ("Inexperience"). Ground school courses were Airmanship and Maintenance (150/200), Armament, written (72/100), Armament, practical (75/100), Navigation and Meteorology (147/200), Signals, written (88/100) and Signals, practical (49/50).

Described as "Above average student, very keen and applies himself well. Department good." (S/L J.R. Cairns) and "An aggressive type. Progressed satisfactorily and has good qualifications for fighter pilot." (S/L E.M. Mitchell). Flying assessed under various headings - Formation Flying ("Average"), Navigation Ability ("Above Average"), Night Flying ("Above Average"), Determination and Initiative ("Above Average"), Instrument Flying ("Above Average"). Deemed suitable for single engine aircraft, not suitable to be an instructor. Placed 9<sup>th</sup> in a class of 42.

Course at No.53 Operation Training Unit lasted from 23 August to 7 October 1941. He flew 2.55 day dual and 50.05 day solo, four hours on instruments, 17 hours in formation and 30 minutes in Link. Graded as "Above Average" in all the following categories - Natural Aptitude, Skill in Landing, Airmanship, Aerobatics, Cockpit Drill, Instrument Flying, Formation Flying and Map Reading. Fired 800 rounds air-to-air, 800 rounds air-to-ground. The following points were noted under "Distinctive Qualities":

[www.bombercommandmuseumarchives.com](http://www.bombercommandmuseumarchives.com)

**Persistence:** Does he keep on trying or is he easily discouraged ? (“Keeps trying”)

**Sense of Responsibility:** Has he common sense or is he over-confident ? (“Plenty of common sense.”)

**Endurance:** Does he put up a consistently satisfactory performance under conditions of strain ? (“Yes”)

**Leadership:** Has he taken the lead in any activities ? Would he make a good captain of aircraft or Flight leader ? (“Inspires confidence”.)

**Method:** Does he work systematically to a plan ? (“Methodical”)

**Deliberation:** Does he act decisively for reasons or on impulse ? (“Acts for reasons”)

**Initiative:** Does he want to try things on his own ? (“Yes”).

**Dash:** Is he quick and decisive in action ? (“Yes”).

**Distribution of Attention:** Does he find it difficult to do more than one thing at a time ? (“No”)

**Self-Control:** Does he get flustered ? (“No.”)

**General Assessment of Suitability as Operational Pilot:** (“An above average pilot who can be relied upon.”)

At the conclusion of OTU, the following assessment was entered: "A quiet and reliable type. All his flying is well finished and his formation was good from the start. He should be an asset to his squadron."

**Assessment:** There is one assessment on his record, dated 27 June 1943 by S/L W.M. McConnell. He had then flown 559 hours 45 minutes (107 hours 30 minutes in previous six months.) "Lacks tact. Above average pilot but rather lacking in administrative sense." To this, W/V C.F. Currant added, "Needs firm handling and some more experience."

**Circumstances of death:** No.174 Squadron reported that Typhoon JA444 failed to return from air operations. Flight Lieutenant Sterne was Blue 1, leading the formation on a bombing operation on Amiens/Glissy airfield. The squadron was escorted by No.175 Squadron and No.245 provided cover. The squadron crossed the French coast at Cayeux and, on reaching the target, dive-bombed from 11,000 to 5,000 feet, southwest to northeast. Bursts were seen in the airfield dispersal area. His aircraft received a direct hit just after starting its dive. A parachute, opened fully, was seen to leave the aircraft at 7,000 feet; the aircraft itself caught fire and disintegrated. The squadron, having completed the mission, turned for home; there was no opportunity to check what happened to the parachute. There were reports at war's end that he had been shot by the Germans when he refused to divulge information, but nothing on file substantiates this claim; it does not even appear to have been investigated.

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STERNS, F/O William Meredith (J5306) - **Distinguished Flying Cross** - No.148 Squadron - Award effective 11 February 1943 as per **London Gazette** dated 16 February 1943 and AFRO 410/43 dated 12 March 1943. Born 24 April 1917 in St.Catharines, Ontario; home in Ottawa. Attended McGill University, 1936-1939. Actuarial Clerk during summers. Enlisted in Toronto, 21 September 1940 and posted to No.2 Manning Depot, Brandon. To Patricia Bay, 20 October 1940. To No.2 ITS, 11 November 1940; graduated and promoted LAC, 9 December 1940 when posted to No.3 AOS, Regina; to No.2 BGS, Mossbank, 3 March 1941; graduated and promoted Sergeant, 14 April 1941; to No.1 CNS, 14 April 1941; commissioned 13 May 1941. To Embarkation Depot, 26 May 1941. To RAF, 3 June 1941 but may not have embarked until 15 July 1941. Reported to No.458 Squadron (Wellingtons) in England, 18 October 1941 but appears to have flown no sorties with them. Taken on strength of RAF Station Holmie (?), 14 February 1942. Promoted Flying Officer, 13 May 1942. To No.458 Squadron, 13 June 1942. To No.2 K.R.T.S. (?), 30 June 1942. To No.148 Squadron, date uncertain. Embarked for Home Establishment, 16 December 1942; arrived in Britain, 24 December 1942. To No.23 OTU, 10 January 1943. Promoted Flight Lieutenant, 13 May 1943. To No.83 Squadron, 24 October 1943 but then reposted the same day to No.7 Squadron. Attached to Pathfinder Night Training Unit, 24 October to 4 November 1943. To No.156 Squadron, 4 January 1944. Missing, presumed

dead, 20 February 1944 aboard a Lancaster of No.156 Squadron. Award presented by Governor General to next-of-kin, 27 June 1945.

Flying Officer Sterns has flown on operations continuously since July 1942. He is a highly efficient navigator and bomb aimer who has never failed to reach and bomb his allotted target. In August 1942, despite adverse weather, he obtained a hit on a petrol installation west of Tobruk Harbour causing a large fire. This officer, by his calm and deliberate manner when in action, has set a fine example to the other members of his crew.

NOTE: Public Record Office Air 2/8935 has recommendation sent from Headquarters, Royal Air Force, Middle East to Air Ministry on 12 January 1943; this gave more details.

Flying Officer Sterns joined the squadron on 9th July 1942; since this date he has operated continuously and has now completed 47 operations constituting 259 hours. As a navigator he has proved himself highly efficient, never failing to reach and bomb his allotted target. As a bomb aimer he has always been calm and deliberate over the target despite enemy opposition.

On the 9th August, despite 7/10th cloud, he bombed and hit the petrol installation west of Tobruk harbour causing a large fire. On the 26th August he obtained hits among aircraft dispersed at Landing Ground 13. During the recent push he succeeded in causing a considerable number of fires amongst the enemy motor transport and tank concentrations.

**Training:** Course at No.2 ITS was 9 November to 6 December 1940. Placed 7<sup>th</sup> in a class of 44. Courses and marks as follows: Mathematics (95/100), Armament, practical and oral (78/100), Drill (69/100), Law and Discipline (92/100). Described as "splendid type."

Course at No.3 AOS was 9 December 1940 to 3 March 1941. Flew in Anson aircraft (19.40 as first navigator by day, 18.10 as second navigator by day, 5.25 as first navigator by night, 4.30 as second navigator by night. In air work described as "A bit slow at pinpointing but improving." Ground training courses and marks as follows: DR Plotting (139/150), DR Written (143/150), Compasses and Instruments (122/150), DF/WT (83/100), Signals (44/50), Maps and Charts (91/100), Meteorology (83/100), Photography (87/100), Reconnaissance (85/100). Described by Chief Ground Instructor as "Very intelligent - no difficulty in learning." Placed 4<sup>th</sup> in a class of 42.

Armament Training at No.2 BGS, 3 March to 14 April 1941, in Battle aircraft - 11.50 bombing by day, 6.20 gunnery by day, 5.10 as passenger. Described as "above average" in bombing,



“average” as a gunner. Placed 10<sup>th</sup> in a class of 36. G/C A.J. Ashton wrote, “Slow, deliberate type. Reasons well. Takes his work seriously. Hard worker. Is officer material. Should have shown better results on his final examinations, with his knowledge and education.”

Advanced Observer Course, No.1 ANS, 14 April to 12 May 1941 in Ansons; 5.55 as first navigator by day, 6.10 as second navigator by day, 8.50 as first navigator by night, 9.35 as second navigator by night. In air work described as “Exceptional ability. Good understanding of work and very neat.”

**Assessments:** On 31 October 1943, at No.23 OTU, he was described as having flown 813 hours 30 minutes of which 106 were in previous six months. S/L F. Redd wrote:

As flight navigation officer this man showed exceptional qualities in leadership and instruction. He tried to instill in his pupils common sense as well as theory etc.in navigation.

W/C A.P. Dart concurred in the above. It appears that at RCAF Overseas Headquarters, a special note was added:

After a discussion with this officer, 14 October 1943, it is quite evident that he is an above average officer who has an excellent knowledge of what is essential and appears to be generally “wide awake”. Should be first class Flight Commander material. Finished first tour on Wellingtons on an RAF squadron and after a non-operational tour at No.23 OTU is doing his second tour with 83 Squadron (Pathfinder Force). We have a record of him as potential Flight Commander.

**Circumstances of Death:** The website “Lost Bombers” gives the following on his loss. Lancaster ND348 (GT-T) of No.156 Squadron, target Leipzig. This aircraft was first delivered to No.7 Squadron on 31 December 1943, joining No.156 Squadron on 24 January 1944. ND358 undertook no major raids whilst with No.7 Squadron, but with No.156 Squadron took part in the attack on Berlin of 27/28 January 1944. It was one of two No.156 Squadron Lancasters lost on this operation, the other being JA921 Airborne at 2351 hours on 19 February 1944 from Warboys. Shot down by a night-fighter, crashing at 0310 20Feb44 about 1 km S of Zasenbeck which is roughly midway along the main road leading from Wittingen to Brome. This very experienced PFF crew, whose pilot had completed 48 operational sorties, are buried in Hannover War Cemetery. F/L Sterns was a BSc graduate from McGill University in Montreal. Full crew was S/L A.D.Saunders, DFC (killed), Flight Sergeant A.W.Taylor (killed). F/L W.M.Sterns, DFC, RCAF (killed), F/O C.D.Gough, DFC (killed), Warrant Officer J.W.Gibb, DFC (killed), F/O R.L.Reeves (killed), and F/L W.J.Donner, DFC, RAAF (killed).

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STEUART, P/O John Wallace (J86310) - **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 7 July 1919 in Moose Jaw, Saskatchewan; home in Prince Albert where he was a grocery and hardware clerk as well as member of the Prince Albert Volunteers; enlisted in Regina, 14 April 1942 and posted to No.2 Manning Depot. To No.10 SFTS, 15 Junr 1942 (guard); to No.2 ITS, 1 August 1942; graduated and promoted LAC, 26 September 1942 but not posted to No.3 AOS until 10 October 1942; graduated and promoted Sergeant, 5 February 1943. To "Y" Depot, 19 February 1943. Embarked for overseas, 8 March 1943. Arrived in UK, 17 March 1943; attached Whitley Bay, 6 April to 5 May 1943 (Commando course); to No.6 (O) AFU, 5 July 1943 (Ansons, 23 hours 15 minutes); to No.83 OTU, 3 August 1943 (Wellington, 57 hours 30 minutes); promoted Flight Sergeant, 5 August 1943; to No.1667 Conversion Unit, 7 November 1943 (Halifax, 25 hours 55 minutes); to No.1 Lancaster Finishing School, 1 February 1944 (Lancasters, nine hours five minutes); to No.12 Squadron, 19 February 1944 (Lancasters, 175 hours); Commissioned 13 May 1944; to No.86 OTU, 15 July 1944; to No.83 OTU, 15 October 1944; to No.18 OTU, 28 October 1944; to Station Gamston, 1 November 1944; promoted Flying Officer, 14 November 1944; repatriated to Canada, 22 March 1945; to No.6 Release Centre, 23 May 1945; released 29 May 1945. Award presented 18 June 1949. Photo PL-35892 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." Public Records Office Air 2/8827 has recommendation dated 14 August 1944 when he had flown 27 sorties (134 hours 54 minutes).

15 March 1944 - Stuttgart  
18 March 1944 - Frankfurt  
22 March 1944 - Frankfurt  
26 March 1944 - Essen  
30 March 1944 - Nuremburg  
20 April 1944 - Cologne  
22 April 1944 - Dusseldorf  
24 April 1944 - Karlsruhe  
26 April 1944 - Essen  
27 April 1944 - Friedrichshaven  
30 April 1944 - Maintenen  
3 May 1944 - Mailley le Camp  
6 May 1944 - Aubigne  
10 May 1944 - Dieppe  
19 May 1944 - Orleans

21 May 1944 - Duisburg  
31 May 1944 - Tergnier  
2 June 1944 - Berneval  
4 June 1944 - Sangatte  
5 June 1944 - St.Martin  
6 June 1944 - Acheres)  
12 June 1944 - Gelsenkirchen  
14 June 1944 - Le Havre  
15 June 1944 - Boulogne  
17 June 1944 - Aulnoye  
23 June 1944 - Saintes  
27 June 1944 - Vaires

Pilot Officer Steuart, a Canadian, has recently completed his first tour of operations as navigator of a Lancaster aircraft, with many attacks on targets demanding a very high standard of navigation, such as Friedrichshaven, Stuttgart, Frankfurt, Nuremburg and Karlsruhe.

This officer's record has been an example of exceptional ability, coupled with calm confidence and courage, which have played a large part in maintaining the high morale of his crew and have enabled them to achieve considerable success.

I consider the award of the Distinguished Flying Cross to Pilot Officer Steuart would be fitting recognition of his excellent record of courage and efficiency.

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STEUART, WO2 (now P/O) Lawrence Harold (R85478/J36700) - **Mention in Despatches** - No.10 Squadron (Canada) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 22 August 1919 at Miniota, Manitoba (RCAF press release 2659 announcing award); home there; enlisted in Regina, 14 February 1941 and posted to No.2 Manning Depot. To No.2 WS, 19 July 1941; promoted LAC, 18 August 1941; graduated 3 January 1942 when posted to No.2 BGS; graduated and promoted Sergeantm 2 February 1942. To "Y" Depot, 3 February 1943. To No.10 (BR) Squadron, 4 March 1943. Promoted Flight Sergeant, 3 August 1942. Promoted WO2, 2 February 1943. Promoted WO1, 2 August 1943. Commissioned 22 August 1943. To No.7 BGS, 24 January 1944. Promoted Flying Officer, 1 April 1944. To Release Centre, 28 August 1945. Retired 3 September 1945. Died 12 February 1993 in Hampton Roads, Virginia.

Warrant Officer Steuart has taken part in a very large number of operational

sorties, all of which have been over the sea. He has maintained a consistently high standard of devotion to duty in a cheerful manner which has been a fine example to those serving with him.

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STEVENS, F/L Charles Frederick Bridges (C1498) - **Distinguished Flying Cross** - No.430 Squadron - Award effective 8 May 1945 as per **London Gazette** of that date and AFRO 966/45 dated 8 June 1945. Born 9 June 1914 in Montreal; home in Westmount; educated at McGill University, graduating 1934 (industrial chemist); worked four years for Fraser Papers (Edmunston, New Brunswick). Enlisted in Ottawa as General List, 2 January 1940. Flying Officer as of 10 August 1940. To No.5 SFTS, 5 October 1940. To No.1 Training Command, 8 April 1942. May have gone back to No.5 SFTS. Promoted Flight Lieutenant, 1 June 1942. To "Y" Depot, 31 May 1943. To RAF overseas, 22 June 1943. Repatriated 4 September 1945. To No.2 Release Centre, 11 September 1945. Retired 16 October 1945. Obtained a Ph.D. in Los Angeles. Settled in Montreal, working for Pulp and Paper Research Institute of Canada and on staff of magazine **Pulp and Paper Canada**. Held several patents, including some for garbage disposal. Died at Ste.Anne-de-Bellevue (Montreal), 6 June 2013. Award sent by registered mail 19 January 1952.

This officer has completed a large number of sorties, including very many reconnaissances over the battle areas. The excellent photographs he has secured, often in the face of much opposition, reflect the greatest credit on his undoubted skill and perseverance. In March 1945, Flight Lieutenant Stevens was detailed to photograph an area comprising a heavily defended river line. Just as he commenced his run-in, at very low level, his aircraft was struck by an anti-aircraft shell. The canopy above Flight Lieutenant Stevens' head was torn away and a jagged hole was torn in the frame of the aircraft. In spite of this Flight Lieutenant Stevens completed a successful run, obtaining photographs which proved of great value to our ground forces. His skill and courage were in keeping with that which he has shown on all occasions.

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STEVENS, F/L Cyril Davidson (J9502) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 16 October 1919 in Ottawa; home there; enlisted there 11 November 1940. To No.31 SFTS, 22 December 1940 (guard). To No.7 BGS, 20 February 1941. To No.1 ITS, 17 March 1941; graduated and promoted LAC, 10 April 1941 when posted to No.7 EFTS; ceased training and posted to No.1 Manning Depot, 10 May 1941; to Trenton, 13 May 1941; to No.2 Manning Depot, 12 July 1941; to No.7 AOS, 21 July 1941; graduated 12 October 1941 when posted to No.7 BGS; graduated and promoted Sergeant, 22 November 1941; posted

next day to No.1 ANS; graduated and commissioned 22 December 1941. To No.8 AOS, date uncertain. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 22 November 1942. To RAF overseas, 29 December 1942. Promoted Flight Lieutenant, 22 December 1943. Repatriated 21 December 1944. To No.1 Air Command, 14 January 1945. To No.9 AOS, 31 January 1945. To No.2 SFTS, 7 April 1945. To No.3 Release Centre, 14 April 1945. Retired 3 May 1945. Award presented 1 December 1948.

This officer's keenness, courage and efficiency have at all times been a source of encouragement to his crew. He has been employed as navigator on many sorties to distant and dangerous targets in Germany. On one occasion he displayed outstanding ability during a sortie to Stuttgart when his aircraft encountered clouds and severe icing. Flight Lieutenant Stevens has always shown outstanding courage and determination.

The recommendation is in DHH file 181.009 D.1729 (Library and Archives Canada RG.24 Volume 20607); drafted 29 June 1944 by W/C Lecompte when Stevens had flown 23 sorties (140 hours 55 minutes) as follows:

[www.bombercommandmuseum.com](http://www.bombercommandmuseum.com)

7 September 1943 - England to North Africa (14.50)  
19 September 1943 - Benevento (6.20)  
22 September 1943 - Bastia (6.35)  
22 September 1943 - Formia (6.10)  
28 September 1943 - Formia (6.15)  
4 October 1943 - Formia (6.10)  
24 February 1944 - Schweinfurt (8.15)  
1 March 1944 - Stuttgart (7.25)  
22 March 1944 - Frankfurt (6.20)  
24 March 1944 - Berlin (7.05)  
26 March 1944 - Essen (5.15)  
30 March 1944 - Nuremburg (1.20, duty not carried out)  
9 April 1944 - Villeneuve St. George (5.30)  
10 April 1944 - Ghent (3.50)  
18 April 1944 - Paris, Noisy le Sec (5.05)  
20 April 1944 - Lens (4.20)  
24 April 1944 - Karlsruhe (6.45)  
26 April 1944 - Essen (5.05)  
27 April 1944 - Aulnoye (4.50)  
30 April 1944 - Somain (4.25)  
7 June 1944 - Acheres (5.05)  
8 June 1944 - Mayenne (5.50)  
15 June 1944 - St. Pol (3.45)  
17 June 1944 - Oisemont (4.25)

This officer has taken part in a large number of sorties involving attacks on a variety of strongly defended targets such as Berlin, Stuttgart, Frankfurt, Karlsruhe and Essen. On the 1<sup>st</sup> March 1944, Flight Lieutenant Stevens was detailed to attack Stuttgart, as navigator of his crew, and definitely showed outstanding ability in navigating the aircraft through part cloudy and icy flying conditions to the target, and returned by astro navigation when all Special Equipment were unserviceable.

This officer's courage, efficiency and keenness at all times has inspired great confidence in his crew and the members of his squadron as a whole. In recognition of his good service, I strongly recommend the award of the Distinguished Flying Cross.

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STEVENS, Corporal Edward (R86932) - **British Empire Medal** - No.15 SFTS - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1360/44 dated 30 June 1944. Born in Gatford, England, 6 July 1904; home in Tofield, Alberta; enlisted in Edmonton, 18 February 1941 as Cook and posted to No.1 Manning Depot. To Technical Training School, 21 March 1941. To No.7 SFTS, 16 May 1941. Promoted AC1, 18 May 1941. To No.15 SFTS, 9 June 1941. Promoted LAC, 1 October 1941. Promoted Corporal, 1 March 1942. Reclassified as Chef, 1 June 1943. To Yarmouth, 15 January 1945. To Moncton, 1 February 1945. To Torbay, 15 March 1945. To No.10 Release Centre, 20 October 1945; discharged 21 October 1945. Award presented 25 January 1945.

This NCO has been employed as a chef at his unit for over two years, and has served continuously with exceptional unselfishness and faithfulness. For the past several months he has been in charge of messing at the unit's relief aerodrome and, due to the serious shortage of help, has worked long hours day and night supervising the service of meals to personnel at all hours. He is indefatigable in his efforts and subordinates his own efforts to those of the Service.

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STEVENS, P/O Frederick Arthur (J92665) - **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 13 December 1922 in London, England; home in Kelowna, British Columbia (farmer); enlisted in Vancouver, 9 December 1942. To No.3 Manning Depot, 8 March 1943. To No.2 Pre-Aircrew Education Detachment, 16 May 1943. To No.1 Air Gunner Ground Training School, 25 June 1943. Promoted LAC and posted to No.3 BGS, 7 August 1943; graduated and

promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Commissioned 29 November 1944. Promoted Flying Officer, 29 May 1945. Repatriated 4 September 1945. To No.8 Release Centre, 11 September 1945. Retired 17 October 1945. Died in Kelowna, 8 January 1995. Award sent by registered mail 7 June 1950. RCAF photo PL-45748 (ex UK-24108 dated 20 August 1945) taken beside Devon cliffs - P/O Lloyd Swindells (Vancouver, air gunner, No.408 Squadron), F/O F.A. Stevens, DFC (Kelowna, two tours with No.405 Squadron), F/L R.G. Wood (Vancouver, flying controller, in UK four years). 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 46 sorties (215 hours 18 minutes), 26 April 1944 to 16 January 1945.

26 April 1944 - Essen (5.45)  
6 May 1944 - Brest (4.55)  
8 May 1944 - Morlaix (4.25)  
9 May 1944 - St.Valery (4.30)  
15 May 1944 - Kattegat (5.55)  
19 May 1944 - Le Clipon (3.00)  
21 May 1944 - Bremen (4.35)  
22 May 1944 - Le Mans (5.05)  
27 May 1944 - Le Havre (3.55)  
28 May 1944 - Le Havre (3.55)  
2 June 1944 - Dunkirk (3.25)  
5 June 1944 - Houlgate (4.50)  
6 June 1944 - Conde sur Noireau (5.35)  
10 June 1944 - Paris (5.30)  
14 June 1944 - Cambrai (4.30)  
15 July 1944 - Nucourt (3.45)  
19 July 1944 - Rollez (3.00)  
22 July 1944 - Acquet (2.40) DNCO  
23 July 1944 - Kiel (5.15)  
24 July 1944 - Stuttgart (7.05)  
27 July 1944 - Boisson (3.30)  
28 July 1944 - Hamburg (4.55)  
30 July 1944 - St.Pierre (3.25)  
3 August 1944 - Paris (3.05)  
4 August 1944 - Paris (3.00)  
5 August 1944 - Bordeaux (7.45)  
7 August 1944 - May sur Leorne (2.35)  
8 August 1944 - Foret de Lucheux (2.50)



25 August 1944 - Russelsheim (7.00)  
26 August 1944 - Kiel (5.20)  
29 August 1944 - Stettin (5.30) DNCO  
12 September 1944 - Frankfurt (6.00)  
14 October 1944 - Duisburg (4.05)  
15 October 1944 - Wilhelmshaven (4.10)  
19 October 1944 - Stuttgart (5.15)  
23 October 1944 - Essen (4.40)  
25 October 1944 - Homburg (3.20)  
30 October 1944 - Cologne (4.20)  
5 November 1944 - Dusseldorf (4.05)  
27 November 1944 - Freiburg (5.10)  
30 November 1944 - Duisburg (4.15)  
6 December 1944 - Merseburg (6.35)  
21 December 1944 - Cologne (4.00)  
28 December 1944 - Bonn (4.20)  
2 January 1945 - Nuremburg (6.28)  
5 January 1945 - Royan (4.58)  
14 January 1945 - Merseburg (6.20)  
16 January 1945 - Magdeburg (5.47)

Pilot Officer Stevens is an efficient Air Gunner who has taken part in attacks on enemy positions including Stettin, Frankfurt and Stuttgart. His coolness under the strain of such attacks adds greatly to the morale of the rest of his crew and helps to make each attack successful.

For text of a Combat Report from 28 July 1944 see entry for F/L Thomas Ellison.

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STEVENS, P/O George Alfred Harding (J17321) - **Distinguished Flying Cross** - No.50 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born in Moncton, New Brunswick, 5 April 1909; home in Bridgetown, Nova Scotia. Employed for twelve years as machinery serviceman and installer of lightning rods. Enlisted in Halifax, 9 October 1940. To No.1 Manning Depot, Toronto, 13 October 1940. To Dartmouth, 13 November 1940. To No.1 ITS, Toronto, 14 January 1941; graduated and promoted LAC, 20 February 1941 when posted to No.1A Manning Depot, Picton. To No.1 Manning Depot, Toronto, 19 March 1941. To No.1 AOS, Malton, 1 April 1941; to No.1 BGS, Jarvis, 23 June 1941; graduated and promoted Sergeant, 2 August 1941. To No.1 CNS, Rivers, 3 August 1941; graduated 1 September 1941. To "Y" Depot, 3 September 1941. To No.31 OTU,

Debert, 27 September 1941. To United Kingdom, 24 October 1941. To No.25 OTU, 3 November 1941. To No.50 Squadron, 21 March 1942. To Station Swinderby, 2 June 1942. To No.50 Squadron again, 17 July 1942. Commissioned 10 March 1943. To No.16 OTU, 8 June 1943. Killed in flying accident at No.16 OTU (Wellington HE904), 28 November 1943; buried in England. Wellingtons X3923 and HE904 were tasked for night flying exercises and collided about 2235 hours. Award presented to next-of-kin by Governor General, 12 December 1944. RCAF photo PL-34568 taken at Government House, Ottawa following presentation - Mrs. G.H. Stevens (right) and friend, Mrs.L. H. Jones.

Pilot Officer Stevens has an excellent record of accurate navigation. He has completed a very successful tour of operational duty during which, due to his skill, his aircraft has never sustained severe damage. The targets attacked include Essen, Berlin and Duisburg. This officer has also assisted very greatly in ground duties connected with navigation.

**Training:** At No.1 ITS took Mathematics (85/100), Armament (77/100), Signals (92/100), Drill (85/100) and Law and Discipline (84/100). Placed 16<sup>th</sup> in a class of 24. "Vert good material for Observer. Distinct individualist. Resourceful. Applies himself well to his work.

At No.1 AOS (31 March to 22 June 1941) he flew 31.55 as first navigator by day, 28.45 as second navigator by day, 5.35 as first navigator by night, 14.10 as second navigator by night. Ground courses in DR Plotting (106/150), DR and DF WT, written (167/200), Compasses and Instruments (127/150), Signals (100/100), Maps and Charts (84/100), Meteorology (85/100), Photography (67/100) and Reconnaissance (91/100). Placed 16<sup>th</sup> in a class of 45. "A good type. Har5d worker, asks questions incessantly, reliable, work is inclined to be sloppy but he understands his work. Should be considered for a commission in view of his determined attitude, after further training." (F/L E.R. Pounder).

At No.1 BGS (23 June to 4 August 1941) he flew in Battle aircraft - 19 hours 10 minutes by day in bombing and six hours 15 minutes by day in gunnery plus eight hours 45 minutes as passenger. In bombing he had an average error of 115 yards (best was 107 yards) and in low level bombing the average error was 80 yards. Scored 11.3 percent hits in Gunnery Beam Test, 6.3 percent in Beam Relative Speed Test and 11 percent Under Tail Test. Examined in Bombing, Written (120/150), Bombing, Practical (114/150), Gunnery, Written (84/100) and Gunnery, Practical (84/100). Placed 7<sup>th</sup> in a class of 38. Described overall as average. "A little careless about his appearance. Has a good mind and industrious worker. Very sincere about his job. Had the respect of his classmates throughout the course. Should make a sound observer and officer." (G/C G.E. Wait).

At No.1 ANS, course was 4 August to 1 September 1941. In air training flew 7.45 as first

navigator by day, 6.30 as second navigator by day, 9.45 as first navigator by night, 9.10 as second navigator by night. In the air described as "A very untidy air worker but produces better than average results." Ground Training courses were Astro Navigation, Plotting (95/150) and Astro Navigation, Written (76/100). Noted that he "Has an inquiring mind but inclined to forget essentials in his pursuit of minor detail." The Commanding Officer wrote, "Sloppy appearance - this man does not impress."

**Assessment:** On 10 March 1943 the Commanding Officer of No.50 Squadron (W/C W.M. Russell), wrote: "This Warrant Officer is a born leader, keen, efficient and very conscientious. He has done a great deal of good for this squadron, particularly in looking after the NCOs."

**Particulars of Death:** Wellington HE904 was engaged in a night cross-country flight. Accident occurred at 1855 hours near Baynards Green, Oxfordshire (with Wellington X3923). Aircraft had taken off at 1850 hours and was at about 3,000 feet, but the sole survivor, 1161255 Warrant Officer A.J.Lowman (pupil pilot), could give no particulars. Crew, apart from Lowman and Stevens, were 1579284 Flight Sergeant F.V.M. Slater (pupil navigator), J23347 P/O. D.J. Arnell (second navigator), 1554346 Sergeant W. Rose (pupil air bomber), 1581096 Sergeant R. Buffham (pupil WOPAG), R186452 Sergeant W.Sayres (pupil air gunner) and R195938 Sergeant D.G. McNeil (pupil mid-upper gunner).

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STEVENS, F/L George Vernon (C5361) - **Mention in Despatches** - No.404 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 24 July 1900 in Toronto. Educated there. Member, Canadian Garrison Regiment, February to May 1919; CEF Russia, May to September 1919. With Canadian Goodyear, 1919-1925; in a partnership (florist), 1925-1926; with Sieberling Rubber, July 1926 to December 1927. Self-employed as salesman for adding machines, 1928 to 1930. Employed from 1930 onwards by Remington Rand as manager from 1930 onwards. Enlisted in Toronto, 10 May 1941 in Administrative Branch and posted to Trenton for course' commission dated from enlistment. To No.5 SFTS, Brantford, 19 June 1941. Promoted Flying Officer, 21 June 1941. To No.16 SFTS, Hagersville, 8 August 1941. To "Y" Depot, Halifax, 12 October 1942. To RAF Trainee Pool overseas, 22 October 1942. Disembarked in Britain, 9 November 1942. To No.404 Squadron, 26 November 1942. Promoted Flight Lieutenant, 18 February 1943. To Station Wick (non-effective, sick, influenza), 25 July 1943. To No.404 Squadron, 18 November 1943. Served as Adjutant. Requested repatriation on 12 September 1944 to renew his business contacts. Embarked for Canada, 22 October 1944. Taken on strength of Station Rockcliffe that date. To No.1 Training Command Headquarters, Toronto, 30 November 1944. To No.4 Release Centre, 3 December 1944. Retired 19 February 1945. Died in Etobicoke, Ontario, 11 May 1987 as per **Air Force Magazine** of October-November-December 1991. No citation. RCAF photo PL-

28091 (ex UK-8980 dated 18 March 1944) shows him playing darts in squadron crew room; caption says he had been Adjutant of No.404 Squadron for 18 months.

**Training:** His course at Trenton was 19 May to 14 June 1941. Examined in the following subjects: Air Force Law (54/100), Central Registry and Orderly Room Procedure (85/100), Organization (52/100), Letter Writing including preparation of Courts of Inquiry, Boards of Officers, Actioning of Files (51/100), Administration, messes, canteens and equipment (72/100), Drill and Oral (60/100). Graded under other headings, viz Initiative, common sense, resourcefulness, imagination, based solely on quick test papers (128/200), Reliability and Judgement (65/100), Personality, force of character, leadership (74/100), Zeal and Energy in performance of duties (70/100). Under "General Remarks" he was described as follows: "This officer progressed favourably throughout the course and should develop into a good administrative officer."

**Assessments:** "I once wanted to retire this officer on the grounds of general unsuitability but found a niche for him and he appears to be satisfactory to his immediate CO. Is Adjutant to Maintenance. In my opinion he is silly. He is a continual 'wise-cracker', is familiar with NCOs and personally I haven't much confidence in him. His personal habits at OK." (G/C G.S. O'Brian, No.16 SFTS, 22 November 1941).

On 13 September 1944. Immediately following his request for repatriation, the Commanding Officer of No.404 Squadron wrote to RCAF Overseas Headquarters, saying in part:

I wish to recommend this application for repatriation but at the same time to bring to your attention the very fine work that this officer has done as Adjutant of this Squadron for the past two years. His work has been very much above the average and he has interested himself in all phases of Squadron activity. His untiring efforts and cheerfulness on behalf of all members of the Squadron have contributed to the high morale of its personnel. His administrative and organizing ability have been most praiseworthy and most favourable comments on these have been received from many quarters from time to time.

\* \* \* \* \*

STEVENS, Corporal Gillmore Vivian (R53257) - **Air Force Medal** - Station Coal Harbour - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born at Staines, Shepperton-on-Thames, England, 20 June 1906. Home in Kirkland Lake. Enlisted in Toronto, 20 January 1940 as Wireless Electrical Mechanic. To No.1 WS, 8 April 1940. Promoted AC1, 29 May 1940; to uncertain posting, 16 September 1940; promoted LAC, 1 October 1940. To No.8 (BR) Squadron, date uncertain. To Sea Island, 31 March 1942. Promoted

Corporal, 1 April 1942. To Coal Harbour, 5 July 1942. To Patricia Bay, 14 July 1943. Remustered to aircrew and posted to No.3 Manning Depot, 22 September 1943. To No.25 Pre-Aircrew Education Detachment, 31 October 1943. To No.3 WS, 26 November 1943. To No.7 BGS, 25 March 1944. Graduated as Wireless Air Gunner and promoted Sergeant, 10 April 1944. To No.3 OTU, 21 April 1944. To Eastern Air Command, 3 August 1944. To No.116 (BR) Squadron, 10 August 1944. To No.5 (BR) Squadron, 15 October 1944. Promoted Flight Sergeant, 10 January 1945. To YB (Yarmouth ?), 25 April 1945. To No.1 Air Command, 12 May 1945. To No.18 SFTS, 29 May 1945. Promoted WO2, 10 June 1945. To No.2 Air Command, 25 June 1945. To No.5 Release Centre, 4 October 1945. Released 13 October 1945. Award presented 20 March 1944.

This NCO has been outstanding in his work as a Wireless Operator both on the East and West Coasts and on many occasions has managed to establish and maintain communication under very trying conditions. He has completed 84 operational flights entailing a total flying time of 229 hours. He is an excellent Air Gunner and has given unselfishly of his time in instructing and encouraging young Wireless Air Gunners in wireless and air firing.

\* \* \* \* \*

STEVENS, Sergeant Leroy Carl (R116291) - **Distinguished Flying Medal** - No.218 Squadron - Award effective 31 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO 232/43 dated 12 February 1943. Born in Russell, Manitoba, 10 March 1916; home in Rapid City (farmer); enlisted in Winnipeg, 10 July 1941. To No.2 Manning Depot, 19 August 1941. To No.3 Personnel Holding Unit, 15 December 1941. To No.2 BGS, 17 January 1942; graduated and promoted Sergeant, 20 February 1942. To "Y" Depot, 22 March 1942. To RAF overseas, date uncertain. Promoted Flight Sergeant, 5 January 1943. Commissioned 26 March 1943. Promoted Flying Officer, 26 September 1943. Promoted Flight Lieutenant, 9 September 1944. Repatriated 13 August 1945. To No.5 Release Centre, 21 August 1945; retired 3 October 1945. Worked as a butcher in Russell, Manitoba until 1951 when he moved his family to Langenburg, Saskatchewan where he owned and operated a frozen food locker business until 1957. They packed up again and moved to Abbotsford where he began his career with Overwaitea Foods, transferring twice, to Terrace and to Powell River. In 1970, changed careers to work for the B.C. Liquor Board; transferred from Powell River to Vancouver and finally to Cranbrook. In 1981, at the age of 65, he retired in Cranbrook. Final move was to Burns Lake in 1988. Award presented 13 September 1947. Died at Burns Lake, British Columbia, 6 December 2009 as per **Legion Magazine** "Last Post" column, September/October 2010. RCAF photo PL-23984 shows him on repatriation to Canada.

Sergeant Stevens has taken part in many operational sorties and has proved to be a most successful rear gunner. On several occasions when attacked by enemy

fighters, directions given by this airman have been responsible for the successful evasion of the attacker. Throughout he has displayed great initiative and dependability, combined with absolute fearlessness.

The original recommendation was in AIR 2/8930 and reproduced by Ian Tavender, **The Distinguished Flying Medal Register: Second World War** (London, Savannah, 2000), drafted 14 November 1942 when he had flown 26 sorties (150 hours) as follows:

Sergeant Stevens is rear gunner in No.218 (Gold Coast) Squadron. During a tour of operations extending from July to November 1942, he has proved himself one of the most successful gunners in the squadron. On his first operation, his aircraft was coned and attacked in the target area (Dusseldorf) by a single-engined fighter. Successful evasive action was taken, the Captain following the directions given by Sergeant Stevens from the rear turret. In August 1942, over Frankfurt, directions given by Sergeant Stevens were again responsible for the successful evasion of a night fighter. In October 1942, during a mining expedition to Stettin, Sergeant Steven's aircraft was shot up by flak, but he succeeded in silencing machine gun fire from the ground. A few days later on the return from Genoa, his machine was attacked by a single-engined enemy fighter in the Paris area. Sergeant Stevens again gave his Captain directions for evasive action; at the same time, he opened up on the enemy machine which was last seen diving into clouds 1,000 feet below. In all, Sergeant Stevens has carried out 26 operations embracing 150 operational hours, He has always displayed great initiative, consistency and dependability and combined these qualities with absolute fearlessness. His is strongly recommended for the award of the Distinguished Flying Medal.

\* \* \* \* \*

STEVENS, P/O Raymond Mosher (J87794) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 9 June 1915 in Dodge County, Manitoba; home in Hoosier, Saskatchewan; enlisted in Saskatoon, 7 June 1941 in unclear technical trade. To Technical Training School, 12 August 1941. To No.14 SFTS, date unclear. All training postings unreadable on microfilm but award cards state he trained at No.7 ITS (graduated 11 September 1942), No.6 EFTS (graduated 4 December 1942) and No.4 SFTS (graduated 2 April 1943). Commissioned 1944. Posting overseas and repatriation dates unreadable. To No.2 Air Command, 12 June 1945. To No.5 Release Centre, 11 March 1946. Retired 20 March 1946. Recommended 2 October 1944, at which time he had flown 171:30 hours (30 sorties). Award presented 31 May 1949.

Pilot Officer Stevens has set a fine example of determination and devotion to duty. He has completed very many sorties. On one occasion the target was Ghent. Whilst over the target the aircraft sustained extensive damage in a fight with an enemy aircraft. In spite of this, Pilot Officer Stevens flew the bomber to base and effected a masterly landing. His fine qualities have greatly inspired his crew.

The original recommendation and sortie list, found in DHH file 181.009 D.1633 (Library and Archives Canada RG.24 Volume 20603), was drafted 26 September 1944 when he had flown 34 sorties (171 hours 30 minutes), as follows:

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

24 March 1944 - Berlin (6.50)  
26 March 1944 - Essen (5.40)  
9 April 1944 - Paris (1.15, duty not carried out)  
18 April 1944 - Paris (5.40)  
20 April 1944 - Lens (4.20)  
22 April 1944 - Dusseldorf (5.35)  
24 April 1944 - Karlsruhe (7.15)  
26 April 1944 - Paris (5.05)  
10 May 1944 - Ghent (4.50)  
12 May 1944 - Louvain (5.40)  
17 May 1944 - Oisemont-Neville-en-bois (4.55)  
21 June 1944 - Oisemont-Neville-en-bois (4.25)  
24 June 1944 - Bonnetot (4.15)  
25 June 1944 - Gorenflos (5.00)  
27 June 1944 - Wizernes (4.00)  
28 June 1944 - Metz (7.00)  
4 July 1944 - Villeneuve St. George (6.25)  
6 July 1944 - Siracourt (4.45)  
9 July 1944 - Ardouval (4.20)  
1 August 1944 - Ferme-de-Forestel (3.55)  
3 August 1944 - Foret de Nieppe (3.45)  
5 August 1944 - St. Leu d'Esserent (3.50)  
7 August 1944 - La Hogue/Caen (3.55)  
9 August 1944 - Foret de Nieppe (3.45)  
12 August 1944 - Montrichard (6.00)  
16 August 1944 - Kiel (5.30)  
18 August 1944 - Bremen (6.15)  
25 August 1944 - Brest/Point Roberts (4.200)  
27 August 1944 - Mimoyecques (3.10)  
28 August 1944 - Oeuf en Fernois (3.10)  
31 August 1944 - Ile de Cezembre (4.40)  
3 September 1944 - Volkel (3.40)  
9 September 1944 - Le Havre (3.20)  
10 September 1944 - Le Havre (4.05)



This officer has participated in numerous attacks on numerous enemy targets. On May [10<sup>th</sup>] during an attack on Ghent, his aircraft was attacked six times by a Ju.88, in which said aircraft was severely damaged, sustaining hits on the starboard flap, port ailerons, wheel tyres ripped plus damage to the starboard side of the fuselage. Despite this, Pilot Officer Stevens managed to fly his aircraft back to base and effected a masterly landing. By his great skill and determination this officer was responsible for the same return of the aircraft and its crew.

\* \* \* \* \*

STEVENS, F/L Victor Clayton (C11752) - **Mention in Despatches** - Western Air Command Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 31 December 1915 in Swift Current, Saskatchewan (RCAF press release 4907 announcing award). Educated there and Vancouver. Enlisted in Vancouver, 24 July 1939 as Clerk. On strength of Western Air Command Headquarters as of 4 September 1939. Promoted AC1, 24 January 1940. Promoted LAC, 24 April 1940. Promoted Corporal, 15 June 1940. Promoted Sergeant, 15 August 1940. Promoted Flight Sergeant, 1 October 1941. To No.5 Manning Depot, 29 May 1942; commissioned as of that date. To Western Air Command Headquarters again, 12 June 1942. Promoted Flying Officer, 15 November 1942. Promoted Flight Lieutenant, 1 April 1943. To War Staff College, 1 March 1945. To Western Air Command, 14 May 1945. To No.1 SFTS, 21 May 1945. To Western Air Command again, 10 September 1946. Remained in postwar RCAF (Accounts Branch); to Fort Nelson, 1 March 1947; to Centralia, date uncertain, retiring in Ottawa. Photo PL-128383 is a portrait taken at St. Hubert, 1960.

This officer, who has been employed on personnel duties for the past two years, has consistently performed his work with cheerfulness, efficiency and resourcefulness. His initiative and devotion to duty have enabled him to carry out important assignments over and above what is ordinarily required.

\* \* \* \* \*

STEVENS, F/O William Joseph (J5104) - **Distinguished Flying Cross** - No.217 Squadron - Award effective 14 July 1942 as per **London Gazette** dated 17 July 1943 and AFRO 1371/42 dated 28 August 1942. Born in London, Ontario, 14 January 1918; home in Westborough, Ontario (commercial artist); enlisted in Ottawa, 15 August 1940. To No.2 ITS, 30 September 1940 graduated and promoted LAC, 26 October 1940- when posted to No.13 EFTS; to No.8 SFTS, 22 December 1940; graduated and promoted Sergeant, 7 April 1941. Commissioned 11 April 1941. To No.31 GRS, 18 April 1941. To "Y" Depot, 29 July 1941; to RAFoverseas, 4 August 1941. Promoted Flying Officer, 11 September 1942. Promoted Flight Lieutenant, 30 April 1943. Promoted Squadron Leader, 4 July 1943. Repatriated 27 November 1944. To AFHQ, February 1945. To No.3 Release Centre, 27 March 1945. Retired 3 April 1945. F/O A.H. Aldridge, DFC, RAFVR, No.217 Squadron, received a Bar to DFC at same time with almost identical citation; Sergeant C.J. Nolan, No.217 Squadron, received DFM. Later posted to Ceylon; promoted to Squadron Leader, 1943. Photo PL-18417 taken 2 October 1943 when he was with No.22

Squadron (Beauforts) in Ceylon.

Flying Officer Stevens has led his section in attacks on enemy shipping with great determination. In June 1942 he participated in an attack on an Italian warship scoring a hit. He also hit a merchant vessel which subsequently sank. Sometime afterwards he attacked and disabled another enemy vessel. On each occasion Flying Officer Stevens flew through a heavy barrage to accomplish his task.

RCAF Press Release No. 2787 dated 20 September 1943 (India Release No.70) reads as follows:

F/S William Joseph Stevens, DFC (J5184), of Ottawa, was studying to be a commercial artist before the war. He hasn't done much drawing since, but has some pretty artistic efforts against enemy shipping to show instead. A Beaufort torpedo bomber pilot, he spent three exciting months in Malta on his way out to Ceylon from Britain. From the island, he was one of the pilots who made the Italian fleet run.

"Steve," as he is known about the squadron, was born in London, Ontario, 25 years ago, and after a short stay in Montreal, his family moved to Ottawa when Steve was seven. He attended Lasalle Academy and Ottawa Tech, latterly to study art. He has had a penchant for drawing ever since he can remember, and admits to a couple of early efforts on the wallpaper.

He left school in 1935 and joined Mortimer Ltd., of Ottawa, as an apprentice commercial artist. This was pretty dull, he says, learning to letter, running messages and doing all sorts of odd jobs. He was getting well into the swing of things as an artist, however, when he joined the Royal Canadian Air Force in August, 1940. After training at Brandon, Regina, St. Eugene, Moncton and Charlottetown, he went to Britain in August, 1941.

He started operations in January of the next year, with Beaufort sweeps over the Brest area, and then was sent to do the same thing off the Norwegian coast. In May, he was on his way to Malta.

Here, the young Canadian had the experience of going out on four major operations in seven nights. During one of these, he got a direct hit on an Italian cruiser which sunk. He has yet to get a scratch on his aircraft, but has had some pretty "shaky do's".

"It was a very black night, and the Italian fleet eluded us in the darkness for a while," he relates.

"It took us 45 minutes to find them and get a shot in, and when we'd dropped our fish we were quite a bit off course and our petrol was running a bit low. We

made for what we thought was Malta, but missed it in the inky blackness. We were lost, and had only about half an hour's petrol left.

"We hit for the Italian coast, intending to prang there if things got too bad, or take a bearing on it for Malta if we could. We managed to get a bearing, and finally sighted Malta as the gauges showed zero all round. I got set to sprang, and throttled back as far as I could as I glided in to the island. Luckily, there was a runway dead ahead, and I headed her right for it. We touched down, came to a stop, and just as I finished taxiing off the strip, the engines cut."

That, he admits, is judging very nicely how much gas you need for a trip, but he prefers to have a bit of a margin after this.

On another occasion, attacking an enemy convoy in daylight off the Greek coast, a destroyer sighted the formation of six allied aircraft from 20 miles away and turned broadside to meet it. Stevens was leading the second section of three planes.

"I saw the first man go in, get hit and go down. The second was hit, peeled off to one side, and the third which peeled off to the other. I was next, and thought, 'Well, here's my turn'. Just at that moment a Beaufighter came in from nowhere, dived on the destroyer, and disconcerted the gunners enough to throw them off for a minute. The three of us kept on going in, and scored a hit."

Then there was the time he "ran into a rainbow" of fire from eight destroyers and three MU's but just had to get back. Just before he started out, the CO walked up to him and told him he'd been awarded the Distinguished Flying Cross, "and all I thought about all the time was not about the horrible mess I was in but how I absolutely had to get back for the party for my gong."

Stevens arrived in Ceylon in October of last year after spending six weeks in Egypt on the trip out from Malta. Since, he has been guarding the Indian Ocean with his squadron against possible attacks by Japanese shipping.

He has taken up his drawing again as a pastime after the long layoff and already has several creditable sketches of squadron personnel in his book. He has already completed one tour of operations.

A friend, whom he first met at Service Flying Training School in Canada, has been with him since, and is a member of the same squadron. He is S/L K.R. Sangster (J5115), of Victoria, B.C.

Stevens' home is at 490 Broadview Avenue in Ottawa, and his father is an advertising man on an Ottawa daily.

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STEVENS, Sergeant William Percival (R62325, later C23039) - **Air Force Medal** - No.19 EFTS - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born at Bearwood, Smethwick, England, 9 July 1904. Enlisted at Saskatoon, 25 June 1940. To Trenton, 25 July 1940. Attended CFS, 3 August-18 August 1940. To No.6 EFTS, 19 August 1940 with rank of Sergeant. To be Acting Warrant Officer, 20 February 1942. To No.19 EFTS, 1 December 1942. NOTE: Press Release gives unit as No.6 EFTS and this seems more logical than the unit stated in AFRO. To No.5 Manning Depot, 2 March 1943. To No.6 SFTS, 2 April 1943. Commissioned 25 June 1943 (C28039). To No.3 Flying Instructor School, 9 July 1943. To No.19 EFTS, 1 September 1943. Promoted Flying Officer, 25 December 1943. Promoted Flight Lieutenant, 10 June 1944. To No.6 Release Centre, 5 March 1945. Retired 9 March 1945. Award presented by Governor General, 16 April 1943.

This instructor has completed 19 months in the service, completing over 1,600 hours of instructional flying. He has shown extreme devotion in carrying out his work and is certainly an important factor in the successful organization of the Combined Training Establishment.

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STEVENSON, FS Andrew Hugh Robertson (R123079) - **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 17 December 1917. Enlisted in Toronto, 1 August 1941 as Clerk (General) and posted to No.1 Manning Depot; to Mountain View, 21 August 1941; to Trenton, 30 August 1941; to Western Air Command, 4 October 1941; promoted AC1, 1 November 1941; promoted LAC, 1 February 1942; promoted Corporal, 1 July 1942; promoted Sergeant, 1 February 1943; promoted Flight Sergeant, 1 December 1943 when reclassified as Clerk (Administration); to No.3 Release Centre, 30 December 1945; released 4 January 1946.

This non-commissioned officer has been employed at Western Air Command Headquarters over a considerable period of time, and his duties, often difficult and arduous, have always been performed in a most commendable manner. His cheerful acceptance of tasks involving sustained application above and beyond the normal call of duty and his readiness to co-operate with all concerned have been a constant source of inspiration to his fellow workers.

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STEVENSON, P/O Henry Oliver (J87158) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 15 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 8 January 1925; home in Toronto (pressman). Served with Scottish

Highlanders; enlisted in Toronto, 20 October 1942 and granted Leave Without Pay. To No.1 Manning Depot, 3 December 1942. To No.8 Manning Depot, 5 January 1943. To No.2 Manning Depot, 24 February 1943. To No.3 BGS, 2 April 1943; to No.23 Pre-Aircrew Education Detachment, 20 May 1943; to No.2 Air Gunner Ground Training School, 25 June 1943. Promoted LAC, 7 August 1943 when posted to No.3 BGS; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, 8 October 1943. Commissioned 10 June 1944. Repatriated 28 October 1944. To Mountain View, 29 November 1944. Promoted Flying Officer, 10 December 1944. To "Y" Depot, 5 March 1945; to United Kingdom, 18 March 1945. Repatriated 13 June 1945. To No.4 Release Centre, 4 September 1945. Retired 11 September 1945. Award sent by registered mail, 30 March 1949. RCAF photo PL-32432 (ex UK-14345 dated 26 August 1944) is captioned as follows: "With 36 trips over enemy territory behind him, F/L Bob McCullough has been awarded the DFC. This veteran skipper of RCAF Bomber Group's Bluenose Squadron has weathered 13 fighter attacks. Once when his bomb-heavy Halifax was trundling toward a French railway target it was attacked four times by an Me.110. His two gunners, one a Torontonion, P/O Henry Stevenson, fought it off, having claimed it as destroyed."

As air gunner, this officer has taken part in very many sorties. He is a most efficient and vigilant member of aircraft crew, whose example has been worthy of great praise. On one occasion whilst over an enemy target the aircraft was subjected to four attacks by fighters. Pilot Officer Stevenson, who displayed great coolness and resolution throughout, shot down one of the attackers, while his skilful evading directions enabled his pilot to manoeuvre to good effect and prevent the remaining fighters from closing in. Pilot Officer Stevenson's efficiency contributed in good measure to the safe return of the aircraft.

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STEVENSON, F/O Ian Alexander (J86878) - **Distinguished Flying Cross** - No.550 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 29 May 1921 in Kent County; home in Grand Prairie, Alberta (service station attendant); enlisted in Hamilton, 22 July 1942 and posted to No.5 Manning Depot. To No.16 SFTS (guard), 11 September 1942. To No.6 ITS, 7 November 1942; graduated and promoted LAC, 22 January 1943 but not posted to No.12 EFTS until 6 February 1943; may have graduated 2 April 1943 but not posted to No.9 SFTS until 17 April 1943; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943; to United Kingdom, 12 September 1943. Commissioned 7 June 1944. Promoted Flying Officer, 7 December 1944. Repatriated 1 February 1945. To No.1 Air Command, 13 February 1945. To No.4 Release Centre, 15 March 1945. Released 5 April 1945. Rejoined RCAF as pilot, 6 January 1951 in rank of Flying Officer (47158); granted permanent commission, 1 July 1956. Promoted Flight Lieutenant; date of retirement uncertain. Award sent by registered mail, 16 May 1950 when he was living in Britain. Died in London, Ontario, 18 February 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 5 January 1945 when he had flown 31 sorties (152 hours 24 minutes), 31 July to 21 November 1944.

31 July 1944 - Le Havre (3.36)  
11 August 1944 - Douai (4.26)  
12 August 1944 - Falaise (3.42)  
14 August 1944 - Fontaine le Pin (3.46)  
15 August 1944 - Le Culot (3.28)  
18 August 1944 - Ghent/Terneuzen (3.07)  
25 August 1944 - Russelsheim (8.37)  
27 August 1944 - Kiel (3.53)  
29 August 1944 - Wemars Cappel (2.55)  
30 August 1944 - Stettin (9.03)  
31 August 1944 - Agenville (3.57)  
5 September 1944 - Le Havre (3.54)  
6 September 1944 - Le Havre (3.54)  
10 September 1944 - Le Havre (3.52)  
12 September 1944 - Frankfurt (7.34)  
16 September 1944 - Steenwijk (3.53)  
3 October 1944 - West Kapelle (3.13)  
6 October 1944 - Saarbrücken (6.11)  
7 October 1944 - Emmerich (4.16)  
11 October 1944 - Fort Frederik Hendrick (3.23)  
14 October 1944 - Duisburg (5.56)  
14 October 1944 - Duisburg (4.21)  
19 October 1944 - Stuttgart (6.52)  
23 October 1944 - Essen (5.19)  
24 October 1944 - Essen (4.08)  
28 October 1944 - Cologne (5.04)  
30 October 1944 - Cologne (6.16)  
9 November 1944 - Wanne Eickel (6.09)  
11 November 1944 - Dortmund (5.59)  
16 November 1944 - Duren (5.08)  
21 November 1944 - Aschaffenburg (6.32)

This young Canadian officer has now completed his first operational tour consisting of 31 sorties involving 152.24 hours as pilot and captain of aircraft.

He has taken part in attacks against many precision targets in the liberation of France and Belgium besides attacks against some of the most heavily defended cities in the Reich such as Stuttgart, Stettin and the Ruhr. He is an excellent pilot who has shown the greatest keenness for operations against the enemy.

Behind a modest and somewhat retiring disposition he possesses a strong

personality and true leadership. He is most determined and carried out his attacks against the enemy with spirit, undeterred by all opposition of flak and enemy fighters.

In emergency he is cool and readily decides in an instant the correct action. He is an example of courage and tenacity of purpose which has helped to raise the morale of his fellows to a very high standard.

Such spirit, determination and gallantry well merits the award of the Distinguished Flying Cross.

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STEVENSON, Sergeant Jack Septimus (R59257) - **Mention in Despatches** - No.418 Squadron (AFRO says only "Overseas" but DHist file 181.009 D.1748 [PAC RG.24 Vol.20608] gives unit). - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 27 August 1918; enlisted in Winnipeg, 19 June 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 14 August 1940. Promoted AC1, 21 December 1940. To No.9 SFTS, 28 December 1940. Promoted LAC, 1 April 1941. To No.13 SFTS, 1 September 1941. To "Y" Depot, 3 February 1942; to RAF overseas, 9 February 1942; promoted Corporal, 1 July 1942. Promoted Sergeant, 10 May 1943. Repatriated 12 September 1944. To No.2 Training Command, 16 October 1944. To No.5 Release Centre, 22 January 1945. Released 30 January 1945. Reportedly died 1988. No citation in AFRO.

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STEVENSON, F/O Joel Matthew (C27788) - **Croix de Guerre (France)** - No.419 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. American in the RCAF; born 6 January 1923; home in Sweetwater, Texas (Western Union delivery clerk); enlisted in Regina, 8 August 1941 and posted to No.2 Manning Depot, Brandon. To No.2 ITS, Regina, 13 September 1941; graduated and promoted LAC, 21 November 1941 when posted to No.12 EFTS, Goderich; graduated 31 January 1942 when posted to No.5 SFTS, Brantford; graduated and promoted Sergeant, 5 June 1942. To Central Flying School, Trenton, 20 June 1942. To No.12 EFTS, Goderich, 9 August 1942 to instruct as civilian on Leave Without Pay. Recalled to RCAF status, 1 December 1942. Promoted Flight Sergeant, 5 December 1942. Promoted WO2, 5 June 1943. Subsequently commissioned with effect from 18 March 1943. To No.1 SFTS, Camp Borden, 13 June 1943. To "Y" Depot, 11 July 1943. Embarked from New York, 3 August 1943. Disembarked in Britain, 11 August 1943. To No.21 (Pilots) AFU, 24 August 1943. Promoted Flying Officer, 18 September 1943. Attached to No.1520 Beam Approach Training Flight, 28 September to 8 October 1943. To No.24 OTU, 11 January 1944. To No.61 Base, 8 April 1944. Attached to No.1664 Conversion Unit, 22 April to 24 May 1944. To No.419 Squadron, 24 May 1944. Reported missing, 4/5 July 1944 (Lancaster KB727, No.419 Squadron). Reported safe, 3 September 1944. Repatriated via Rockcliffe, 18 September 1944. To No.5 OTU, Boundary Bay, 13 November 1944. To "Y" Depot, 18 February 1945. To United Kingdom,

10 March 1945, arriving 18 March 1945. Promoted Flight Lieutenant, 1 April 1945. To RCAF Overseas Headquarters, 3 April 1945. Repatriated via Yarmouth, 23 July 1945. To No.5 Release Centre, 5 September 1945. Retired 12 September 1945. Died in Sweetwater, Texas, 18 February 1995. RCAF photo PL-45058 (ex UK-22456 dated 5 July 1945) taken following investiture at Buckingham Palace - left to right are F/L J.G. Middlemass (DFC, Toronto), F/O J.M. Stevenson (Texas), Corporal A. Anderson (Woodstock), and F/L H.J. Jennings (DFC, Toronto). Public Records Office Air 2/9645 has citation.

Flying Officer Stevenson took part in nine attacks on German installations in France prior to being shot down on the night of 4th July, 1944. During the time when he was operating with the Maquis, this officer showed great bravery and daring. Flying Officer Stevenson has at all times shown a keen, aggressive spirit and devotion to duty far above the average. As captain of aircraft his work has resulted in many successful sorties against vital German installations.

STEVENSON, F/L Joel Matthew (C27788) - **Mention in Despatches** - No.419 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Identified in AFRO as "Overseas". McEwen papers (CWM) has list of recommendations for Mentions in Despatches, 1 February to 31 July 1945 which identifies unit. NOTE: Public Record Office WO 208/3325 has his MI.9 report based on interview of 2 September 1944. It noted he had been captured in Paris on 14 July 1944, escaped 18 August 1944, left Bayeux on 4 September 1944 and arrived in Britain that day. Other members of his crew had been Sergeant W.R. Gibson (rear gunner, POW), Warrant Officer L.F. Head (wireless operator, POW), Sergeant J.T. Pett (mid-upper gunner, POW), F/O J.E. Prudham or Prudomme (navigator, POW), F/O J.A. Smith (bomb aimer, POW) and Sergeant Vincourt (RAF flight engineer, POW).

We left Middleton St. George in a Lancaster aircraft about 2000 hours on 4 July 1944. All the members of the crew baled out safely, landing in the neighbourhood of Chartres (Northwest Europe, 1:250,000, Sheet 7, R 30) in the early hours of 5 July.

Having buried my parachute in a wheat field, I set off with my tail gunner, Sergeant Gibson, walking northwest for about 18 miles. As it got light we hid in a wheat field and slept until noon. I got rid of my revolver and ammunition, but was still wearing uniform. About 1700 hours I approached a French farmer who brought us some food, and later took us to his house for a few hours. In the evening, this farmer led us to another farm house, where we spent the night.

Next day the first man brought my wireless operator in to the farm, and also provided food and civilian clothes for us.

On 6 July the mid-upper gunner of Flight Lieutenant Yunker's crew arrived, and told us that we were in the care of the underground movement. He advised us to await further instructions. I understood that he had been shot down the



same night as we were.

On 10 July we were taken to another farm house where we met Flying Officer Prudhomme, our navigator, also the bomb aimer and the mid-upper gunner from Flight Lieutenant Yunker's crew. The next day Flying Officer Harvey of Flying Officer Baird's crew was brought in.

On 12 July the six of us were taken to Paris in a car driven by the son of a French doctor. We stayed the night in an empty house with a member of the movement. Next day we were split into groups, Gibson and Head together, and Prudhomme with me. We two were taken to a hotel on the outskirts of Paris, and there told how we should proceed through [illegible - Srate ?].

During the afternoon of 14 July we were visited by an American who said he had just arrived from Barcelona. He asked questions about our Air Force, and we were immediately suspicious. I had been told by Head that an American, who stated he had come from Pasadena, had tried to get information from him, so I refused to talk.

Later in the afternoon the four of us were driven to Gestapo Headquarters by the same driver who had driven us to Paris. There I was asked questions about my civilian employment, age, religion, and my feelings towards the Russians. We were then taken in a police wagon to Fresnes prison, outside Paris. Flying Officer Baird and the bomb aimer and mid-upper gunner from Flight Lieutenant Yunker's crew were also in the wagon with us. In prison we were deprived of everything except our underwear, shirts and trousers. While in Fresnes I tried to escape by cutting the bars with my escape saw, but someone reported my attempt to a German officer.

On 15 August 1944 we were taken by truck from the prison to the Gare de l'Est and there loaded into box cars, 70 men to a car. In the car were all the people I had previously travelled with, including the wireless operator, engineer and mid-upper gunner from Flight Lieutenant Yunker's crew, also Flying Officer Harvey, Flying Officer Prudhomme, Flying Officer Smith, WO1 Head, Sergeant Gibson, Sergeant Vincombe, and the wireless operator of Flying Officer Frake's crew. Also the navigator and bomb aimer from Flying Officer Vickerman's crew (No.432 Squadron). On the second day 20 more men were put into the car. We were given one loaf of bread every three days, but the Swiss and the French Red Cross provided us with extra food.

We sawed a hole through the floor and on the morning of 18 August I dropped out while the train was travelling at about 25 miles per hour. Two French officers escaped with me, and we made for the undergrowth. It was about 0240 hours when we left the train, and we were about 40 kilometres east of Paris at the time, I think.

We walked to Mezy-Moulins (Northwest Europe, 1:250,000, Sheet 8, S 96) and I spent the next two nights in a house there. The two Frenchmen went back to Paris. The owner of the house fetched a woman who arranged for me to go to Chateau Thierry (S 86) and I hid above a shop until the Americans arrived on 28 August. I was interrogated by I.S. 9 (W.E.A.) and returned to the United Kingdom on 4 September 1944.

A letter dated 16 September 1944 in RCAF file 50-1, "Correspondence on Escapees/Evaders/Pathfinders", DHH document 75/302 (Air Commodore J.E. Fauquier No.6 Group, to RCAF Overseas Headquarters) adds some detail to the circumstances of his being shot down:

On the night of July 4<sup>th</sup>, 1944, this officer was shot down after repeated attacks by a Ju.88, a Fortress [sic] and sustaining considerable Flak damage. It is reported that the Ju.88 was probably accounted for by F/O Stevenson's Bomb Aimer. This officer had completed his bombing mission over Villeneuve when attacked. The orders were given by him to bale out over Chartres and he himself baled out at 700 feet.

**Notes:** His service record, listing honours and awards, includes a reference to a King's Commendation for Valuable Services in the Air (Reference 6 OTU 122). No text or recommendation found.

Assessed at No.12 EFTS, 19 December 1942 - "A satisfactory NCO - keen about service flying." (S/L H.E. King).

Assessed 18 March 1943 at No.12 EFTS - "A bright young instructor who shows interest and initiative in his work. Deserving of commission." (S/L H.E. King).

Assessed at No.1 SFTS, 8 July 1943 - "Very capable pilot. Due to previous experience found flying service type exceptionally easy." (W/C W.G. Welstead).

Assessed at No.5 OTU, 15 February 1945 - "During the short time this officer was with this Unit he was employed as Assistant to the Chief Flying Instructor. He carried out his duties in a cheerful, cooperative manner." (W/C H. Malkin).

Repatriation Form dated 11 July 1945 stated he had flown ten sorties (50 hours) plus 250 non-operational hours. Types flown were Oxford (100 hours), Whitley (75), Halifax (50) and Lancaster (75).

**Training:** Interviewed 7 August 1941. Noted he had flying experience - ten hours dual, 41 solo. "This lad is good type. 40 hours solo to his credit. Is very good material. Should do well."

Attended No.2 ITS, 15 September to 7 November 1941. Courses in Mathematics (75/150), Armament, practical and oral (79/100), Signals (96/100), A.T.E. (whatever that is - 73/100), Drill (79/100), Law and Discipline (76/100) and Aircraft Recognition (86/100). Placed 39<sup>th</sup> in a class of 50. "He is inclined to be overconfident, consequently did not apply himself as he should have. I however believe that when he gets to EFTS that he will pick up rapidly."

Attended No.12 EFTS, 24 November 1941 to 31 January 1942. Fleet Finch - 39.40 dual, 35.20 solo. Was 15.05 on instruments, Logged 11 hours in Link. "Quite confident due to having some previous flying time, has made rapid progress. Instrument flying and general flying good; aerobatics average." (H.A. McPherson, Chief Flying Instructor). Ground school marks - Airmanship (163/200), Airframes (72/100), Aero Engines (75/100), Signals, practical (70/100), Theory of Flight (75/100), Air Navigation (137/200), Aircraft Recognition (60/75) and Armament (90/125). Placed 21<sup>st</sup> in a class of 36. "A good average student on general flying and Link Trainer. Rather overconfident and inclined to be lazy at times. Attitude and conduct satisfactory."

Attended No.5 SFTS, 16 February to 5 June 1942. Anson aircraft - 56.05 day dual, 50.00 day solo, 6.30 night dual, 10.05 night solo. Was 23 hours on instruments. Logged 25.10 in Link. "Tends to be rough on controls but shows no bad faults. Would be an above average pilot, but lacks enthusiasm, Good air sense." Courses in Airmanship and Maintenance (144/200), Armament, written (45/100), Armament, practical (68/100), Navigation and Meteorology (114/200 on supplemental), Signals, practical (36/50) and Signals, written (70/100). Placed 35<sup>th</sup> in a class of 51. "Poor student. Likeable personality. Lacks natural ability but tries hard."

Attended Central Flying School, 21 June to 21 July 1942. Flew single engine elementary types (9.50 day dual, 7.40 day solo, single engine advanced types (19.40 day dual, 2.00 night dual, 7.45 day solo, 1.00 night solo) and twin engine advanced trainer (9.50 day dual, 1.00 night dual, 6.45 day solo, 1.00 night solo). "A good average pilot, pleasing manner but voice is rather soft. Has good knowledge of sequence and is keen to instruct. Should develop into a capable instructor." (WO2 W.R. Widdess). Tested in Flight Administration (68/100), Airmanship (67/100), Instruments (52/100) and Meteorology (60/100). Tested in a Harvard, 21 July 1942 by S/L J.C. Wickett. Described under following headings - Sequence (fair), Voice (Soft), Manner (keen), Ability to impart knowledge (average), Ability as pilot (average), and Remarks (Could improve general knowledge). Awarded Category "C".

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STEVENSON, W/C John Maxwell (C1674) - **Member, Order of the British Empire** - 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 26 December 1905. Enlisted in Windsor, Ontario, 23 January 1940 in Aero Engineer Branch. To AFHQ, 8 February 1940. Promoted Flight Lieutenant, 1 February 1941. Promoted Squadron Leader, 15 May 1942. Promoted Wing Commander, 1 April 1944. To Western Air Command, 1 February 1945. To Maintenance Command, 1 February 1946. Reverted to Squadron Leader in postwar RCAF, 1 October 1946 (19524). To Joint Staff, Washington, 4 January 1947. Promoted Wing Commander, 1 June 1947.

To AFHQ, 1 September 1949. To Toronto, 6 September 1949. To Air Material Command Headquarters, 26 July 1952. To No.12 Technical Support Unit, Toronto, date uncertain. Retired 4 July 1960. Award presented 1 January 1948.

This officer, by his untiring devotion to duty, his loyalty and outstanding initiative, has contributed in no small way to the war effort of the Royal Canadian Air Force. Through his originality he has developed many methods which have greatly reduced mechanical failures in aircraft and engines, thus assisting in reducing the number of flying accidents. He has set an example which is an inspiration to all who have served with him. He is resourceful and continually devising ideas which have helped to enhance the efficiency of the Aeronautical Engineering branch of the Royal Canadian Air Force.

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STEVENSON, A/V/M Leigh Forbes (C31) - **Mention in Despatches** - Western Air Command Headquarters - Award effective 11 December 1943 as per **London Gazette** dated 14 December 1943 and AFRO 568/44 dated 17 March 1944. Born in Richibucto, New Brunswick, 24 April 1895 (RCAF Press Release 2659 announcing CB). Educated there. Enlisted in the 90th Rifles "Little Black Devils", commissioned in 1916, transferred to RFC in 1917 and served as pilot instructor to end of war. In forestry work postwar. Commissioned Flying Officer, CAF, 31 March 1921. To Training Depot Station, Camp Borden, 9 November 1921. To Manitoba List, 30 March 1922. To Winnipeg Air Station for flying duty, 18 May 1922 (chiefly forestry work). Attached to RCHA for special course, 14 October 1922. Attached to Training Depot Station, Camp Borden, 27 November 1922 for Army Cooperation course. To be Flight Lieutenant, 1 January 1924. To be member of RCAF, 1 April 1924 at Station Winnipeg. RMC Staff Course, early 1926. Temporary Commander, Station Winnipeg, 14 January 1927; assumes full command there, 14 August 1927 and promoted Squadron Leader that date. Relinquishes command, 15 December 1928. To RCAF Liaison Office for course in England, 20 December 1928. Assumes duties as RCAF Liaison Officer there, 16 January 1929. Relinquishes Liaison Officer duties, 30 September 1929. Attached to Fleet, 1 October to 30 November 1929. Relinquishes rank of Squadron Leader and attached to RCAF Liaison Office, 1 December 1929 to 13 January 1930. On command to Royal Naval Staff College, Greenwich, 14 January 1930 Promoted Squadron Leader, 1 April 1930. To AFHQ, Ottawa, 4 January 1931 for Civil Government Air Operations duty. To be Acting Assistant Director, CGAO, 1 February 1931. To be Staff Officer, Air Operations, 1 November 1932. Relinquishes post of Staff Officer, Air Operations, 22 September 1935. To Headquarters, No.4 Squadron, Vancouver, 15 February 1936. Involved in anti-rum-running work and command of Flying Boat School, Vancouver. Promoted Wing Commander, 1 April 1938. To be Air Staff Officer, Western Air Command, 1 June 1938. To Camp Borden, 1 May 1939 to command flying school. To England to study training methods (while there was briefly in France). Air Officer Commanding, No.4 Training Command, May to September 1940. To RCAF Overseas Headquarters, September 1940. To Canada again in May 1942 to take charge of Western Air Command with rank of Air Vice-Marshal. In 1944 headed Canadian Air Liaison Mission to Southeast Asia. To No.8 Release Centre, 29 December 1944. Variously described as

"Discharged 9 January 1945" and "Retired 9 July 1945". Contested 1949 B.C. election as a Coalition candidate. An original director of Okanagan Helicopters (1948). Tasked in 1959 by Mr. H.R. McMillan (McMillan Bloedel) to convert Martin Mars aircraft to water bombers. Died 2 March 1989 in Vancouver as per **Airforce Magazine** of July-August-September 1989. RCAF photo PL-4306 (ex UK-23) shows Air Commodore L.F. Stevens shaking hands with Air Commodore G.O. Johnson who had recently arrived in United Kingdom. PL-4311 shows him at CBC microphone. RCAF photo PL-4436 (ex UK-156) shows F/L D.S. Patterson, S/L V.B. Corbett (Belleville), Air Minister C.G. Power, a Mr. Mackenzie, A/C L.F. Stevenson and A/C Harold Edwards "during a visit to an RCAF Fighter Station." RCAF Photo PL-4766 (ex UK-539) shows inspection of RCAF officers at Reception Centre by King George VI; present are S/L G.E. Scott and A/C L.F. Stevenson; Photo PL-4865 (ex UK-674) shows King George VI conversing with S/L A.C.P. Clayton during a Royal visit to bomber squadron; A/C L.F. Stevenson in background with G/C R.T. Taafee (RAF) on extreme right. PL-4780 (ex UK-553) shows S/L G.E. Scott being presented to the Queen by A/C L.F. Stevenson during inspection tour of RCAF Reception Centre. PL-4870 (ex UK-679) shows A/C Stevenson having tea with the King during a visit to an RCAF fighter unit. Photo PL-117495 is a portrait taken 18 February 1932. No citation.

STEVENSON, A/V/M Leigh Forbes (C31) - **Companion, Order of the Bath** - Western Air Command - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Award presented 15 April 1944.

Air Vice-Marshal Stevenson served with distinction at RCAF Overseas Headquarters until December 1941, when he was returned to Canada to assume the responsible position of Air Officer Commanding, Western Air Command. With extensive service experience and outstanding ability this officer has very capably fulfilled the onerous duties and efficiently surmounted the many difficulties peculiar to his Command. His keen perception and excellent devotion to duty have been of great value in co-ordinating with the United States Forces, especially in formulating and building up strong Coastal Defences and Alaskan air bases.

STEVENSON, A/V/M Leigh Forbes, CB (C31) - **Commander, Legion of Merit (United States)** - effective 11 December 1945 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. NOTE: This was originally announced in AFRO 388/46 dated 12 April 1946, reference **Canada Gazette** dated 6 April 1946. AFRO 473/46 dated 10 May 1946 cancels and reinstates.

Air Vice-Marshal Leigh F. Stevenson, CB, Royal Canadian Air Force. For exceptionally meritorious conduct in the performance of outstanding service while serving as Air Officer Commanding, Western Air Command, Royal Canadian Air Force, Vancouver, British Columbia, Canada. Having been despatched by air from England on 7 December 1941 concurrent with the Japanese act of aggression against Pearl Harbour to assume charge of the Western Air Command, Air Vice Marshal Stevenson immediately established, through

personal contact, close relationship with the Commanding General, Fourth Air Force. Through this collaboration he continued to coordinate the operations of the Western Air Command with the activities of the Army Air Forces and the Fourth Air Force thus fostering a complete mutual discernment and understanding. Concrete evidence of the support rendered by Air Vice Marshal Stevenson was witnessed when, after the attack on Dutch Harbour, Western Air Command despatched four squadrons to Alaska and the Aleutians; these squadrons remained in that territory until the expulsion of the Japanese. On every occasion he displayed extreme devotion to duty and outstanding loyalty, and through his ready grasp of military problems involved and his high professional attainments he contributed definitely to the success of coordinated air activities on the Pacific Coast of North America, to coastal defence and to our continental solidarity.

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STEVENSON, S/L Lewis Beatteay (C20032) - **Air Force Cross** - Station Pennfield Ridge - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945. Born 7 January 1906. Enlisted in Moncton, 16 October 1942 as Staff Pilot with rank of Flight Lieutenant and posted to No.5 Manning Depot. To No.12 Communication Squadron, 30 October 1942. To No.164 (Transport) Squadron, 5 February 1944. To Pennfield Ridge, 10 July 1944. Promoted Squadron Leader, 1 October 1944. To No.10 Release Centre, 30 September 1945. Retired 6 October 1945. Governor General's Records (RG.7 Group 26 Volume 59, file 190-I, dossier 7) has citation. Award sent by registered mail, 13 January 1949. When recommended he had flown 3,423 hours, 3,080 as instructor, 294 in previous six months.

This officer was employed as an elementary instructor for a lengthy period prior to assuming command of Transport Conversion Squadron. His keen knowledge of instrument and radio range work coupled with his strict personal checks of trainees and staff have contributed in no small measure to the high standard of training at this school. His devotion to duty under trying circumstances is worthy of the highest praise.

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STEVENSON, F/O Peter Lewis (J18697) - **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 in Kingston, Ontario, 23 July 1919 (obituary notice). Attended Lincoln School, New York City, Upper Canada College, Toronto and Queens University, Kingston. Enlisted in Ottawa, 2 May 1941 and posted to No.1 Manning Depot. To No.119 (BR) Squadron, 25 May 1941. To No.3 ITS, 25 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 promoted Sergeant, 16 January 1942. To "Y" Depot, 14 February 1942. To RAF overseas, 7 March 1942. Promoted Flight

Sergeant, 16 July 1942. Promoted WO2, 16 January 1943. Promoted WO1, 17 July 1943. Commissioned 12 September 1943. Promoted Flying Officer, 15 March 1944. Repatriated 26 September 1945. To No.2 Release Centre, 2 October 1945. Retired 2 November 1945. Obituary notice said he flew with No.166 Squadron and was credited with 99 sorties. Postwar worked as a reporter at the Bennington Vermont) **Banner**, Albany (New York) **Times Union**, Lock Haven (Pennsylvania) **Express** and Allentown (Pennsylvania) **Morning Call** as well as editor at the Warren (Pennsylvania) **Times Mirror** and Elyria (Ohio) **Chronicle**. During his 45 year career in journalism he won several awards for investigative reporting. Died in Sault Ste. Marie, Michigan, 14 May 2002. See also entry for G. Quinn (incident at No.82 OTU, 28 July 1944).

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STEVENSON, F/O Robert Lester (J35037) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 21 March 1911 in Winnipeg; home there (station agent); enlisted there 17 July 1942. Granted Leave Without Pay until 8 November 1942 when posted to No.2 Manning Depot. To No.2 ITS, 23 January 1943; graduated and promoted LAC, 3 April 1943 but not posted to No.5 AOS until 14 April 1943; graduated and commissioned , 3 September 1943. To "Y" Depot, 17 September 1943. Taken on strength of No.3 PRC, 4 October 1943. Promoted Flying Officer, 3 March 1944. Repatriated 7 February 1945. To No.2 Air Command, 18 February 1945. To No.5 Release Centre, 6 April 1945. Retired 12 April 1945. Award sent by registered mail, 20 March 1951. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8831 has recommendation dated 16 November 1944 when he had flown 25 sorties (124 operational hours), 7 August to 16 November 1944.

7 August 1944 - Fontenay le Marmion  
10 August 1944 - Oeuf en Ternois  
11 August 1944 - Douai  
14 August 1944 - Fontaine le Pin  
18 August 1944 - Vincley  
25 August 1944 - Russelsheim  
29 August 1944 - Stettin  
5 September 1944 - Le Havre  
6 September 1944 - Le Havre  
10 September 1944 - Le Havre  
20 September 1944 - Calais  
23 September 1944 - Neuss  
26 September 1944 - Calais  
5 October 1944 - Saarbrucken  
7 October 1944 - Emmerich  
12 October 1944 - Frederick Hendrik  
14 October 1944 - Duisburg

14 October 1944 - Duisburg  
19 October 1944 - Stuttgart  
31 October 1944 - Cologne  
2 November 1944 - Dusseldorf  
4 November 1944 - Bochum  
9 November 1944 - Wanne Eickel  
11 November 1944 - Dortmund  
16 November 1944 - Duren

Flying Officer Stevenson is the Canadian navigator in a Lancaster crew, and is nearing the end of his first tour of operations, having completed 25 sorties comprising 124 operational flying hours.

He has navigated his aircraft with the utmost coolness and deliberation on operational flights over Russelsheim, Stettin, Saarbrucken, Stuttgart, and Dortmund. His skill and persistence have been evident throughout the whole of his operational tour.

He is a skilful navigator upon whom the rest of the crew have been able to rely implicitly and his accurate navigation to the many long range targets he has attacked, had materially added to the success of these operations,

Throughout his tour Flying Officer Stevenson has shown a high degree of courage and devotion to duty and the example he has set to the remainder of the squadron is most praiseworthy.

A cool, clear headed and meticulous worker, he has always maintained an exemplary standard as a navigator, and he is strongly recommended for an award of the Distinguished Flying Cross.

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STEVENSON, P/O (now F/O) Roderick Ross (J23091) - **Mention in Despatches** - No.5 Squadron (Canada), now No.10 (BR) Squadron - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 22 August 1921 in Calgary (RCAF press release 2659 announcing award); home in Edmonton, Alberta. Enlisted there 13 September 1940. To Prince Rupert Detachment, 23 September 1940. To No.2 ITS, 21 October 1940; graduated and promoted LAC, 27 November 1940; to No.5 EFTS, 28 November 1940; graduated 16 January 1941 when posted to No.3 SFTS; graduated and promoted Sergeant, 4 May 1941. To No.13 (Operational Training) Squadron, 5 May 1941. To Eastern Air Command, 28 July 1941. To No.5 (BR) Squadron, 13 August 1941. Promoted Flight Sergeant, 1 December 1941. Commissioned 24 September 1942. Promoted Flying Officer, 24 March 1943. To No.10 (BR) Squadron, 22 April 1943. To No.3 Training Command, 22 April 1944. To No.2 Air Command, 1 May 1945. To No.4 Release Centre, 23 September 1945. Retired 2 October 1945. Became an



airline pilot and head of the Canadian Airlines Association. Died of brain cancer, 1982; buried in Park Lawn Cemetery, Toronto. Photograph PL-17710 is a good shot of him in Liberator cockpit.

This officer has carried out many Atlantic patrols under very difficult conditions and has achieved a commendable record of resourcefulness and energetic leadership. He has displayed outstanding devotion to duty and exceptional skill as a pilot. Once, while doing practice bombing, the ailerons disintegrated and by superb airmanship he succeeded in bringing the aircraft to the ground without injury to the crew or the personnel under instruction.

The following are excerpts from the diary of Station Gander:

15 December 1942 - "Canso 9743, Captain WO2 Stevenson, R.R., had one engine cut out while taking off. It was landed with wheels partly up and very little damage was done. The crew immediately took another aircraft and proceeded on patrol. They ran into very bad icing and had some more anxious moments."

31 January 1943 - "Canso A 9742, with WO2 Stevenson as captain, had a forced landing while engaged in bombing practice. The ailerons collapsed and in making a landing on Soulies Pond ten miles east of airport, the aircraft suffered a class B crash. The crew was uninjured. A Court of Inquiry is to be held and in the meantime all Canso aircraft have been grounded until completion of tests to ascertain the cause of the aileron failure."

3 July 1943 - "Liberator B, crew consisting of P/O R.R. Stevenson, captain, F/O B.M. Palmer, P/O W.J. Olson, WO2 Perry, J.P., WO2 Burgess, W.E., WO2 Hamer, H.R., attacked a U-Boat in position 5150N 2532W at 1831Z. Six depth charges were dropped on the first run which caught the U-Boat by surprise. Three depth charges were dropped on the second run and one on the third run. The U-Boat was seen to settle slowly."

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STEWART, Flight Sergeant Angus William (R69116, later J16926) - **Distinguished Flying Medal** - No.101 Squadron - Award effective 2 March 1943 as per **London Gazette** dated 12 March 1943 and AFRO 616/43 dated 9 April 1943. Born in New Liskeard, Ontario, 30 March 1921; home in Noranda, Quebec (diamond driller, Noranda Mines); enlisted in North Bay, 14 September 1940. To No.2 Manning Depot, Brandon, 14 September 1940; to No.2 Equipment Depot, Calgary, 23 September 1940; to No.2 Manning Depot, 5 February 1941; to No.3 WS, Winnipeg, 18 February 1941. Promoted LAC, 17 March 1941. To No.5 BGS, Dafoe, 7 July 1941; graduated and promoted Sergeant, 4 August 1941. To "Y" Depot, Halifax, 6 August 1941; to RAF Trainee Pool, 23 August 1941. Date of arrival overseas uncertain. Posted to No.22 OTU, 25 November 1941. To No.101 Squadron, 6 June 1942. To No.1650 Conversion Unit, 13 October 1942. To No. 1656 Conversion Unit, 15 October 1942. Commissioned 24 October 1942 (J.16926). To No.1662 Conversion Unit, 19 February 1943. Promoted Flying Officer, 24 April 1943. Invested with award by King George

VI, 18 May 1943. Posted to No.156 Squadron 9 July 1943. Killed in flying accident, 3 September 1943 (Lancaster JA915). Aircraft crashed while on air-to-air firing flight with towed target. Aircraft burnt out. Crew consisted to four members of RCAF (F/O C. Foderingham, DFC, captain; F/O W.G. Gordon, navigator; F/O A.W. Stewart, wireless operator; Flight Sergeant H.R. Ross, bomb aimer) plus F/L K.B. Watkins (mid-upper gunner, RAF) and F/O R.T. Hodd, DFM (rear gunner, RAAF). RCAF photo PL-15936 (ex UK-3947 dated 20 May 1943) shows P/O A.W. Stewart, DFM (Noranda) with two of his crew, F/O W.C.S. Gordon (Owen Sound) and F/O Clifford Foderingham (Toronto). RCAF photo PL-15937 (ex UK-3948 dated 20 May 1943) taken after investiture at Buckingham Palace - F/O G.G. Sutherland (Winnipeg), P/O A.W. Stewart (Noranda, Quebec) and P/O J.R. Burton (Billings, Montana).

Throughout his operational career Flight Sergeant Stewart has displayed coolness and presence of mind in emergency. One night in August 1942, when his aircraft was severely damaged by night fighters, he rendered first aid to the wounded navigator and rear gunner and later when the aircraft had to descend on the sea his initiative considerably aided the rescue of those two members of the crew. He has always set a splendid example to the squadron of keenness, courage and determination.

NOTE: The DFM incident occurred 17/18 August 1942 (Wellington BJ844, enemy fighter attack over Dutch coast). R54295 Sergeant C.H. Cobbett was reported lost, believed drowned; R92623 Sergeant L. McFadyen suffered compound fracture of tibia; Sergeant C. Foderingham suffered from exposure; Can 8358 Flight Sergeant W.C. Gordon suffered bullet wound in calf; R69116 Sergeant A.W. Stewart suffering from exposure.

David Wallace provides the following information from the Operational Record Book of No.101 Squadron::

#### **Form 540**

17 August 1942 - War Operations on Osnabruck Twelve aircraft took off, two aircraft returned early. One aircraft failed to return (F/S Brown Capt., Sgt. Thomas. u/t Capt.). One aircraft came down in the sea (Sgt. Foderingham) crew were rescued some hours later, except Sgt. Cobbett, Front Gunner, who is missing believed drowned.

**Form 541** (times up and down not given but most aircraft left between 2135 and 2150, returning 0300 to 0350).

17 August 1942 - Wellington III BJ 844 - Duty: OSNABRUCK

Sgt. Foderingham, C.  
F/S Gordon, WC  
Sgt. Stewart, AW

F/S Cobbett, OH  
Sgt. McFayden, DH

Down in sea. 4 members of crew picked up next morning. F/S Cobbett missing, believed drowned.

On posting from No.1662 Conversion Unit (18 July 1943), W/C E.C. Eaton wrote:

Since serving in this unit as signals instructor, this officer has given every satisfaction. Prefers operational flying.

**Circumstances of death:** Lancaster JA915 was in non-operational day exercise, air-to-air firing and crashed at 1135 hours. Crew consisted of J15718 F/O C. Foderingham, DFC, captain with 87 hours solo on type, 616 hours on all types; J16260 F/O W.G. Gordon DFC, navigator, J16926 F/O A.M. Stewart, DFC, WOP, R102337 Flight Sergeant H.R. Ross, bomb aimer, 106146 A/F/L K.B. Watkins, mid-upper gunner and Aus 403268 F/O R.T. Hood, DFM, rear gunner. The exercise with a towed target (Martinet aircraft from Ipswich) had been completed and the Lancaster was returning to base. Weather was fine. Contrary to regulations, parachutes were not carried. Excerpts from investigations:

According to the evidence of eye witnesses, at 1140 hours this aircraft was seen to be flying quite normally in a straight line and level altitude at a height of between 1,000 - 2,000 feet when it was suddenly seen to dive steeply to the ground. Several witnesses stated that the aircraft was seen to turn steeply to starboard before diving to the ground and one witness stated that when he first saw the aircraft descending it seemed to be going very slowly. The aircraft was completely disintegrated and there were no survivors.

The Lancaster carried no flight engineer and the lack of parachutes was cause for sharp comment. No positive reason could be found but the investigation concluded:

This accident was investigated by the Branch [Air Accidents Investigation Branch] and was probably due to the pilot inadvertently stalling the aircraft whilst flying at a height from which it was impossible to recover.

It was learned on enquiry that one of the crew (F/O Watkins) had been a pilot in the past but was at present employed as Air Gunner, and further that it was the practice amongst some crews to let its members do some piloting in case of emergency.

It is considered possible, though it could not be established, that the pilot of the aircraft at the time of the accident was F/O Watkins. In this connection, it is significant that the Medical Officer stated no body was found in the tail gunner's position.

\* \* \* \* \*

STEWART, F/O Caryl Martin (J35027) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 22 June 1913 in Winnipeg; home there; enlisted there 10 July 1942. Granted Leave Without Pay until 13 October 1942 when posted to No.2 Manning Depot. To No.10 SFTS (guard), 22 November 1942. To No.7 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943; to No.5 AOS, 17 April 1943. Graduated and commissioned, 3 September 1943. To "Y" Depot, 17 September 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Promoted Flying Officer, 3 March 1944. Repatriated 2 August 1945. To No.5 Release Centre, 12 August 1945. Retired 22 September 1945. Presented 11 June 1949. Photo PL-35878 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.1730 (PAC RG.24 Vol.20607) has recommendation dated 6 November 1944 when he had flown 33 sorties (158 hours 15 minutes).

As navigator for Flying Officer English, this officer has skilfully and repeatedly guided his aircraft safely through the enemy's most heavily defended areas to a successful completion of all details. His disregard for all opposition coupled with a high degree of accuracy has been an inspiration to his fellow crew members as well as to all squadron navigators...

The sortie list was as follows:

12 July 1944 - Thiverny (4.40)  
15 July 1944 - Nucourt (5.05)  
18 July 1944 - Wesseling (5.45)  
20 July 1944 - Ferme de Forestel (4.25)  
31 July 1944 - Ouef en Fernaid (4.40)  
3 August 1944 - Foret de Nieppe (4.10)  
4 August 1944 - Bois de Casson (4.15)  
5 August 1944 - St. Leu d'Esserent (4.45)  
7 August 1944 - La Hogue (5.00)  
8 August 1944 - Foret de Chantilly (4.15)

9 August 1944 - Foret de Nieppe (3.45)  
10 August 1944 - La Pallice (6.30)  
12 August 1944 - Foret de Montrichard (5.35)  
12 August 1944 - Caen (4.10)  
15 August 1944 - Brussels/Melsbroeck (3.50)  
18 August 1944 - Connantre (6.25)  
25 August 1944 - Brest (4.50)  
27 August 1944 - Marquis Minocques (3.40)  
28 August 1944 - Ile de Cezembre (4.20)  
31 August 1944 - Ile de Cezembre (4.50)  
3 September 1944 - Volkel (3.25)  
6 September 1944 - Emden (4.25)  
9 September 1944 - Le Havre (3.55)  
10 September 1944 - Le Havre (4.15)  
12 September 1944 - Wanne Eickel (4.50)  
13 September 1944 - Osnabruck (5.05)  
15 September 1944 - Kiel (5.50)  
16 September 1944 - Boulogne (3.55)  
30 September 1944 - Sterkrade (4.45)  
6 October 1944 - Dortmund (5.35)  
14 October 1944 - Duisburg (5.10)  
23 October 1944 - Essen (6.10)  
2 November 1944 - Dusseldorf (5.50)

\* \* \* \* \*

STEWART, F/L Charles Everett Baker (J8152) - **Mention in Despatches** - Station Wombleton - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 12 December 1917 in Mazonod, Saskatchewan. Store clerk and driver for a pharmacy; militia service with Duke of Connaught's Own Rifles, November-December 1940. Home in Essondale, British Columbia; enlisted in Vancouver, 10 February 1941 and posted to No.2 Manning Depot, Brandon. To No.6 BGS, Dafoe, 10 March 1941 (guard). To No.2 ITS, Regina, 23 April 1941; graduated and promoted LAC, 27 May 1941; posted next day to No.2 EFTS, Fort William; course completed 14 July 1941 (placed 15<sup>th</sup> in a class of 27) but not posted to No.11 SFTS, Yorkton until 27 July 1941; graduated and commissioned 7 October 1941 (18<sup>th</sup> in a class of 63). To Central Flying School, Trenton, 12 October 1941. Exhibited extreme stress under flying conditions. Placed on Non-Flying List, 29 January 1942. To No.2 ANS, Pennfield Ridge, 30 January 1942 for Regional Control Course. To Western Air Command, Victoria, 22 February 1942. To No.8 (BR) Squadron, Sea Island, 27 March 1942. Promoted Flying Officer, 5 August 1942. Attended Flying Control Course, Patricia Bay, 14 September to 30 October 1942,

placing third in a class of 41 ("Excellent material - former pilot - keen and conscientious.") To Boundary Bay, 23 May 1943. To "Y" Depot, 19 November 1943. Embarked from Halifax, 23 December 1943. Disembarked in Britain, 5 January 1944. To Middleton St. George, 18 January 1944 for Flying Control duty. Promoted Flight Lieutenant, 1 April 1944. To No.61 Base, Wombleton, 28 May 1944. Classified as Flying Control Officer, 1 September 1944 with seniority from 7 April 1942. To Station Down Ampney, 28 September 1945. Repatriated from overseas, 23 November 1945. To No.8 Release Centre, 1 December 1945. Retired 5 January 1946. Died 17 February 1989 in Port Moody, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of May 1989. Unit identified in AFRO only as "Overseas" but a recommendation for an MiD, dated 16 May 1945, identifies him as being on the station since 28 May 1944 and responsible for many accomplishments, notably prompt snow removal during winter of 1944-45. However, DHist file 181.009 D.2813 (RG.24 Vol.20632) has recommendation dated 23 January 1945 which more likely led to the award.

Flight Lieutenant Stewart arrived overseas on the 23rd December 1943, and has served as a Flying Control Officer on this station since 28th May 1944. His outstanding qualifications as an officer have stood him in good stead for a station of this type. His ability to maintain harmony and goodwill, which is so prevalent in his section, has gone far towards the very high peak of efficiency which have been attained. There is no officer on this station who is more admired and respected by his men than Flight Lieutenant Stewart, and combined with the confidence he enjoys from his superiors, this respect has boosted his popularity beyond all comparison.

Flight Lieutenant Stewart, in conjunction with his duties as a Control Officer, has been Officer in charge Snow Removal. In recent weeks, when Wombleton has been covered in snow continuously, it has been mainly as a result of his herculean efforts, possible for our flying programme to continue. He has worked in stretches of 36 hours at a time in order to ensure clear runways for flying.

Such efforts and organization are worthy of the gratitude of the Service.

**Selected Assessments:** "This officer has ability but lacks experience in Operations Room work. With experience should develop, under supervision, particularly if it is definitely settled as to medical unfitness for further flying duties," (F/L H.J. Watts, Sea Island, 29 May 1942).

"This officer has recently completed a course on Flying Control on which he ranked very highly. This officer is developing quite well and his usefulness should improve with increased experience." (F/L H.J. Watts, Sea Island, 21 November 1942).

“An excellent Regional Control Officer, conscientious and dependable. Has been placed in charge of Flying Control. Strongly recommend advancement to Acting Flight Lieutenant as such essential for supervision and control of duties involved.” (S/L G.J. Moon, Sea Island, 26 February 1943).

“This officer has been filling a Squadron Leader Senior Flying Control Officer post at RCAF Station Wombleton since 14 May 1945. Just following his appointment to that position instructions were received from your Headquarters that no further promotions were to be effect. However, as RCAF Station Wombleton is still active it is strongly recommended that authority be granted to promote Flight Lieutenant Stewart to the acting rank of Squadron Leader with effect from 14 May 1945. It is pointed out that this officer has volunteered for service in the Pacific Theatre but as his services are required here his name has not been submitted for repatriation. He has indicated to the Group Senior Flying Control Officer that he will be satisfied to stay here so long as he can be usefully employed.” (S/L T.D. McKee, No.6 Group in letter to RCAF Overseas Headquarters, 5 July 1945).

\* \* \* \* \*

STEWART, Flight Sergeant Charles Hopkins (R193787) - **Distinguished Flying Medal** - No.619 Squadron - Award effective 24 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 1924 in Toronto; home there (diamond polisher); enlisted there 23 September 1942. Trained at No.9 BGS (graduated 9 July 1943). Presented 18 October 1947. Later commissioned (J93666) and served in postwar RCAF (49928). Died 2 May 2001 in Trenton, Ontario as per Royal Canadian Legion “Last Post” website and **Legion Magazine** of November/December 2001. Photo PL-19711 shows a group of Western Canadian personnel attending Buckingham Palace investiture - F/L E.H. Thomas (New Westminster), Warrant Officer E.A. Taylow (Vancouver), P/O R.A. Shannon (Winnipeg), P/O E.C. Stewart (Camrose, Alberta), F/O D.R. Pearce (Edmonton), Warrant Officer W.G. Evan (Makinak, Manitoba, who accompanied Pearce) and FS D.J. McCoy (Carruthers, Saskatchewan).

Flight Sergeant Stewart has participated in many operations as air gunner. One night in July 1944 he was taking part in an attack on Stuttgart. When nearing the target he noticed an enemy aircraft flying in the bomber formation. Displaying great coolness and presence of mind, Flight Sergeant Stewart gave his captain clear directions, thus enabling him to open fire on the enemy aircraft. So accurate was his shooting that the enemy aircraft dived to the ground out of control, and was destroyed. This airman has at all times displayed great determination and a fine fighting spirit. He has set an excellent example.

NOTE: Public Record Office Air 2/9160 has recommendation drafted by the Officer

Commanding, Station Dunholme Lodge, 10 September 1944 when he had flown 30 sorties (28 successful) involving 147 hours 55 minutes operational flying.

Flight Sergeant Stewart has now completed 28 successful sorties as Rear Gunner in a Lancaster aircraft on his first tour of operations.

On the night of the 28th/29th July 1944 he was detailed to form part of a crew which was taking part in the attack on Stuttgart. Shortly before reaching the target Flight Sergeant Stewart saw an enemy aircraft flying in the Bomber Stream. With great presence of mind he gave his captain directions which enabled him to open fire on the enemy aircraft, thereby causing the bomber to assume the role of attacker, and so accurate was his fire that the enemy aircraft dived to the ground out of control and was destroyed.

In this combat, Flight Sergeant Stewart displayed the offensive spirit in the most commendable fashion, and set an exceedingly fine example of determination to the other air gunners in his squadron. He has continually displayed much keenness to fly on operations, and has always volunteered to fill a vacancy in any crew, regardless of its experience.

In view of his fine record and his excellent example quoted in the case above, I strongly recommend him for the immediate award of the Distinguished Flying Medal.

\* \* \* \* \*

STEWART, F/L David Bradshaw (C13907) - **Mention in Despatches** - No.422 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born in Winnipeg, 18 June 1916. Home in Norwood, Manitoba. Attended University of Manitoba, 1936-1941, graduating in Medicine. Enlisted in Winnipeg, 31 August 1942 with rank of Flying Officer. To No.6 ITS, Toronto, 31 August 1942; to No.2 Training Command Headquarters, 5 October 1942; to No.19 EFTS, Virden, 7 October 1942; promoted Flight Lieutenant, 30 November 1942; to No.2 ITS, Regina, 26 January 1943; to No.4 ITS, Edmonton, 6 June 1943; to "Y" Depot, Lachine, 27 May 1944; posted overseas, 2 June 1944; taken on strength of No.422 Squadron, 19 June 1944; to No.25 ACHU, 4 September 1945; repatriated 29 January 1946; released 11 March 1946. Moved to Britain in 1948 and in March 1951 was appointed Consultant in Obstetrics and Gynaecology, North-Eastern Regional Hospital Board, Scotland. Died in Killarney, Manitoba, 21 November 2006 as per **Legion Magazine** of May/June 2007. No citation. Unit identified only as "Overseas" in AFRO; Squadron ORB dated 25 June 1945 mentions the award.



STEWART, F/L David Bradshaw (C13907) - **Member, Order of the British Empire** - No.422 Squadron (AFRO only gives "Overseas" as unit) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. No citation. Award mailed to him, 23 April 1951. The following assessment dated 17 August 1945, covering service from 19 June 1944 to 19 July 1945, by W/C J.R. Sumner, indicates his standing:

A most conscientious and thorough medical officer who spares no effort to check and improve living conditions and fitness of all ranks with this unit. He is punctual, painstaking, and fastidious in his personal habits. He has the respect and confidence of all those with whom he comes in contact.

\* \* \* \* \*

STEWART, F/O Donald John (J37121) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 30 November 1922 in Ville St.Pierre, Quebec; home there (book keeper); enlisted in Montreal, 9 June 1942. Granted Leave Without Pay until 9 September 1942 when posted to No.5 Manning Depot. To No.9 BGS (guard), 23 October 1942. To No.3 ITS, 10 February 1942; graduated and promoted LAC, 30 April 1943; to No.11 EFTS, 1 May 1943; graduated 25 June 1943; posed next day to No.8 SFTS; graduated and commissioned 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, Bournemouth, 15 November 1943. Promoted Flying Officer, 15 April 1944. Repatriated 3 May 1945. To No.1 Air Command, 17 May 1945. To No.13 EFTS, 18 June 1945. To No.2 Release Centre, 10 July 1945. Retired 19 July 1945. Died 15 March 2018 in Sunnybrook Veterans Hospital, Toronto. Award presented in Montreal, 25 November 1949. RCAF photo PL-33060 (ex UK-15453 dated 2 October 1944) shows F/O G.T. McKean, Thornbury, Ontario at left; F/O Don Stewart, Ville St. Pierre looking pensive before interrogation. 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.20608 (PAC RG.24 Vol.20608) has recommendation dated 20 January 1945 when he had flown 24 sorties (133 hours 55 minutes):

As pilot and captain, Flying Officer Stewart has completed a large number of sorties against dangerous and difficult targets. He has invariably displayed a high degree of skill, courage and resolution, qualities which have on more than one occasion enabled him to complete his mission in the face of heavy odds. He is an ideal leader whose example at all times has been an inspiration to other squadron personnel.

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STEWART, F/L Douglas Grant (J20106) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 1 October 1916 in Dunnergras, Ontario; home in Vankleek Hill, Ontario (truck driver, ex-Royal Canadian Artillery); enlisted in Ottawa, 6 May 1940 as Wireless Operator. To No.1 WS, 24 May 1940. To No.1 Manning Depot, 7 January 1941. To "B", 10 February 1941. Promoted AC1, 1 July 1941. Promoted LAC, 1 October 1941. Remustered to aircrew, reduced to AC2 and posted to No.4 ITS, 3 January 1942; graduated and promoted LAC, 27 February 1942; to No.5 EFTS, 28 February 1942; may have graduated 24 April 1942; to No.3 Manning Depot, 9 May 1942; to No.36 SFTS, 11 May 1942; graduated and commissioned 23 October 1942. To "Y" Depot, 6 November 1942. To RAF overseas, 19 November 1942. Promoted Flying Officer, date uncertain but likely about 23 April 1943. Promoted Flight Lieutenant, 2 July 1944. Repatriated 14 December 1944. To Western Air Command, 25 December 1944. To No.5 OTU, 30 January 1945. To "Y" Depot, 29 April 1945. To United Kingdom, 8 May 1945. Repatriated 9 July 1945. To No.8 Release Centre, 23 August 1945. To No.6 OTU, 12 October 1945. Retired 5 February 1946. Joined RCAF Auxiliary, 1 March 1951 as pilot, No.442 Squadron, Vancouver (58122). Retired 31 March 1964. Presented in Vancouver, 22 October 1949. Died in Duncan, British Columbia, 5 January 2016. Obituary said he had flown "special operations" in Southeast Asia. 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 7 December 1944 when he had flown 35 sorties (166 hours 12 minutes), although the sortie sheet lists only 34.

\* second pilot

10 June 43 - Gelsenkirchen (6.45)\*  
25 July 1943 - Essen (4.30)\*  
16 June 44 - Domleger (3.47)  
22 June 44 - Laon (4.08)  
11 July 1944 - Monterguel (3.28)  
13 July 1944 - Thiverny (4.30)  
17 July 1944 - Nucourt (4.30)  
18 July 1944 - Mont Candon (3.30)  
20 July 1944 - Varies (4.35)  
23 July 1944 - Bottrop (4.15)  
24 July 1944 - Kiel (5.00)  
28 July 1944 - Stuttgart (8.00)  
8 August 1944 - Foret de Nieppe (4.00)  
9 August 1944 - St.Philberte Ferme (3.25)

10 August 1944 - Foret de Mormal (3.50)  
11 August 1944 - Dijon (6.50)  
12 August 1944 - Le Nieppe (3.45)  
14 August 1944 - Brunswick (5.40)  
17 August 1944 - TRACTABLE (3.50)  
18 August 1944 - Brest (4.45)  
25 August 1944 - GARDENING (6.40)  
1 September 1944 - Lumbres (3.30)  
3 September 1944 - Soesterburg (3.15)  
10 September 1944 - Le Havre (3.30)  
11 September 1944 - GARDENING (5.35)  
27 September 1944 - Calais (3.30)  
4 October 1944 - GARDENING (5.45)  
6 October 1944 - Scholven (4.40)  
7 October 1944 - Kleve (4.15)  
14 October 1944 - Duisburg (4.40)  
15 October 1944 - GARDENING (4.25)  
23 October 1944 - Essen (5.25)  
25 October 1944 - Essen (4.54)  
30 October 1944 - Cologne (5.35)

Acting Flight Lieutenant Stewart was posted to No.10 Squadron on 9 June 1944 and after having completed 35 sorties comprising 166 operational hours has now been screened and posted. He has operated against heavily defended German targets including Stuttgart, Brunswick, Duisburg, Essen (twice), and Cologne. He has carried out these sorties with great skill and courage, pressing home his attacks with the utmost determination as is proved by his fine photographic record. He is a gallant and forceful leader whose personal example has contributed materially to the repeated successes of this squadron. His fine offensive spirit in action and cheerful confidence have maintained morale at a very high level and are worthy of the highest praise.

His aircraft has been damaged by flak on several occasions but he has throughout his tour shown complete disregard of the heaviest opposition. I consider Acting Flight Lieutenant Stewart an outstanding and courageous captain of aircraft and strongly recommend that his fine operational record, skill, determination and strong devotion to duty be recognized by the award of the Distinguished Flying Cross.

STEWART, F/L Douglas Grant (J20106) - **Croix de Guerre (France)** - No.10 Squadron (AFRO gives

unit only as "Overseas") - Awarded as per AFRO 1672/45 dated 2 November 1945. Trained at No.4 ITS, No.5 EFTS and No.36 SFTS. Public Records Office Air 2/9645 has citation.

Acting Flight Lieutenant Stewart was the Captain of Halifax aircraft, and in all the 18 operations which this airman made against enemy targets in occupied France he has pressed home his attacks with great determination despite heavy opposition. He is a gallant and forceful leader and his personal example has contributed in a large measure to the success of his squadron.

\* \* \* \* \*

STEWART, P/O Duncan King (J18013) - **Distinguished Flying Cross** - No.196 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2457/43 dated 26 November 1943. Born in Saskatoon, Saskatchewan, 6 December 1914. Pre-war coffee blender, grocery clerk, advertising clerk and commercial accountant. Enlisted in Toronto, 30 May 1941. To No.4A Manning Depot, St. Hubert, 25 June 1941. To No.3 ITS, Victoriaville, 9 August 1941; graduated and promoted LAC, 12 September 1941; posted next day to No.17 EFTS, Stanley, Nova Scotia; to No.8 SFTS, Moncton, 8 November 1941; ceased training and posted to Composite Training School, Trenton, 23 November 1941. To No.6 AOS, Prince Albert, 19 December 1941; to No.5 BGS, Dafoe, 29 March 1942; graduated and promoted Sergeant, 9 May 1942; posted that date to No.1 ANS, Rivers. To "Y" Depot, 10 June 1942. To RAF Training Pool, 19 July 1942. Taken on strength of No.3 PRC, Bournemouth, 30 July 1942; to No.3 (Observer) AFU, 8 August 1942. Posted to No.10 OTU, 22 August 1942. To No.23 OTU, 29 August 1942. Promoted Flight Sergeant, 9 November 1942. To No.196 Squadron, 10 November 1942. Promoted WO2, 9 May 1943. Commissioned 28 May 1943. Attached to No.148 Flight, 12-19 June 1943. Posted from No.196 Squadron to No.20 OTU, 27 July 1943. Promoted Flying Officer, 28 November 1943. Attached to No.1 Air Armament School, 11 December 1943 to 8 January 1944. Posted from No.20 OTU to No.24 OTU, 22 January 1944 to instruct. Promoted Flight Lieutenant, 11 July 1944. Attached to BEIS (whatever that is), Finningley, 21-27 April 1945 to instruct. Repatriated 13 August 1945. Retired 6 October 1945. Home in Chester, Cheshire at time of award. Postwar product director with Johnson and Johnson Surgical Dressing, Montreal; inquired in 1951 about a possible commission in the Administration Branch. Died in Hudson, Quebec, 15 June 1993 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of October 1993.

As bomb aimer this officer has completed a successful tour of operational duty. Possessing a fine fighting spirit he has executed his duties with courage and exceptional tenacity of purpose. On one occasion when returning from an attack on Essen his pilot was taken ill and Pilot Officer Stewart flew the aircraft safely back to base.

**Note:** On repatriation form dated 6 August 1945 he stated he had flown 26 sorties, the last on 8 July 1943. His overseas flying was 170 hours 30 minutes (operational) and 108 hours 50 minutes (non-operational). Types experienced were Anson (14.10), Wellington (232.10), Blenheim (7.40) and Halifax (5.20).

Assessed at No.24 OTU, 30 April 1945, at which time he had flown 78 instructional hours. "Capable of holding a staff appointment up to the rank of Squadron Leader. A very good type of officer with excellent appearance and bearing who has been above average in all he has undertaken." (W/C H.M.J. Miller).

Further assessed 20 July 1945 at No.24 OTU, having flown a total of 361 hours (165 in previous six months): "Strongly recommended as a Bombing Leader. An above average instructor and officer with a sound technical knowledge of armament. A keen and conscientious type." (S/L G.S. Hutton).

\* \* \* \* \*

STEWART, WO1 Edward Aubrey (R212120) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 9 August 1909. Home in Tofield, Alberta; enlisted in Edmonton, 23 December 1942. Granted Leave Without Pay until 2 June 1943 when posted to No.3 Manning Depot. To No.4 ITS, 11 July 1943; to No.1 Air Gunner Ground Training School, 3 September 1943; graduated and promoted LAC, 16 October 1943 when posted to No.9 BGS; graduated and promoted Sergeant, 10 December 1943 but not posted to "Y" Depot until 15 January 1944. To No.4 Aircrew Graduate Training School, 18 January 1944. To "Y" Depot again, 11 February 1944. Taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Repatriated 5 August 1945. To No.1 Release Centre, 9 August 1945. Retired 14 September 1945. 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." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 17 April 1945 when he had completed 21 sorties (134 hours 30 minutes) between 17 December 1944 and 4 April 1945.

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:

17 December 1944 - Duisburg (7.05)  
24 December 1944 - Dusseldorf (4.15)  
29 December 1944 - Trois Dorf (6.50)  
30 December 1944 - Cologne (6.15)  
2 January 1945 - Ludwigshaven (7.25)  
5 January 1945 - Hanover (6.05)  
6 January 1945 - Hanau (7.05)  
28 January 1945 - Stuttgart (7.15)  
1 February 1945 - Mainz (6.00)  
4 February 1945 - Osterfeld Bonn (5.55)  
7 February 1945 - Goch (6.40)  
9 February 1945 - Wanne Eickel (6.20)  
13 February 1945 - Bohlen (8.35)  
17 February 1945 - Wessel (5.35)  
23 February 1945 - Essen (6.00)  
15 March 1945 - Castrop Rauxel (6.30)  
18 March 1945 - Witton (7.40)  
22 March 1945 - Dorsten (5.10)  
24 March 1945 - Gladbach (6.00)  
25 March 1945 - Munster (5.55)  
4 April 1945 - Harberg (5.55)

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STEWART, Flight Sergeant Edward Chester (R86828) - **Distinguished Flying Medal** - No.78 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 14 May 1943 and AFRO 1078/43 dated 11 June 1943. Born 4 November 1917 in Holden, Alberta; home in Camrose, Alberta (former lumber yard clerk, truck driver and miner). Served in Edmonton Fusiliers (Militia), 9 October to 8 November 1940. Enlisted in Edmonton, 7 February 1941. Posted to No.2 Manning Depot, Brandon, 5 February 1941; to No.7 AOS, Portage la Prairie, 6 March 1941 (non-flying duties); to No.2 Manning Depot,, 1 April 1941; to No.2 ITS, Regina, 23 April 1941; graduated 27 May 1941 and promoted to LAC; to No.5 EFTS, High River, 27 May 1941; course completed 15 July 1941 but not posted until 27 July 1941 when sent to No.3 SFTS, Calgary; graduated 17 October 1941 and promoted Sergeant. To "Y" Depot, Halifax, 19 October 1941; to RAF Trainee Pool, 7 November 1941. Taken on strength of No.3 PRC, Bournemouth, 14 November 1941. Attached to No.1515 Blind Approach Training Flight, 1-16 December 1941. To No.2 SFTS (Britain), 19 January 1942; to No.10 OTU, 3 March 1942. Detached to St.Eval for anti-

submarine patrols, 12 August 1942; to No.78 Conversion Flight, 20 September 1942. This was redesignated No.1658 Conversion Unit. Posted to No.78 Squadron, 1 November 1942. Commissioned 9 February 1943. Posted to No.1652 Conversion Unit, 12 March 1943. To No.1659 Conversion Unit, 24 May 1943 but this was immediately changed to a posting to No.1664 Conversion Unit. Promoted Flying Officer, 9 August 1943. Invested with DFM by King George VI, 12 October 1943. Posted to No.1666 Conversion Unit, 20 April 1944. Promoted Flight Lieutenant, 1 May 1944. Struck off strength of No.1666 CU, 17 July 1944. Emplaned for Canada, 25 July 1944 (special leave). Embarked from Canada 18 September 1944. Disembarked in Britain 25 September 1944. To No.61 Base, 10 October 1944. Attached to Battle School, Dalton, 10 October to 1 November 1944. Attached to No.1664 Conversion Unit, 1-5 November 1944. To No.427 Squadron, 5 December 1944. Posted back to Canada, 7 June 1945. To No.2 Air Command, Winnipeg, 20 June 1945. To Brandon, 30 July 1945. To No.23 EFTS, Yorkton, 12 September 1945; to No.2 Flying Training School, Yorkton, 16 September 1945. To Release Centre, Calgary, 25 October 1945. Release proceedings cancelled and he was posted to No.10 Repair Depot, Calgary, 2 November 1945. To No.124 Ferry Squadron, 27 November 1945. Killed in the crash of a Dakota at Estevan, Saskatchewan, 15 September 1946. Photo PL-19709 shows the following personnel after investiture at Buckingham Palace: P/O D.R. Pearce, DFM (Edmonton), P/O E.C. Stewart, DFM (Camrose, Alberta), FS D.J. McCoy, DFM (Napanee, Ontario), P/O R.A. Shannon, DFM (Winnipeg), and P/O F.R. Zulauf (Milverton). Photo PL-19711 shows a group of Western Canadian personnel attending Buckingham Palace investiture - F/L E.H. Thomas (New Westminster), Warrant Officer E.A. Taylor (Vancouver), P/O R.A. Shannon (Winnipeg), P/O E.C. Stewart (Camrose, Alberta), F/O D.R. Pearce (Edmonton), Warrant Officer W.G. Evan (Makinak, Manitoba, who accompanied Pearce) and FS D.J. McCoy (Carruthers, Saskatchewan). Photo PL-19712 taken 5 November 1943 shows the following after investiture at Buckingham Palace: **Front Row** Warrant Officer W.G. Evan of Makinak, Manitoba (no award but accompanying friends), FS H.J. O'Connor DFM of Napanee, Sergeant D.V. Smith DFM of Toronto, Warrant Officer E.A. Taylor DFM of Vancouver, FS D.J. McCoy DFM of Carruthers, Saskatchewan, P/O F.R. Zulauf DFM of Milverton, Ontario; **Back Row**: P/O R.B. Charters DFM of Brampton, Ontario, P/O E.H. Thomas DFM of New Westminster, P/O R. Dorland DFM of Islington, Ontario, F/L C.D. Perkins DFC of Fonthill, Ontario, P/O D.R. Pearce DFM of Edmonton, P/O E.C. Stewart DFM of Camrose, Alberta, and P/O R.A. Shannon DFM of Winnipeg. PL-19713 shows FS D.J. McCoy (left) with P/O E.C. Stewart. PL-21666 is a portrait. Photo PL-43737 shows a group who had completed two tours of operations and were then on strength of No.427 Squadron: F/O H.H. McDaniel, DFC (rear gunner), F/L E.E. Morgan, DFC (wireless operator), F/L W.A. Gardiner, DFC (navigator or bomb aimer), F/L E.C. Stewart, DFM (pilot), S/L F.D. Smith, DFC (navigator) and F/O H.E. Thornicroft, DFC (flight engineer).

This airman has taken part in many operational sorties and at all times has shown determination of the highest order. He has recently been engaged in attacks against some of the most heavily defended targets in Germany and has

secured some excellent photographs. Invariably, Flight Sergeant Stewart's fine qualities have been a source of inspiration to his crew.

NOTE: Public Record Office Air 2/8950 has recommendation dated 7 March 1943 when he had flown 27 sorties (202 hours 53 minutes) with more detail.

16 August 1942 - Ant-sub patrol (10.15, second pilot).  
27 August 1942 - Anti-sub patrol (12.10, second pilot).  
30 August 1942 - Anti-sub patrol (11.50, second 2nd pilot).  
5 September 1942 - Anti-sub patrol (11.35, second pilot).  
10 September 1942 - Dusseldorf (5.35)  
24 October 1942 - Milan (8.50, second pilot; bomb bursts not observed)  
8 November 1942 - GARDENING (4.13, vegetables dropped; parachutes seen to open)  
9 November 1942 - Hamburg (7.00, target not identified).  
16 November 1942 - NICKELLING (10.23, target identified visually).  
6 December 1942 - Mannheim (8.51, no results observed)  
8 December 1942 - GARDENING (5.50, vegetables dropped as ordered.)  
11 December 1942 - Turin (5.03, aircraft returned due to failure of constant speed unit)  
14 December 1942 - GARDENING (4.58, vegetables dropped as ordered.)  
17 December 1942 - GARDENING (7.34)  
20 December 1942 - Duisburg (5.43, many fires observed.)  
9 January 1943 - GARDENING (6.00, vegetables planted as ordered).  
15 January 1943 - Lorient (5.53, scattered fires seen)  
23 January 1943 - Lorient (6.06, bombs seen to explode.)  
27 January 1943 - Dusseldorf (5.53, glow of incendiaries seen.  
2 February 1943 - Cologne (5.41, many scattered fires seen.)  
3 February 1943 - Hamburg (7.40, bomb bursts not observed.)  
6 February 1943 - GARDENING (4.18, vegetables planted as ordered.)  
7 February 1943 - Lorient (5.22, target identified by river).  
11 February 1943 - Wilhelmshaven (4.55, large red flash and glow seen)  
13 February 1943 - Lorient (6.32, bombs not seen to explode)  
14 February 1943 - Cologne (5.54, target in bomb sight when bombs released.)  
16 February 1943 - Lorient (5.52, target area well covered with fires.)  
18 February 1943 - Wilhelmshaven (5.45, bombs fell in centre of target)  
19 February 1943 - Wilhelmshaven (5.02, four big fires seen).

The [This] captain has now completed 27 sorties, and has at all times shown determination of the highest order. He has recently been engaged on attacks against some of the most heavily defended targets in Germany and obtained some very interesting photographs. He has led his crew well. Flight Sergeant



Stewart is very strongly recommended for the Distinguished Flying Medal.

The Officer Commanding, RAF Station Linton-on-Ouse, added on 12 March 1943:

This Non-Commissioned Officer has had a very successful operational career and has shown himself to be a courageous and determined captain of aircraft. He has held his crew together well, and his fine qualities have been a source of inspiration to them. He is a Canadian.

Finally, on 30 March 1943 the Air Officer Commanding, No.4 Group, noted:

This Non-Commissioned Officer has been posted for instructional duties and I very strongly recommend that he be awarded the Distinguished Flying Medal.

STEWART, F/L Edward Chester, DFM (J17000) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945. Presented at Government House, 7 November 1949. DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 19 March 1945 when he had flown 40 sorties (269 hours 25 minutes), broken down as follows: at No.1658 Conversion Unit, three trips (10 September 1942 to Dusseldorf, 23 October 1942 to Genoa, 24 October 1942 to Milan); at No.78 Squadron, 25 sorties, 8 November 1942 to 19 February 1943; with No.427 Squadron, 16 sorties, 17 December 1944 to 14 March 1945.

Flight Lieutenant Stewart has successfully completed a large number of sorties against such heavily defended enemy targets as Dusseldorf, Hanover, Ludwigshaven and Berlin. His work as deputy flight commander both in the air and on the ground has been of the highest order and his courage in the face of the fiercest opposition has been an inspiring example not only to his own crew but to all who have served with him.

The original recommendation is in DHH file 181.009 D.1729 (Library and Archives Canada RG.24 Vol.20607), drafted by W/C V.A. Ganderton, 19 March 1945, after he had flown 40 sorties (269 hours 25 minutes). In addition to the sorties listed above, it listed the following additional trips:

**With No.1658 Conversion Unit**

23 October 1942 - Genoa (1.40, duty not carried out)

**With No.78 Squadron**

23 December 1942 - illegible on sheet (2.00, duty not carried out)  
16 January 1943 - Berlin (2.15, duty not carried out)

### **With No.427 Squadron**

17 December 1944 - Duisburg (5.55)  
26 December 1944 - St. Vith (7.10)  
28 December 1944 - Opladen (5.50)  
29 December 1944 - Trois Dorf (6.45)  
2 January 1945 - Ludwigshaven (7.45)  
5 January 1945 - Hanover (6.30)  
6 January 1945 - Hanau (7.00)  
28 January 1945 - Stuttgart (6.40)  
6 February 1945 - Osterfeld (6.30)  
7 February 1945 - Goch (6.55)  
13 February 1945 - Bohlen (7.50)  
20 February 1945 - Monheim (7.00)  
24 February 1945 - Kamen (6.25)  
11 March 1945 - Essen (6.10)  
12 March 1945 - Dortmund (6.20)  
14 March 1945 - Gelsenkirchen (7.15)

This captain has completed forty heavy operational bombing sorties against the enemy, sixteen of them on his second tour of operations, By his outstanding ability and dogged determination, Flight Lieutenant Stewart holds the enviable record of successfully completing this large number of sorties without being a non-starter. His work in the air and as Deputy Flight Commander on the ground has been of the highest order, and his courage against the most formidable opposition has been an inspiration not only to his crew but to all who have served with him. In view of this officer's splendid record, I most highly recommend that he be awarded a non-immediate Distinguished Flying Cross.

When interviewed by F/L W.M. Thompson in Edmonton (3 February 1941) he was described as "Very keen young applicant. Willing to serve in any capacity. Excellent material for Air Crew Duties. Recommended." At ITS he was assessed as mature; he graduated 62<sup>nd</sup> in a class of 84. At EFTS he subsequently logged 32 hours five minutes dual and 25 hours five minutes solo (all on Tiger Moths) and graduated 27<sup>th</sup> in a class of 33. The CFI described him as "Average pilot; air sense and airmanship fair; with more practice should make a satisfactory service pilot." At SFTS he logged 29.10 (day dual), 41.10 (day solo), 3.20 (night dual) and 6.40 (night solo). He was

assessed as average and graduated 41<sup>st</sup> in a class of 55.

Following his first tour overseas he had a mixed record as an instructor. On 25 September 1943 (No.1664 CU) he was described as doing only what was required of him and showing little interest. However, at the conclusion of his service with No.1666 CU (July 1944, when he had flown 1,100 hours, 190 in previous six months), W/C R. Langton assessed him as "Above average instructor. An asset to any unit." Subsequently, as of 7 February 1945, W/C V.F. Ganderton described him as "A very keen, capable Flight Lieutenant who has conversion unit instructional experience." As of that date he had flown 1,187 hours 50 minutes (46.50 in previous six months).

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STEWART, F/O George Edward (J24403) - **Distinguished Flying Cross** - No.23 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1085/45 dated 29 June 1945. Born 14 January 1924 in Hamilton, Ontario; home there (chemical mixer); enlisted there 11 March 1942 and posted to No.1 Manning Depot. To No.16 SFTS (guard), 7 May 1942. To No.6 ITS, 20 June 1942; graduated and promoted LAC, 14 August 1942 but not posted to No.12 EFTS until 29 August 1942; graduated 23 October 1942 when posted to No.9 SFTS; graduated and commissioned 12 March 1943. To "Y" Depot, 26 March 1943. To RAF overseas, 2 April 1943. Promoted Flying Officer, 12 September 1943. Repatriated 7 February 1945. To No.1 Air Command, 18 February 1945. Promoted Flight Lieutenant, 12 March 1945. To No.8 OTU, 22 March 1945. To No.4 Release Centre, 24 July 1945. Discharged 26 July 1945. Rejoined with RCAF Auxiliary, 18 March 1947 (120073) with No.424 Squadron, Hamilton and rank of Flight Lieutenant. Reverted to Flying Officer, 11 January 1949. Promoted Flight Lieutenant, 1 June 1951. Promoted Squadron Leader, 26 June 1952. To No.16 Wing Headquarters, 16 June 1954. Released 4 December 1956. Presented in Hamilton, 27 July 1948. For personal wartime recollections see Winter 1976 issue of **Journal of the Canadian Aviation Historical Society**. For story of his Mosquito experiences in postwar China, see Summer 1979 issue of **Journal of the Canadian Aviation Historical Society**.

This officer has completed a period of intensive operations. He has participated in numerous missions including day and night intruder sorties and bombing attacks. In the course of his patrols he has damaged aircraft in the air and on the ground, in addition to damaging three trains and locomotives. Flying Officer Stewart's eagerness to operate against the enemy, his unflagging zeal and determination combined with his devotion to duty have won the admiration of all.

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STEWART, G/C Hugh Ronald (C677) - **Officer of the Order of Leopold (Belgium) - Canada Gazette** dated 17 July 1948 and AFRO 455/48 dated 23 July 1948. Born in Charlottetown, 30 April 1896. Enlisted in Canadian Expeditionary Force, 22 September 1914 (1st Division Signals Company); proceeded to England, 3 October 1914; proceeded to France, 9 February 1915; awarded Medal of St. George, 4th Class (Russian), 24 August 1915; promoted to Lance-Corporal, 3 August 1916; attached to 2nd Wing, Royal Flying Corps, 23 August 1916; attached to No.10 Squadron and proceeded to England, 6 October 1916 on being commissioned in the Royal Flying Corps. Graded as Flying Officer (Observer), 28 December 1916 with seniority from 6 October 1916; to No.10 Squadron, 23 March 1917; to Home Establishment, 24 May 1917; to No.1 School of Military Aeronautics, 11 June 1917; to Canada, 22 June 1917 for service with No.4 School of Military Aeronautics; to RAF Headquarters, Canada, 9 December 1918; relinquished commission, 30 September 1919.

Between the wars in CAF and RCAF Reserve, including Maritime Secretary, Canadian Air Force Association from June 1920 to December 1922. He was a member of the Advisory Board, Royal Military College, 1 May 1933 to 1 May 1938 and from 1935 onwards (possibly earlier) was on the staff of Government House, Ottawa. Called up for active duty, 3 September 1939 and served until 17 January 1946, initially as Air Secretary to the Minister of National Defence for Air, and after 18 May 1942 as Director of Air Intelligence. Promoted to Squadron Leader, 1 May 1940, to Wing Commander 1 January 1941 and Group Captain, 1 November 1943. Awarded Efficiency Decoration as per AFRO 1959/44. Retired 17 January 1946. Returned to work at Government House; as of 1948, when the award was made, he was Deputy Assistant Secretary to the Governor General. Died in Ottawa, 20 June 1979. RCAF photo PL-1335 taken 1940 as Squadron Leader.

A press release stated the award was "In recognition of distinguished services in the cause of the Allies". There is no record of any activities that connect him directly to Belgian forces, but it worth noting that he was repeatedly recommended for an award; none reached the Priority List. On 18 November 1943 A/V/M N.R. Anderson recommended him for a CBE, as follows:

For outstanding work in the organization, direction and supply of Intelligence within the RCAF in Canada, particularly the organization and supply of trained Intelligence Staffs to Eastern and Western Air Commands and for special intelligence of enemy operations in the Pacific.

On 26 August 1944, A/V/M W.A.Curtis recommended him for an OBE in similar terms:

This officer has performed outstanding work in the organization, direction and supply of Intelligence within the RCAF in Canada, particularly the organization

and supply of trained Intelligence Staffs to Eastern and Western Air Commands and for special intelligence of enemy operations in the Pacific. His contacts and work with Air Attaches have been considerably above that called for in the ordinary performance of his duties.

On 30 July 1945 A/V/M Curtis submits another recommendation for an OBE:

This officer has performed highly meritorious service as Director of Intelligence which has involved work of a very trying character and continuous long hours of duty. He has enthusiastically tackled the many problems of his Directorate and done an outstanding job of liaison with foreign attaches. Through his tact and diplomacy he has produced good will towards the service particularly and Canada generally which might not have been the case had he not shown good judgement and understanding on all occasions.

In the past he has filled many important positions at this Headquarters, among them being the Air Secretary to the Minister. Much of his time outside of normal working hours has been spent in arranging social functions for the RCAF which can be quite a chore when undertaken on a large scale and where invitations are issued as a "must" rather than at one's convenience. This officer has not spared himself in furthering the interests of the service.

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STEWART, Corporal Harold Robert (R139822) - **Mention in Despatches** - Croft (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 19 March 1915. Enlisted in Saskatoon, 24 November 1941 as "Tradesman" and posted to No.1 Manning Depot. Reclassified as Armourer-Bombs, 14 February 1942 and posted to Mountain View. To Calgary, 24 March 1942. Promoted AC1, 18 May 1942. Promoted LAC, 1 July 1942. To "S", date uncertain. To "Y" Depot, 11 February 1943. To RAF overseas, 8 March 1943. Promoted Corporal, 1 April 1943. Repatriated 18 June 1945. Released 30 August 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation drafted 26 July 1944. Home in described variously as Montreal and Biggar, Saskatchewan. A newsclipping describes his trade as travelling salesman for a fruit company, and his RCAF trade as Armourer. Overseas in 1943. No citation in AFRO or biographical file; recommendation as follows:

This NCO enlisted on 24th November 1941, and has served in the United Kingdom since 17th March 1943, and has been employed as an Armourer in the Bomb Dump for the past year. During this time he has displayed willing, every-

ready spirit, has greatly influenced his men and contributed to the successful operation of the dump. His outstanding ability and strong sense of duty in working long hours continuously in the open under difficult and trying circumstances are highly commendable.

STEWART, Corporal Harold Robert (R139822) - **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. No citation in AFRO. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation sent to No.6 Group Headquarters, 2 February 1945. Had served 16 months in Canada, 22 months overseas.

This NCO enlisted on 24th November, 1941, and has served in the United Kingdom since 17th March, 1943, and has been employed as an Armourer in the Bomb Dump for the past 18 months. During this time he has displayed [a] willing, every-ready spirit, has greatly influenced his men and contributed to the successful operation of the dump. His outstanding ability and strong sense of duty in working long hours continuously in the open under difficult and trying circumstances are highly commendable.

STEWART, Corporal Harold Robert (R139822) - **British Empire Medal** - Croft - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Presented at Government House, 26 January 1954. No citation in biographical file. AFRO gives "Overseas" as unit. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation dated 22 May 1945 which also identifies unit.

This NCO has been serving in England for a period of two and a half years. During this time he has displayed outstanding initiative and keenness. By his unswerving devotion to duty and fine example he has provided incentive to the men working with him in the Bomb Dump, to maintain a high standard of efficiency. He is a very efficient tradesman, always willing and cheerful despite long hours under adverse conditions. During the period around D-Day when operations from this station were at their peak, his qualifications for leadership were specially evident and it has been only due to establishment restrictions that he has not been promoted to higher rank. It is strongly recommended that he be awarded the British Empire Medal in recognition of his valuable services.

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STEWART, Sergeant Harry George (Can 7796) - **British Empire Medal** - No.420 Squadron - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 809/44 dated 14

April 1944. Born 8 November 1918. Home in Ottawa; enlisted there 13 September 1939 for General Duties. To No.8 (BR) Squadron, 28 October 1939. Promoted AC1, 1 April 1940. Reclassified as Airframe Mechanic, 1 June 1940. To Technical Training School, St. Thomas, 12 August 1940. To Trenton, 27 December 1940. Promoted LAC, 1 April 1941. To "Y" Depot, 27 November 1941; to RAF overseas, 12 December 1941. Promoted Sergeant, 1 May 1943. Promoted Flight Sergeant, 21 April 1944. Overseas three years and six months, including time in North Africa. Repatriated 21 December 1944. To No.1 Communication Flight, 14 January 1945. To Trenton, 15 January 1945. To No.1 Instrument Flying School, 26 June 1945. Reverted to Corporal, 1 October 1946. Reclassified as Airframe Technician, 1 October 1947. Promoted Sergeant, 1 April 1950. Reclassified as Airframe Supervisor, 1 October 1951. Promoted Flight Sergeant, 1 April 1953. Promoted WO1, 1 April 1957. No citation in Canadian sources; Public Records Office Air 2/8959 has recommended citation.

This airman is a fitter who has been faced with a variety of tasks far beyond the province of squadron maintenance in Great Britain. In Northwest Africa hangar facilities have been lacking but Sergeant Stewart has undertaken repairs with initiative and enthusiasm and has instilled a fine spirit into his men. Recently some major rigging work on a Wellington was carried out in an exceptionally short period of time. A great deal of the success with has been achieved is attributed to the skilful, energetic and conscientious efforts of Sergeant Stewart.

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STEWART, G/C Henry Emerson (C1780) - **Commended for Valuable Services in the Air** - No.2 Bombing and Gunnery School - award effective 1 January 1946 as per **Canada Gazette** of that date AFRO 82/46 dated 25 January 1946. Enlisted in Toronto, 21 March 1940 as General List. To No.7 BGS, 15 July 1941. Promoted Squadron Leader, 16 July 1941. To Mountain View, 5 March 1942. To No.2 BGS, 11 May 1942. Promoted Wing Commander, 1 November 1942. To No.7 BGS, 23 January 1943. Promoted Group Captain, 1 August 1944. To No.4 Release Centre, 15 May 1945. Retired 17 May 1945 in Toronto. RCAF photo PL-1264 taken as Flight Lieutenant, 1940.

This officer is an outstanding organizer, an active pilot and his untiring efforts and devotion to duty have undoubtedly done a great deal in maintaining the high standard shown by the graduates of the two Bombing and Gunnery Schools at which he has been stationed.

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STEWART, S/L Herbert Collier (C1494) - **Air Force Cross** - No.8 OTU - Award effective 21 April

1945 as per **London Gazette** dated 24 April 1945 and AFRO 802/45 dated 11 May 1945 - Born in Calgary, 24 January 1919. Truck driver, 1935-1937 and a member of the Militia, June 1936 to August 1938 (RCAMC and RCA); also attended Royal Military College, 1937 to 1939. Enrolled in RCAF in Calgary, 20 June 1939 and posted to No.3 (BR) Squadron. Subsequently learned to fly at Edmonton Flying Club and No.15 SFTS, 17 June 1940 to 5 October 1940, graduating 9<sup>th</sup> in a class of 40. Commissioned 2 January 1940. Overseas with Nos.110 Squadron; to No.112 Squadron (20-31 October 1940); soon after to No.110 (later) 400 Squadron (1 November 1940 to 14 August 1941; to No.414 Squadron as Flight Commander (15 August 1941 to 14 January 1942, Tomahawks and Lysanders). Posted in January 1942 to No.54 OTU at his own request to fly night fighters, thence to No. 409 Squadron for 4 ½ months. Promoted Flying Officer, 5 October 1940. Promoted Flight Lieutenant, 15 August 1941. Repatriated to Canada, December 1942. Attended School of Administration, Trenton, 5 January to 1 March 1943. At No.1 OTU, Bagotville, 2 March to 14 May 1943. At No.36 OTU, Greenwood, 15 May 1943 to 15 June 1944 (interrupted by a Senior Instructor Course at Trenton, 9 August to 15 September 1943; see Note below), continuing as instructor and CFI at No.8 OTU, Greenwood, 16 June 1944 to 2 August 1945. From 3 August 1945 to 1 March 1947 he was Officer Commanding, Western Air Command Testing Flight (testing pilots). Further postings to Vancouver, Toronto, AFHQ and Canadian Joint Staff, Washington. At No.3 (All Weather) OTU, North Bay, 3 August 1953 to 2 February 1954. At No.1 (Fighter) OTU, Chatham, 22 January 1956 to 24 May 1956. To No.414 Squadron, 6 June 1956. To No.413 Squadron, 26 August 1956. To No.434 Squadron, 8 April 1957 as Commanding Officer. Killed in a flying accident, Zweibrücken, Germany, 30 May 1957. Award presented at Government House, 7 November 1949. Photo PL-4394 (ex UK-114) shows Winston Churchill shaking hands with F/O H.C. Stewart; Lieutenant B.J. Guimond (Canadian Army) and Brendon Bracken in background. Photo PL-4396 (ex UK-116) shows Churchill and Stewart only. Photo PL-48158 shows him with his wife at Government House after investiture. Remained in RCAF after the war; Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation. Recommended 29 December 1944 by W/C C.C. Moran; he had flown 1,350 hours, 547 as instructor, 100 in past six months. Operational hours given as 203, representing 35 sorties. This submission was approved by G/C E.M. Reyno and subsequently (8 March 1945) by Air Commodore W.A. Orr.

During a two year period of duty as flight commander and latterly as chief flying instructor at a Mosquito Operational Training Unit, this officer has performed his duties with great zeal and enthusiasm. He has maintained excellent flying discipline in the unit and his efforts have ensured that graduates were of the highest possible calibre. His example has been an inspiration to all instructors and pupils. Throughout, his devotion to duty has been outstanding.

NOTE: DHist file 181.009 D.1509 (RG.24 Vol.20599) has a letter dated 27 July 1945 in which A/V/M A.L. Morfee was arguing that Stewart be awarded Operational Wings. Letter reads in part:



While Squadron Leader Stewart may not qualify for Operational Wings in strict accord with Air Force Routine Orders, there is no doubt, from records available, that he completed a tour of operations to the satisfaction of RCAF Headquarters Overseas. Further, this officer made at least thirty sorties on night fighters (Beaufighters) at a time when there were very few aids and when conditions called for a higher degree of skill and courage.

Same file has his application for Operational Wings submitted in April 1944 but not signed by his CO until 13 January 1945; it lists four ASR flights in Lysanders, 11 June to 17 June 1941, followed by 31 sorties on Beaufighters with No.409 Squadron, 24 May to 25 October 1942. Total operational hours, however, were only 68 hours 45 minutes. Form notes he spent 26 months in England.

**Note:** Overseas he tended to complain a great deal while overseas. He felt he should be in test flying, and managed to get an interview with Air Marshal Breadner when the latter was visiting overseas. At that time he suggested he should be given a test pilot course at Boscombe Down before repatriation. On 19 October 1942 an exasperated staff officer wrote, "Send him home without the course."

He was misemployed at No.1 OTU, Bagotville. Wing Commander E.M. Reyno wrote (3 September 1943, long after he had left), "This officer is above average in ability but not having ad day fighter experience he was misemployed here. Will do a goof job in a proper environment."

On 9 September 1943 he was graded as a Category B instructor following the Special Instructor Course at Trenton: "This officer has applied himself satisfactorily throughout the course and his flying and general knowledge has improved considerably. He has a good knowledge of sequences, but his instruction is much impaired because he is not keen about instructing."

On 11 June 1944, while at No.36 OTU, G/C G.F.W. Heycock wrote, "An excellent instructor and flight commander who also flies very well. He has a very good grasp of the duties of Chief Flying Instructor for which post he is now recommended.

On 26 October 1944 he was graded as a Category A.2 instructor by W/C V.M. Terry of Central Flying School - "An above average instructor in all respects." At that time he had spent 420 hours instructing, mostly on Mosquitos.

**Circumstances of death:** Killed 31 May 1957 on Sabre 23396. He was testing an aircraft that had previously experienced engine surge. He was following an aircraft in the circuit which had

undercarriage problems. Both began to overshoot. His aircraft was seen to emit smoke, then flames. He reported compressor stall. He was at 800 feet, mid-point down the runway and down wind for landing. He continued downwind descent, turned for Runway 22. He was warned that his wheels were not down. There was no reply. He continued his descent, hit short of the runway, skidded 700 feet and the Sabre exploded. He died in the ambulance.

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STEWART, P/O Herbert William Joseph (J15536) - **Distinguished Flying Cross** - No.10 Operational Training Unit (AFRO indicates only that he was attached to the RAF) - Award effective 4 January 1943 as per **London Gazette** dated 8 January 1943 and AFRO 232/43 dated 12 February 1943. Born in Motherwell, Scotland, 20 June 1919; home in Montreal where he was an office clerk for the Protestant School Commission, 1933-1940. Enlisted there 11 October 1940 and posted to No.1 Manning Depot; to Rockcliffe, 25 October 1940. To No.1 ITS, Toronto, 4 January 1941; graduated and promoted LAC, 8 February 1941 but not posted to No.4 EFTS, Windsor Mills until 21 February 1942; ceased training, 4 March 1941. The report on his flying was brutally frank - "LAC Stewart received twelve hours dual instruction and was given a progress check by F/L Ledoux. In the test the taxiing was only fair, takeoffs fair and landings were badd. The student undershot the aerodrome time after time and when he did make the field, he bounced badly and went round again. It is considered a waste of time to give further training to this airman." (F/L H.C. ledoux, Chief Supervisory Officer). Posted to No.1 Manning Depot; to No.1 BGS, Jarvis, 18 March 1941; course there was seven hours 30 minutes on Battles; fired 910 rounds on ground, 400 round air-to-ground and 1,816 rounds air-to-air. Graduated eighth in a class of 22 and promoted Sergeant, 12 April 1941. To Embarkation Depot, Debert, 25 April 1941. To RAF Trainee Pool, 29 May 1941; taken on strength of No.3 PRC, Bournemouth, 30 June 1941. To No.10 OTU, 7 July 1941. To No.51 Squadron, 16 August 1941. Promoted Flight Sergeant, 20 December 1941. Commissioned 1 May 1942. To No.296 Squadron, 4 May 1942. To Station Driffield, 13 July 1942. To No.10 OTU, 6 August 1942. Promoted Flying Officer, 1 November 1942. Promoted Flight Lieutenant, 1 February 1943. To No.156 Squadron, 10 August 1943. Attended Pathfinder Night Training Unit, 10-20 August 1943. Killed in action with No.156 Squadron, 23/24 November 1943 (Lancaster JB223). Cited with W/C D. Peveler, DFC (awarded DSO). Invested with award by King George VI. RCAF photo PL-15870 (ex UK-4018 dated 14 May 1943) shows F/L H.W.J. Stewart and S/L E. "Jeep" Neal at Buckingham Palace after investiture.

In December 1942, Wing Commander Peveler and Pilot Officer Stewart were captain and rear gunner respectively of an aircraft engaged in a search for the crew of an aircraft lost at sea. When leaving the area, after searching for twelve hours, three Junkers 88 attacked their aircraft. Pilot Officer Stewart

gave a splendid running commentary of the movement of the enemy aircraft which enabled his captain to take evasive action. Wing Commander Peveler manoeuvred his aircraft with superb skill and determination until safety was gained in the clouds. The bomber had been damaged and the second pilot and bomb aimer wounded. Some time later a further attack was made by three Focke Wulfe 190s. In the ensuing combat, despite the heavy odds, Pilot Officer Stewart, by his accurate shooting, shot down one of the fighters and damaged another while the third was driven off. Displaying magnificent airmanship, Wing Commander Peveler flew his badly damaged aircraft safely back to this country. Pilot Officer Stewart's coolness and gallantry very materially assisted his captain throughout this hazardous operation. Wing Commander Peveler has always displayed outstanding leadership and an example of devotion to duty worthy of the highest praise.

NOTE: Public Record Office Air 2/4922 has recommendation drafted by W/C D. Peveler, 23 December 1942.

Pilot Officer Stewart was rear gunner in Whitley aircraft BD292 on 18<sup>th</sup> December 1942, when this aircraft was attacked by three Junkers 88s in daylight, and some time later, but [and ?] also in daylight, by three Focke Wulfe 190s while engaged on sea rescue operations. Not only did the Whitley succeed in beating off these attacks in spite of very heavy odds, but as a result of this combat, one Focke Wulfe 190 was destroyed and seen to hit the sea, and a second '190 was damaged. Pilot Officer Stewart gave a very good running description of the movement of the enemy aircraft, thus enabling the captain to take the correct evasive action. He also withheld his fire admirably until the enemy aircraft were within effective range. His conduct throughout both encounters was exemplary, and instilled confidence into the remaining members of the crew. It was Pilot Officer Stewart's good use of the rear turret and accurate shooting which caused the loss of one enemy aircraft and the damage to another.

On 10 August 1943 he was assessed by W/C P. Stevens upon the disbandment of No.10 OTU Detachment. He was then the Senior Gunnery Leader and had some 350 operational hours. "An outstandingly useful officer. Keen, efficient and thoroughly reliable. An officer with good bearing and appearance whose good example influences those in contact with him. This officer's enthusiasm for his work and his own personal example in the air was responsible for a high standard of gunnery in the unit."

The website "Lost Bombers" has the following on his last sortie. Lancaster JB223, No.156

Squadron (GT-M), target Berlin, 23/24 November 1943. JB223 was delivered to No.156 Squadron on 18 September 1943. It took part in the following operations: Mannheim, 23/24 September 1943; Berlin, 18/19 November 1943; Berlin, 22/23 November 1943; Berlin, 23/24 November 1943 (lost). When lost this aircraft had a total of 51 hours. JB223 was one of two No.156 Squadron Lancasters lost on this operation; the other was JB293 Airborne at 1736 hours, 23 November 1943 from Warboys. Crew (all killed) were P/O W.H.Rose, DFC, RAAF; P/O W.Anderson, DFC; F/L C.V.Harvey, DFC, MiD; P/O M.M.Patrick, DFC, RAAF; Sergeant F.P.King; F/O E.R.Mitchell, DFM; F/O R.H.MacDonald, RAAF; F/L H.W.J.Stewart DFC, RCAF.

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STEWART, Flight Sergeant Hugh William (R52360) - **British Empire Medal** - Croft - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 25 August 1899. Enlisted in Hamilton, Ontario, 3 November 1939 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 12 January 1940. Promoted AC1, 1 June 1940. To No.10 (BR) Squadron, 30 June 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 1 January 1941. Promoted Sergeant, 1 October 1941. To No.116 (BR) Squadron, 27 April 1942. To No.117 (BR) Squadron, 31 May 1942. To NSS (whatever that is), 31 July 1942. To "Y" Depot, 13 February 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 1 April 1943. Repatriated 13 June 1945. Released 29 August 1945. Award sent by registered mail. No citation in biographical file. AFRO gives "Overseas" as unit. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation dated 22 May 1945 which also identifies unit. NCO in charge of "B" Flight Daily Servicing.

Enlisting on 3 November 1939 and coming overseas 9 March 1943, this NCO has throughout his service career done an excellent job of work. Outstanding in his trade, he has been able to instruct and guide personnel working under him so that his abilities were utilized to the full. Having been responsible for the efficient organization of one Servicing Flight he was transferred to another, and by hard work, long hours and outstanding qualities of leadership made it into a smoothly functioning organization. His contribution has done much toward the operational efficiency of the unit, and has gained him the respect of aircrew and groundcrew alike. A really outstanding NCO who has made a great contribution to the service, he is strongly recommended for the award of the British Empire Medal.

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STEWART, S/L James Gardner (J10959) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 22 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20

October 1944. Born in Montreal, 4 November 1921 (RCAF press release announcing award). Attended McGill for one year. Enlisted in Montreal, 10 May 1940. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 24 June 1940; although he had been posted on 21 June 1940 to No.4 EFTS; graduated 31 August 1940 when posted to No.2 SFTS; graduated and promoted Sergeant, 1 December 1940. To No.3 SFTS, 11 December 1940. To "M", 23 May 1941. To No.1 SFTS, 15 July 1941. Promoted Flight Sergeant, 1 December 1941; subsequently promoted WO2 from that date. Commissioned 3 March 1942. To Trenton, 25 May 1942. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 9 July 1943. To United Kingdom, 2 August 1943. Promoted Flight Lieutenant, 1 February 1944. Promoted Squadron Leader, 3 May 1944. Invested with award by King George VI, 11 August 1944. Repatriated to Canada, 21 August 1945. Released 3 October 1945. Served again in RCAF Auxiliary, 1 November 1946 to 2 November 1948, settling in Montreal. Died at Lac Brule, Quebec, 19 June 1996. RCAF photo PL-29076 (ex UK-9920 dated 22 April 1944) shows "welcoming party" for new Lancaster X; W/C W.P. Pleasance is in right foreground; others are (left to right) P/O M.D. McGill (Homewood, Manitoba), F/O L.A. Rotstein (Toronto) and F/L Jim Stewart (Montreal). RCAF photo PL-29078 (ex RCAF UK-9922 dated 22 April 1944) shows W.C. W.P. Pleasance (left) and F/L Jim Stewart (right). RCAF photo PL-29079 (ex UK-9923 dated 22 April 1944) taken on delivery of Canadian-built Lancaster X to No.419 Squadron; under the wing are F/O Lorne Rotstein (Toronto, left), W/C W.P. Pleasance (Calgary, centre) and F/L Jim Stewart (Montreal, right). RCAF photo PL-28382 (ex UK-9276 dated 28 March 1944) shows him as a flight commander in No.419 Squadron. RCAF photo PL-32665 (ex UK-13671) taken at time of investiture. RCAF photo PL-31150 (ex UK-13255 dated 8 August 1944) shows F/O Dave Taylor (left, Regina) and S/L Jim Stewart, DFC (Montreal) being interrogated by Section Officer Sally Morton (Gore Bay, Ontario, "one of the few WD intelligence officers engaged in interrogation"), after raid on Stuttgart. Stewart wears the Stewart tartan scarf he wears on all sorties.

This officer has completed a notable tour during which he has attacked many targets important to the enemy's war effort. He has displayed a high degree of skill and determination throughout and his example has been of a high order.

DHH file 181.009 D.1634 (Library and Archives Canada RG.24 Volume 20604) has recommendation drafted 26 June 1944 by W/C W.P. Pleasance when he had flown 28 sorties (181 hours 45 minutes) as follows:

Squadron Leader Stewart has completed 28 night operations against the enemy, including many attacks on the main German targets. Since 3<sup>rd</sup> May 1944 he has, as Officer Commanding "B" Flight of this squadron, carried out his duties in a most exemplary fashion and has created a very high esprit de corps in his flight.

On the night of December 29<sup>th</sup>, when attacking Berlin, as he approached the target his aircraft was hit by flak and suffered considerable damage. Shortly after, he was attacked by two night fighters but these were successfully evaded. Despite these difficulties, Squadron Leader Stewart pressed home his attack and bombed the target.

This officer's continuous high courage, the fine example he has shown, and the leadership displayed merits the immediate award of the DFC.

The sortie list follows: all trips to 18 April 1944 on Halifaxes; Lancasters thereafter:

3 December 1943 - Leipzig, as second pilot (9.10)  
20 December 1943 - Frankfurt (7.55)  
29 December 1943 - Berlin (7.25)  
4 January 1944 - Gardening, Rochelle (8.00)  
6 January 1944 - Gardening, Brest (5.55)  
20 January 1944 - Berlin (7.50)  
21 January 1944 - Magdeburg (7.10)  
28 January 1944 - Berlin (8.20)  
2 February 1944 - Gardening, Kiel; turned back (2.40)  
5 February 1944 - Gardening, Oslo (7.25)  
10 February 1944 - Gardening, St. Nazaire (7.20)  
24 February 1944 - Gardening, Kiel (6.50)  
25 February 1944 - Gardening, Kiel (5.45)  
3 March 1944 - Gardening, Garonne Estuary (7.20)  
13 March 1944 - La Trappe (6.40)  
15 March 1944 - Le Mans (5.25)  
15 March 1944 - Amiens (5.10)  
18 March 1944 - Gardening, Heligoland Bight (5.15)  
21 March 1944 - Gardening, Kiel, recalled (2.30)  
23 March 1944 - Laon (6.35)  
27 March 1944 - Courtrai (5.05)  
9 April 1944 - Lille (5.45)  
10 April 1944 - Ghent (4.40)  
18 April 1944 - Gardening, Baltic (6.55)  
1 May 1944 - St. Ghislain (4.35)  
22 May 1944 - Dortmund (5.00)  
24 May 1944 - Aachen (5.30)  
6 June 1944 - Coutances (4.40)  
14 June 1944 - St. Pol (4.20)

16 June 1944 - Sterkrade (4.55)

STEWART, W/C James Gardner, DFC (J10959) - **Air Force Cross** - No.1666 Conversion Unit - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Presented 25 February 1949. DHist file 181.009 D.2813 (RG.24 Vol20632) has recommendation dated 17 April 1945 when he was CFI at the unit. Previously he had flown 34 sorties (220 hours) between 3 December 1943 and 4 August 1944.

Wing Commander Stewart enlisted in the RCAF on 10th May 1940, trained as a pilot, and served in Canada until 4th August 1943 when he was posted overseas, arriving in England 12 August 1943. He has a total of 2,288 non-operational flying hours to his credit, 71 of which have been flown during the past six months.

Wing Commander Stewart has set a very high standard of flying training. After enlisting he quickly gained a well earned reputation as a Flying Instructor and carried out 2,000 hours on Elementary and Intermediate types of training aircraft followed by a distinguished operational tour with Bomber Command. Subsequently he returned to Heavy Conversion Training Unit and was selected in September 1944 to head No.6 Lancaster Finishing School. On disbandment of No.6 Lancaster Finishing School he was appointed Chief Flying Instructor at 1666 Heavy Conversion Unit on 8th February 1945.

He has at all times given himself devotedly to his duties and never hesitates to fulfil many tasks far beyond the normal call. He has zealously pursued the art of flying and flying instructing and has displayed outstanding skill in imparting his experience and knowledge to all those under his command...

NOTE: Public Records Office Air 2/8771 has refined citation drafted when he had flown 2,068 hours (71 in previous six months).

Wing Commander Stewart, now Chief Flying Instructor at this unit, gained a well earned reputation as a Flying Instructor on elementary and intermediate types of training aircraft. This was followed by a distinguished operational tour with Bomber Command. He subsequently he returned to Heavy Conversion training Unit and in September 1944 he was selected to command No.6 Lancaster Finishing School. On the disbandment of this school he was appointed Chief Flying Instructor at No.1666 Heavy Conversion Unit in February 1945. This officer has at all times displayed outstanding devotion to duty and has never hesitated to fulfil many tasks beyond his normal duty. He has also shown great skill in imparting his knowledge and the benefit of his experience

to all those in his charge.

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STEWART, P/O (now F/O) John Bradley (J36689) - **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 25 May 1922. Home in Moncton, enlisted there 22 July 1941. To No.1 Manning Depot, 3 August 1941. To No.1 ITS, 13 September 1941; graduated and promoted LAC, 7 November 1941; to No.1 Manning Depot as of that date; to No.1 AOS, 22 November 1941; graduated 28 February 1942 and posted that date to No.1 BGS; graduated and promoted Sergeant, 11 April 1942; posted next day to No.2 ANS; graduated 11 May 1942 and posted next day to "Y" Depot; to No.113 (BR) Squadron, 1 June 1942. Promoted Flight Sergeant, 11 October 1942; subsequently promoted WO2 with effect from that date. Commissioned 3 August 1943. To No.10 (BR) Squadron, 11 November 1943. Promoted Flying Officer, 3 February 1944.. To No.113 (BR) Squadron, 23 February 1944. To Torbay, 31 July 1944. To Release Centre, 16 June 1945; retired 18 July 1945.

This officer has proven himself to be an able navigator and has set an excellent example by his efficiency and devotion to duty.

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STEWART, F/O John Ormsby (J38861) - **Distinguished Flying Cross** - No.434 Squadron (deceased) - Award effective 18 May 1945 as per **London Gazette** of that date and AFRO 1085/45 dated 29 June 1945. Born 13 March 1922 in Toronto; home there (office clerk); enlisted there 24 August 1942. Granted Leave Without Pay until 23 January 1943 when posted to No.4 Manning Depot. To No.3 Training Command, 9 March 1943; to No.9 BGS (guard duty), 11 March 1943. Posted to No.3 ITS, 3 April 1943; graduated and promoted LAC, 11 June 1943; posted that date to No.4 EFTS; graduated 6 August 1943 and posted next day to No.13 SFTS; graduated and promoted Sergeant, 26 November 1943; subsequently commissioned with effect from that date. To No. 1 OTU, 10 December 1943; to "Y" Depot, Lachine, 3 January 1944. To No.3 Air Graduate Training School, 3 January 1944; to "Y" Depot again, 3 March 1944. Taken on strength of No.3 PRC, Bournemouth, 30 March 1944 although he disembarked in Britain only on 7 April 1944. To No.15 (P) AFU, 16 May 1945. Promoted Flying Officer, 26 May 1944. To No.82 OTU, 15 August 1944. To No.76 Base, 8 November 1944. Attached to No.1666 Conversion Unit, 29 December 1944 to 28 February 1945. To No.434 Squadron, 28 February 1945. Killed in action 15/16 March 1945 in attack on Hagen (No.434 Squadron, Lancaster KB835). DFC incident described was on daylight attack on Essen, 11 March 1945. Award sent by registered mail to next of kin.



As captain of aircraft this officer has set a fine example of keenness and devotion to duty. On his first operational sortie in March 1945 he was detailed to attack Essen. Shortly after taking off one engine became unserviceable. Despite the loss of some height, Flying Officer Stewart continued to the target, executed a successful attack and afterwards flew safely to base. His determination was most commendable.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has recommendation by W/C A.P Blackburn dated 24 March 1945 when he had completed three sorties (23 hours 20 minutes):

On March 11<sup>th</sup>, 1945, Flying Officer Stewart was detailed to carry out a daylight attack on Essen. Approximately ten minutes after take off one engine became unserviceable and had to be feathered. Despite this circumstance, Flying Officer Stewart pressed on to the target. Short of the target his aircraft was struck by a bundle of propaganda leaflets which resulted in the perspex on the starboard side of the pilot's cockpit being blown away by slip stream. Despite these harassing circumstances and under great discomfort due to the cold. Flying Officer Stewart displayed outstanding courage, devotion to duty and a fine offensive spirit by pressing home the attack at low altitude, and bringing his aircraft safely back to base on his first operational sortie as Captain of aircraft. I recommend the immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

5 March 1945 - Chemnitz (10.30, second pilot)

11 March 1945 - Essen (6.00, three engines to and from target; lost perspex in pilot's cockpit)

12 March 1945 - Dortmund (6.50)

**Training:** Course at No.3 ITS was 5 April to 11 June 1943. Placed 81<sup>st</sup> in a class of 115. "Spirit and enthusiasm only fair. Average application and determination."

Course at No.4 EFTS was 14 June to 6 August 1943 on Tiger Moth aircraft (8.45 day dual to first day solo, 31.05 total day dual, 33.55 day solo, 3.30 night dual followed by one hour night solo; of these times, 7.35 on instruments. Also logged ten hours in Link. Ground tests in Airmanship (193/300), Armament (144/200), Aircraft Recognition (59/100), Signals (95/100), Navigation (190/300); air tests in General Flying (288/400), Instrument Flying (150/250), Night Flying (65/100), Navigation, practical (70/100) and Link (72/100). "Student showed low average flying ability. Instruments weak, clearhood inaccurate, navigational work good average. Ground school work tends to be weak. Will have to be checked closely at service school." (F/L D.R. Snipper, 8 August 1943).

Course at No.13 SFTS was 8 August to 26 November 1943 on Harvard aircraft (6.20 day dual to first day solo, 70.35 total day dual, 42.40 day solo, 2.15 night dual to first night solo, 8.30 night dual total, 13.00 night solo. Of this, 12.00 in formation and 25.55 on instruments. Also logged 25.30 in Link. Ground examinations in Airmanship (152/200), Armament (142/200), Navigation (142/200), Signals (171/200), Aircraft Recognition (98/100) and Meteorology (76/100). Flying tests in General Flying (215/300), Instrument Flying (142/200), Navigation (104/150), Armament (104/150), Night Flying (74/100), Formation (37/50) and Link (35//50). "Good average pilot - no outstanding faults - airmanship very good. Average instrument pilot - rough on controls at times - will improve with experience." (G/C M.C. Dubuc, 26 November 1943).

Course at No.15 (Pilots) AFU was 13 June to 12 August 1944. Flew Oxford aircraft - 6.15 day dual to first day solo, 24.34 total day dual, 21.00 day solo, 2.20 night dual to first night solo, 10.05 total night dual, 10.20 night solo. Of this 16.30 on instruments and logged 5.25 in Link. While there attended No.1525 Beam Approach Training Flight, logging 12 hours on Oxfords. Overall described as "A pilot of high average ability. Good airmanship and is very keen. Should be above average in a short time." (W/C Robinson, 13 August 1944).

Course at No.82 OTU was 15 August to 29 October 1944. Flew Wellington III and X aircraft - 5.40 day dual to first day solo, total day dual was 5.40, day solo was 42.55; night dual was 3.25 to first night solo followed by 30.20 night solo. Of this, 15.00 on instruments. Also logged 15 hours in Link. Ground examinations in Airmanship (230/300), Armament (228/300), Navigation (126/200), Signals (60/100); air tests in General Flying (230/400), Applied Flying (140/200), Instrument Flying (140/250), Night Flying (60/100) and Link (27/50). "A good average pilot and captain." (G/C H.I. Dabinett, 31 October 1944).

At No.1666 Conversion Unit he was described as "Average. Started out well. Overconfidence responsible for rough, inaccurate handling." (S/L B.D. Patterson). Other assessments during the course were as follows: "A very good pilot. Knows his checks and did some very good takeoffs, circuits and landings. Feathering and unfeathering procedure good. Sent solo and did OK. Has a bit of trouble lining up on approach but not bad at all." (F/O C.M. Carson, 28 January 1945); "Quite satisfactory - no serious faults but inclined to be overconfident." (F/L Hellis, 1 February 1945); "Taxying very bad. Evidently had never been told to use full rudder for all corrections; result far too much throttle. Take-off poor, opens throttles far too quickly. Landings only fair. Good captain." (F/O Burgess, 2 February 1945); "Coped quite well on circuit. A bit careless about speed at all times. Had no trouble in landing. Taxying poor, uses far too much brake." (F/O C.M. Carson, 5 February 1945).

The HCU curriculum was as follows:

1. Familiarization
2. Dual - circuits and landings
3. Dual - circuits and landings, overshoot procedure
4. Dual - three-engine flying, to include one demonstration landing and at least one landing by the pupil at the controls before going solo
5. Solo - circuits and landings
6. Dual check including overshoot procedure.
7. Solo - circuits and landings, three engine flying.
8. Solo - circuits and landings - central flying - Standard Beam Approach practice.
9. Dual - three-engine landings and overshoots, two-engine flying.
10. Solo - complete crew. Bombing, W/T practice, Gee and map reading
11. Solo - complete crew - air to air firing, general flying.
12. Dual - complete crew - Fighter affiliation.
- 13 - Solo - complete crew - fighter affiliation, three-engine flying, Standard Beam Approach.
14. Solo - complete crew - Bombing, Standard Beam Approach practice
15. Dual - night circuits and landings to be completed in two nights with a check dual second night prior to solo.
16. Solo - night circuits and landings.
17. Solo - complete crew - day cross-country.
18. Solo - complete crew - night cross-country; night bombing.
19. Solo - complete crew - night cross country.

A log of exercises shows the following:

- 27 January 1945 - instructor F/O Carson, aircraft NO-T, exercises 1-2-3 (2.15, day dual)
- 28 January 1945 - instructor F/O Carson, aircraft NO-T, exercises 4-5-6 (3.30 day of which 3.20 was dual and ten minutes solo)
- 29 January 1945 - instructor WO Burton, aircraft NO-X, exercises 4 to 9 (2.20 day dual)
- 1 February 1945 - instructor F/L Hellis, aircraft NO-T, exercises 6-7-8 (5.05 day of which 25 minutes were dual and the rest as captain)
- 3 February 1945 - instructor F/O Burgess, aircraft NO-F, exercises 6 to 10 (3.20 day of which one hour was dual and the balance as captain)
- 5 February 1945 - instructor F/O Burgess, aircraft QY-F, exercise 12 (2.30 day of which 1.35 was dual and 45 minutes as captain.
- 5 February 1945 - instructor F/O Carson, aircraft NO-B, exercises 15 and 16 (2.50 night of which 1.20 was dual and 1.30 as captain).
- 7 February 1945 - instructor F/O Carson, aircraft NO-X, exercise 15 (1.30 night of which 40 minutes was dual and 50 minutes as captain).
- 9 February 1945, instructor F/L Hellis, aircraft QY-Z, exercise 10 (2.55 day dual). Note that all following exercises are without an instructor aboard:

10 February 1945, aircraft QY-Z, demo (3.05 day solo)  
10 February 1945, aircraft NO-O, exercise 13 (1.10 day solo)  
10 February 1945 - aircraft NO-P, exercise "N.A.F." (40 minutes night solo).  
13 February 1945 - aircraft NO-P, exercise 13 (2.10 day solo)  
13 February 1945 - aircraft NO-P, exercise "N.A.F." (40 minutes night solo)  
14 February 1945 - aircraft QY-Y, exercise 19 (5.20 day solo)  
18 February 1945 - aircraft QY-A, exercise 19 (5.00 day solo)  
19 February 1945 - aircraft QY-R, exercise 13 (1.10 solo day)  
20 February 1945 - aircraft QY-A, exercise 18 (5.25 night solo)  
22 February 1945 - aircraft NO-M, exercise 14 (3.25 solo of which 1.20 by day and 2.15 night)  
23 February 1945 - aircraft NO-R, exercise 14 (2.15 solo at night)

The website "Lost Bombers" has the following on his last sortie. Lancaster KB835, No.434 Squadron (WL-J), target Hagen, 15/16 March 1945. KB835 was delivered to No.431 Squadron in December 1944, joining No.434 Squadron on 10 March 1945. It took part in the following operations: With No.431 Squadron; Merseburg, 14/15 March 1945; Dortmund, 20/21 February 1945; Essen, 11 March 1945 (daylight). With No.434 Squadron as WL-J; Hagen 15/16 March 1945 (lost). Airborne at 1631 hours, 15 March 1945 from Croft. Shot down by a Ju88 night-fighter and crashed just to the south of Landen (Brabant), a large village some 12 km southeast of Tienen. Crew were F/O J.O.Stewart, DFC, RCAF (killed); Sergeant T.C.Kossatz, RCAF (killed); F/O L.W.Armstrong, RCAF (killed); F/O J.D.Ball,, RCAF (killed); WO2 J.A. Whitehead RCAF, (killed); Flight Sergeant W.G.White, RCAF (killed); F/O J.H.Ayotte, RCAF (parachuted to safety near Liege).

The following information was provided by J45708 F/O J. Ayotte, air gunner and found in Stewart's file:

The only survivor of this crew, F/O Ayotte, J45708, reports that when over the target bombs could not be released. The fuse mentioned above was replaced and an orbit made. The Bomb Aimer was sure that the fuse was cause of trouble but bombs failed to release on second attempt. Bomb Aimer was heard to suggest to Captain to go back a third time and release manually. The Captain decided it was too late and would proceed to the jettison area. When on course of 247'T about twenty minutes from target they were approached from port quarter down by what was thought to be Ju.88. No fire exchanged, our aircraft corkscrewed to port, enemy aircraft lost. Approximately four minutes later attack by Ju.88 almost dead astern and slightly below, 300 yards and closing in and fired short burst. The Rear Gunner had no chance to fire and the Mid Upper Gunner did not see enemy aircraft. Enemy aircraft lost. Our aircraft not hit. At approximately 5-10 minutes later Navigator hear over intercom to

say "Oh my God", then intercom dead. Rear gunner then saw fierce fire in fuselage. Rear gunner immediately baled out with clothing on fire at approximately 10,000 feet. Dropped well over 1,000 feet before pulling rip cord in order to put out fire. Chute opened for approximately one minute and collapsed. Something tangled behind Rear Gunner's neck and held head down. Successful in getting untangled and chute opened. During this time a twin-engined aircraft heard above but not seen due to position of head. Rear Gunner thinks it was the slipstream of enemy aircraft which caused chute to collapse. Landed in irrigation ditch on farm on outskirts of Landen. Picked up three hours later by Captain Montanus, 25<sup>th</sup> American General Hospital, Tongres. Rear Gunner, not being sure of position, was hiding or would have been picked up sooner. Rear Gunner was well taken care of and placed in hospital at above place. At St. Trond Rear Gunner gave particulars to an American Lieutenant to be forwarded to base. When Rear Gunner got into ambulance he learned that five bodies had been found. He heard the next morning that the sixth had been found from an American Sergeant ambulance driver. Rear Gunner suffered second degree facial and neck burns. In above hospital for eight days, then transferred to 39<sup>th</sup> British General Hospital at Hasselt for one day. Transferred to evacuation airfield in Brussels, landing at airfield in Gloucester at 1645 hours the same day. Has just arrived from Taplow Hospital and to report to same hospital on April 3<sup>rd</sup> for approximately two days.

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STEWART, WO (now P/O) Joseph Clark (R166687/J86306) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 17 September 1918 in Vancouver; home there (saw operator, 1936; furniture finisher, 1938; general maintenance, 1938-1940; mining and timberman, 1941-1942). Served at No.110 Army Training Centre, January to May 1942. ; Enlisted in Vancouver, 1 June 1942 and posted to No.3 Manning Depot. To No.4 ITS, 29 August 1942; graduated and promoted LAC, 6 November 1942 but not posted to No.2 BGS until 21 November 1942; graduated 10 February 1943 and posted next day to No.2 AOS; graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, 3 April 1943; to RAF overseas, 7 April 1943; disembarked in Britain, 17 April 1943. Attached to 59 Reconnaissance Regiment, 21 May to 1 June 1943. To No.1 (Observer) AFU, 15 June 1943. To Wigtown, 15 June 1943 (Anson and Botha aircraft, 62 hours). To No.28 OTU, 20 July 1943 (Wellingtons, 46 hours), Promoted Flight Sergeant, 19 September 1943. To No.1656 Conversion Unit, 12 October 1943. Attached to Bircham Newton, 24-29 October 1943. To No.100 Squadron, 7 January 1944 (Lancaster aircraft, 196 hours). Commissioned 9 May 1944. To No.86 OTU, 22 June 1944 (Wellingtons); to No.83 OTU, 15 October 1944. To No.82 OTU, 28 October 1944. Promoted Flying Officer, 9

November 1944. Repatriated 15 January 1945. To Western Air Command, 26 January 1945. To No.8 (BR) Squadron, 6 April 1945; to Release Centre, 7 September 1945; retired 26 September 1945. Presented 5 March 1949. Died in Coquitlam, British Columbia, 13 October 1995. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9276 has recommendation dated 14 June 1944 when he had flown 25 2/3 sorties (166 operational hours), 8 September 1943 to 6 June 1944.

\* denotes partial (1/3) sortie

8 September 1943 - Boulogne  
14 January 1944 - Brunswick  
20 January 1944 - Berlin  
21 January 1944 - Magdeburg  
27 January 1944 - Berlin  
28 January 1944 - Berlin  
30 January 1944 - Berlin  
15 February 1944 - Berlin  
19 February 1944 - Leipzig  
20 February 1944 - Stuttgart  
1 March 1944 - Stuttgart  
9 April 1944 - GARDENING  
10 April 1944 - Aulnoyen  
18 April 1944 - GARDENING  
20 April 1944 - Cologne  
22 April 1944 - Dusseldorf  
24 April 1944 - Karlsruhe  
26 April 1944 - Essen  
30 April 1944 - Maintenon\*  
9 May 1944 - Merville  
21 May 1944 - Duisburg  
22 May 1944 - Dortmund  
24 May 1944 - Le Clipon  
27 May 1944 - Merville  
2 June 44 - Berneval  
5 June 44 - Varreville  
6 June 44 - Vire

Warrant Officer Stewart has been on 25 2/3 raids, including five attacks on Berlin and many others on most heavily defended targets. The success of these

missions has depended primarily on the skill, courage and determination of this Air Bomber. With a complete disregard for enemy defences, and resolved to hit his target accurately, he has displayed a fine offensive spirit and set a magnificent example to his crew. His outstanding ability and strong sense of duty fully warrant the award of the Distinguished Flying Cross.

**Notes:** Application for Operational Wing dated 2 September 1944 stated he had flown 27 sorties (160 hours), 6 January to 7 June 1944.

Repatriation Form dated 3 January 1945 states he had flown 28 sorties (162 operational hours, the last on 6 June 1944) plus 242 non-operational hours.

**Training:** Attended No.4 ITS, 14 September to 6 November 1942. Courses in Mathematics (101/150), Armament (32/50), Signals (128/150), Navigation (127/150 on supplemental), Airmanship, Theory of Flight, Engines (80/100), Drill (72/100), Law and Discipline (71/100), Meteorology (42/50), Aircraft Recognition (64/100) and Anti-Gas (49/50). Placed 55<sup>th</sup> in a class of 74.

Attended No.2 BGS, 23 November 1942 to 10 February 1943. Trained on Ansons for bombing (29.40 day, 5.10 night) and Bolingbromes for gunnery (7.55 by day). Also spent six hours on turret manipulation. Dropped 30 bombs high level by day, 18 high level by night, 12 bombs low level by day. Scored 13.3 percent hits in Beam Test, nine percent hits in Beam Relative Speed Test and 3.2 percent hits in Under Tail Test. Marked in Bombing, written (167/250), Bombing, oral (171/250), Gunnery, written (74/100 on supplemental), Gunnery, oral (75/100), Aircraft Recognition (37/50) and Signals (38/50). Course was marked by adverse weather conditions. "Academically above average. A good average worker and practical bomb aimer." Placed 14<sup>th</sup> in a class of 33.

Attended No.2 AOS, 10 February to 19 March 1943. Anson aircraft - 24.45 by day, 17.45 by night. Marked in Navigation air work (70/100), Bombing air work (78/100), Photography air work (83/100), Elements of Navigation (60/75), Signals, practical (60/75), Photography (31/50), Reconnaissance (41/50) and Aircraft Recognition (54/75). Placed 22<sup>nd</sup> in a class of 27. In navigation described as "Very hard worker who applied himself steadily. Seemed to have trouble in learning, consequently low marks." In Armament described as "Average bomb aimer." Generally, "Pleasing personality. Neat appearance. Glad to help anyone."

Attended No.28 OTU, 20 July to 16 September 1943. Wellington aircraft - 36.45 by day, 38.30 by night. Took part in three daylight high level exercises (24 bombs), three high level night exercises (24 bombs), one low level day exercise (eight bombs), six daylight cross country stick exercises (twelve bombs), four night cross country stick exercises (eight bombs), 13 infra-red

bombing exercises. "Improved considerably both in day and night bombing after a weak start. Did well on his special Nickel. Crew work good." In gunnery he took part in one night exercise. Ground tests in Aircraft Recognition and Range Estimation (70 percent), Browning guns, practical (60 percent), Turrets, practical (75 percent), Practical Harmonisation (70 percent), Gun Cleaning and Maintenance (65 percent) and one other subject (illegible on form, 70 percent). "Average but must improve."

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STEWART, F/L Leonard Walter (J20414) - **Distinguished Flying Cross** - No.582 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 4 November 1921 in Toronto; home in Orillia; enlisted in Galt, 14 February 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To No.1 SFTS, 17 March 1941. Promoted AC1, 7 July 1941. Promoted LAC, 1 January 1942. Remustered to aircrew and posted to No.6 ITS, 9 May 1942; graduated 3 July 1942 and posted next day to No.8 AOS; graduated and commissioned 23 October 1942. To "Y" Depot, 6 November 1942; to RAF overseas, 23 November 1942. Promoted Flying Officer, 23 April 1943. Promoted Flight Lieutenant, date uncertain. Served in No.582 Squadron, September 1943 to November 1944. Repatriated 28 July 1945. Retired 14 April 1945. Graduated with a BA. from the University of Toronto in 1947, and obtained an LL.B. degree from the University of British Columbia in 1952. Practiced law in Scarborough, where he also served in local government as a councillor during the 1950's. In 1968, he became the Township Solicitor for the then Township of Toronto, now the City of Mississauga. It was during this period that he was awarded the Queen's Counsel designation. He served as the Town Solicitor for a number of years, then took up a similar position as Regional Solicitor for the Region of Peel before returning to the City of Mississauga as City Solicitor. He was instrumental in helping to guide the phenomenal growth of the city, ensuring that the growth was controlled and sustainable. Served on the founding Board of Directors for the Credit Valley Hospital and helped steer the hospital through the building phase and the early years of its operation. He retired in 1986. Died in Mississauga, Ontario, 11 November 2014. DFC presented 22 June 1949. Photo PL-35331 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." Public Records Office Air 2/8831 has recommendation dated 21 November 1944 when he had flown 49 sorties (206 hours 40 minutes).

8 September 1943 - Boulogne  
15 March 1944 - Stuttgart  
18 March 1944 - Frankfurt  
22 March 1944 - Frankfurt  
24 March 1944 - Berlin



26 March 1944 - Essen  
30 March 1944 - Nuremberg  
3 May 1944 - Montdidier  
6 May 1944 - Nantes Gassicourt  
11 May 1944 - Louvain  
19 May 1944 - Boulogne  
21 May 1944 - Duisburg  
24 May 1944 - Aachen  
27 May 1944 - Rennes  
3 June 44 - Calais  
6 June 44 - Longues  
7 June 44 - Foret de Cerisny  
9 June 44 - Rennes  
14 June 44 - Douai  
27 June 44 - Oisemont  
27 June 44 - Middel Straete  
30 June 44 - Villers Bocage  
3 August 1944 - L'Isle Adam  
4 August 1944 - Troissy St.Maximum  
5 August 1944 - St.Leu d'Esserent  
7 August 1944 - Mare de Magne  
10 August 1944 - Dijon  
12 August 1944 - Russelsheim  
14 August 1944 - TRACTABLE  
16 August 1944 - Kiel  
16 August 1944 - Stettin  
18 August 1944 - Bremen  
27 August 1944 - Marquise Mimoyecques  
29 August 1944 - Stettin  
31 August 1944 - Agenville  
3 September 1944 - Volkel  
5 September 1944 - Le Havre  
8 September 1944 - Le Havre  
9 September 1944 - Le Havre  
10 September 1944 - Le Havre  
11 September 1944 - Castrop Rauxel  
12 September 1944 - Frankfurt  
5 October 1944 - Saarbrucken  
6 October 1944 - Wanne Eickel  
14 October 1944 - Duisburg

14 October 1944 - Duisburg  
25 October 1944 - Homberg  
28 October 1944 - Cologne  
29 October 1944 - Walcheren  
2 November 1944 - Dusseldorf

Flight Lieutenant Stewart has completed 49 sorties as navigator of a crew that has marked many targets with precision and good timing. This could only have been achieved by the quality of the navigator, Flight Lieutenant Stewart. He fully understands the responsibilities of target marking and allows nothing to deter him. He is a courageous and fine spirited officer and is strongly recommended for the award of the non-immediate Distinguished Flying Cross.

\* \* \* \* \*

STEWART, W/C Percy Malcolm (C1921) - **Mention in Despatches** - Western Air Command Headquarters - Western Air Command Headquarters - Award effective 2 February 1946 as per **London Gazette** dated 5 February 1946 and AFRO 280/46 dated 15 March 1946. Enlisted in Regina, 23 April 1940 in Chaplain Branch. Promoted Flight Lieutenant, 3 July 1941. To Western Air Command, 14 April 1942. To Station Boundary Bay, 24 April 1942. Promoted Squadron Leader, 15 October 1942. Promoted Wing Commander, 1 December 1943. To "Y" Depot, Halifax, 6 April 1945. Overseas as of 13 April 1945. Repatriated 16 November 1945. Released 24 November 1945.

During the past year this officer's services have been an example of efficiency and devotion to duty beyond and above the level expected of Royal Canadian Air Force personnel. His energy and ability have produced results worthy of the highest praise. He has accepted every task, and a tremendous volume of work, with cheerful enthusiasm and a complete disregard of long hours affecting at times his health and strength. During absences of his superior officer he has assumed charge in a most commendable manner, and the example he sets at all times is worthy of recognition.

\* \* \* \* \*

STEWART, F/O Robert Britten (J89238) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 11 April 1919 in Vulcan, Alberta; educated at various American schools to 1932. Most employment from 1932 to 1939 was in British Columbia (wood working, contractor, truck driver) Enlisted in Vancouver, 23 September 1940 and posted that day to No.2

Manning Depot, Brandon. To No.2 WS, Calgary, 10 October 1940; promoted LAC, 25 November 1940 (WOG trade). To Eastern Air Command, 26 November 1940. To United Kingdom, 29 November 1940, arriving 9 December 1940. To Tern Hill, 10 December 1940. To No.9 Group Fighter Sector Headquarters, 11 April 1941. Promoted Corporal, 23 December 1941. Promoted Sergeant, 1 July 1942. To Aircrew Receiving Centre, Abbey Lodge, 3 July 1942. To No.10 Initial Training Wing, 30 July 1942. To No.9 EFTS, 28 October 1942. Repatriated via No.31 Personnel Depot, 28 February 1943 for pilot training. To No.19 EFTS, Virden, 3 April 1943; to No.17 SFTS, Souris, 30 May 1943; graduated 17 September 1943 in rank of Sergeant. To "Y" Depot, 1 October 1943; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 8 October 1943, disembarking 16 October 1943. To No.20 (Pilots) AFU, 15 February 1944. Attached to No.1521 Beam Approach Training Flight, 4-11 April 1944. To No.22 OTU, 16 May 1944. To No.61 Base, 9 August 1944. Attached to No.1664 Conversion Unit, 10 August to 14 September 1944. Commissioned 29 August 1944. To No.408 Squadron, 6 October 1944. Promoted Flying Officer, 28 February 1945. To No.22 OTU, 28 March 1945, Attached to No.5 Aircrew Receiving Centre, 3 June 1945. Repatriated 23 July 1945 via Dartmouth. Released 11 September 1945. On 26 May 1944 he declared himself an American citizen whose home was Hollywood; returned postwar to California. The reasoning was complex; his parents had been Americans, residing in Canada. They returned to the U.S. in 1920. In 1929 they separated and his mother returned (with him) to Canada. She resided in Alberta until 1941 when she went back to the United States. Died in Sacramento, 28 November 1992. Award sent by registered mail 13 December 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation by W/C F.R. Sharp dated 19 March 1945 when he had completed 35 sorties (221 hours 50 minutes) between 29 September 1944 and 23 February 1945. P/O at the time.

Pilot Officer Stewart has completed a successful tour of operations on four-engined bombers. He has penetrated deep into the heart of Germany on many occasions, attacking such heavily defended targets as Essen, Worms, Chemnitz, Hanover, [and] Duisburg. Throughout his tour, Pilot Officer Stewart has been an inspiration to the crew by his total disregard to danger in every respect. His record shows many excellent photographs of targets bombed.

Cool, capable and a good captain, I therefore recommend him for the award of the Non-Immediate Distinguished Flying Cross.

The sortie list was as follows:

29 September 1944 - Sterkrade (4.40)  
6 October 1944 - Dortmund (6.45)

9 October 1944 - Bochum (6.25)  
14 October 1944 - Duisburg (5.45)  
25 October 1944 - Hamburg (5.36)  
28 October 1944 - Cologne (6.50)  
1 November 1944 - Oberhausen (5.35)  
2 November 1944 - Dusseldorf (6.00)  
4 November 1944 - Bochum (5.30)  
6 November 1944 - Gelsenkirchen (5.00)  
18 November 1944 - Munster (5.55)  
21 November 1944 - Castrop Rauxel (6.05)  
26 November 1944 - Neuss (5.15)  
30 November 1944 - Duisburg (6.10)  
2 December 1944 - Hagen (7.10)  
4 December 1944 - Karlsruhe (6.10)  
5 December 1944 - Soest (6.35)  
6 December 1944 - Osnabruck (5.30)  
24 December 1944 - Dusseldorf (4.50)  
29 December 1944 - Trois Dorf (6.40)  
30 December 1944 - Cologne (6.30)  
2 January 1945 - Ludwigshaven (7.10)  
5 January 1945 - Hanover (6.00)  
13 January 1945 - Saarbrucken (7.35)  
14 January 1945 - Grevenbroich (6.40)  
28 January 1945 - Stuttgart (7.15)  
2 February 1945 - Wanne Eickel (5.55)  
4 February 1945 - Bonn (6.00)  
9 February 1945 - Wanne Eickel (6.57)  
13 February 1945 - Bohlen (8.50)  
14 February 1945 - Chemnitz (8.40)  
17 February 1945 - Wesel (6.20)  
20 February 1945 - Monheim (6.24)  
21 February 1945 - Worms (7.29)  
23 February 1945 - Essen (5.40)

**Notes:** Application for Operational Wing dated 28 February 1945 stated he had flown 36 sorties (229 hours 35 minutes), 30 September 1944 to 23 February 1945,

Assessed 8 July 1945 at No.22 OTU - "Satisfactory officer and instructor in all respects. With experience should be a definite asset." (W/C J.K.M. Cooke).

Described on DVA form dated 15 September 1945 as follows - "He is an outstanding man, aggressive and has self confidence and a mature judgement. He is ambitious and hopes to make his career with the Standard Oil Company, where he appreciates the pay, security and opportunities offered."

On 28 December 1945 he listed his types flown - Halifax (333.45), Wellington (132.05), Oxford (99.35), Anson II (162.55) and Tiger Moth (87.20).

**Training:** Attended No.2 WS, 14 October to 25 November 1940 to Wireless Operator Ground trade. Courses in Signalling (88 percent), Wiring (80 percent), Operating (66.6 percent), Radio Apparatus (78.3 percent) and Theory (77 percent). "Above average".

Tested at No.9 EFTS after British Initial Training Wing. Tiger Moth aircraft - 10.10 dual to first solo, 11.55 total dual and ten minutes solo. Given two flying tests, scoring 380/1000 on the first and 710/100 on the second.

Attended No.19 EFTS, 5 April to 22 May 1943. Tiger Moth aircraft - six hours dual to first solo, 36 hours day dual, 46.05 day solo, 2.35 night dual, 2.40 night solo. Was ten hours on instruments and ten hours in Link. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition and Signals. Scored 57 points of a possible 700. Placed 12<sup>th</sup> in a class of 28. "A good average clear hood flyer. Instrument flying good average, Night flying, recovery from unusual portions average. A 'know-it-all type and will need constant checking. Should prove satisfactory service material. High average in Link Trainer. Good average student in ground school and above average for general ability. Department good." (F/L A.F. Madore, Chief Supervisory Officer)..

Attended No.17 SFTS, 31 May to 17 September 1943. Anson aircraft - 7.00 day dual to first day solo, 80.35 total day dual, 49.15 day solo, 3.00 night dual to first night solo, 14.25 total night dual, 9.40 night solo. Was 12.20 in formation and 26 hours on instruments. Logged 25.30 in Link. Flying Tests in General Flying (206/300), Instrument Flying (136/250), Navigation (100/150), Armament (120/150), Night Flying (70/100), Formation (34/50) and Link (36/50). Ground courses in Airmanship (133/200), Armament (161/200), Navigation (108/200), Signals (188/200), Aircraft Recognition (98/100) and Meteorology (75/100).

Attended No.20 (Pilots) AFU, 29 February to 7 May 1944. Oxford aircraft - 5.45 day dual to first day solo, 19.05 total day dual, 44.50 day solo, 3.00 night dual to first night solo, 7.35 total night dual, 16.30 night solo. Was 4.35 on instruments and 14.05 in Link. Flying Tests in General Flying (225/400), Applied Flying (115/200), Instrument Flying (140/250), Night Flying (65/100) and Link (35/50). "Average. Made a slow start but worked hard and made progressive improvement. A very dependable NCO who with added experience should be an asset to his unit,," (S/L K.J. Plested).

Attended No.22 OTU, 16 May to 27 July 1944. Wellington aircraft - 5.00 day dual to first day solo, 5.50 total day dual, 8.05 at controls with a captain present, 25.35 without a captain, 8.30 night dual to first night solo, 8.30 total night dual, 6.35 at controls at night with a captain, 25.40 at controls at night without a captain. Was 32.00 on instruments and 15.35 in Link. Flying Tests in General Flying (230/400), Applied Flying (115/200), Instrument Flying (142/250), Night Flying (65/100) and Link (28/50). Ground examinations in Airmanship (240/300), Armament (210/300), Meteorology (68/100), Navigation (142/200) and Signals (58/100). "An average pilot who has no outstanding faults. Found it difficult to assume the responsibility of captain of aircraft. Later he started to assert himself, and towards the end of his night conversion had improved so much that it was regretted he had not been recommended for a commission earlier. He is now recommended. Should cope with 4-engined aircraft." He had flown six day and five night cross-country flights over 10,000 feet, took part in one Nickel operation and one Bullseye, four Fighter Affiliation exercises.

At No.1664 Conversion Unit, his crew there consisted of himself as pilot, J36943 P/O J.M. McCorrison (navigator), J36405 P/O E.H.L. Randall (bomb aimer), R196645 Sergeant B.F. Arnold (WOP), R138488 Sergeant K. McIvor (flight engineer), R152079 Sergeant R.H. Scott (mid-upper gunner) and R265586 Sergeant C. Brown (rear gunner). He was described as "A good pilot, had no trouble converting. Has good control over crew."

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STEWART, Flight Sergeant Thomas (R66767) - **British Empire Medal** - No.13 EFTS - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Glasgow Scotland, 7 November 1900. Home in Verdun, Quebec; enlisted in Montreal, 19 July 1940 (according to DHist card - but citation mentions six years' service). LAC as of 19 January 1941. Promoted Corporal, 1 April 1941. Promoted Sergeant, 7 May 1941. To Trenton, 26 May 1941. Promoted Flight Sergeant, 1 October 1941. To No.1 WS, 4 November 1941; to No.13 EFTS, 28 November 1941; promoted WO2, 1 March 1943; to No.5 Equipment Depot, 12 July 1944; to No.5 BGS, 16 January 1945; to No.13 SFTS, 17 February 1945; to No.6 Release Centre, 16 March 1945; promoted WO1, 1 May 1945; to No.2 Release Centre, 9 July 1945; released 18 July 1945 in rank of Warrant Officer. Served in RCAF, again 16 June 1949 to 23 March 1955 with Montreal Auxiliary units. BEM presented by Governor General, 16 April 1943.

Flight Sergeant Stewart is considered to be one of the outstanding disciplinarians of the RCAF. During his years of service he has given unsparingly of himself in a constant effort to maintain and improve disciplinary control. His quick-witted personality and the very high standard he has consistently set have earned for him the respect of all ranks. He has made a most valuable contribution to the RCAF as a whole and the CTE [Commonwealth Training

Establishment ?] in particular. Solely as a result of his efforts the standard of discipline at his unit has been maintained at a very high level.

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STEWART, Corporal Thomas Banning (R53662) - **Mention in Despatches** - No.9405 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 14 September 1909; home in Ottawa; enlisted there 25 January 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 19 April 1940. Promoted AC1, 25 April 1940. To Trenton, 14 August 1940. Promoted LAC, 1 December 1940. To "Y" Depot, 11 March 1942. To RAF overseas, 30 April 1942. Promoted Corporal, 1 July 1942. Repatriated 18 June 1945; to No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. Released 11 September 1945. .

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STEWART, Flight Sergeant William (Can 4821) - **Mention in Despatches** - Western Air Command Communications Flight - 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 Assiniboia, Saskatchewan, 1 October 1919. Educated there including three years of automotive engineering. Militia service as Gunner, 113<sup>th</sup> Field Battery, 4 October 1937 to 8 September 1939. Enlisted in RCAF, Regina 12 September 1939 as Aero Engine Mechanic with No.120 (Bomber) Squadron. To Station Vancouver, 11 October 1939 and assigned to Seaplane Training School (this was absorbed by No.13 Operational Training Squadron). Promoted LAC, 1 October 1940. Promoted AC1, 29 February 1940. Promoted LAC, 1 October 1940. To Patricia Bay with No.13 Operational Training Squadron, 31 October 1940. Promoted Corporal, 1 July 1941. Attended Technical Training School, St. Thomas, 23 February to 2 May 1942. Promoted Sergeant, 1 July 1942. To No.115 Squadron, 28 June 1943; to Patricia Bay, 25 April 1944; to No.8 (BR) Squadron, Patricia Bay, 18 February 1945. To Patricia Bay, 19 February 1945; promoted Flight Sergeant, 1 April 1945; to No.166 Squadron, 13 September 1945; to Western Air Command Communications Flight, Sea Island, 1 November 1945. Embarked from Canada, 8 January 1946; disembarked in United Kingdom, 17 January 1946. To No.4437 Servicing Echelon, 1 February 1946; to Station Odiham, 21 April 1946. Repatriated 10 July 1946; to Western Air Command, 24 August 1946; released via No.8 Release Centre, 26 November 1946. Died in Victoria, 15 July 1992.

While in charge of maintenance in Western Air Command Meteorology Flight, this non-commissioned officer showed a high degree of initiative and persistence. When there was a shortage of experienced men, he cheerfully and unselfishly worked long hours at night in order to have serviceable aircraft.

Without Flight Sergeant Stewart's loyalty and diligence, Meteorology Flight would have experienced extreme difficulty in carrying out its duties during the early months of operation.

Recommended 2 November 1945 by S/L D.F. Ritzel, Western Air Command Communications Flight, text as above. Post stated as being NCO in Charge of Maintenance. Endorsed 13 November 1945 by A/V/M F.V. Heakes (Air Officer Commanding, Western Air Command). Cleared Honours of War Committee, 2 January 1946 when signed off by Air Commodore M. Costello.

**Notes:** At Technical Training School, St. Thomas, 23 February to 2 May 1942. Courses in Radial Engines (64 percent), Liquid Cooled Engines (72 percent), Engine Components (76 percent), Airscrews (84 percent), Maintenance Procedure (80 percent), Technical Equipment Instructions (74 percent), Administration and Discipline (88 percent), Drill (62.5 percent) and rated in General Industry and Deportment (70 percent). "A good practical worker but knowledge of engines is below standard. Might have displayed more interest in the course to advantage." Placed fourth in a class of eight. Course included a period of attachment to No.5 SFTS, Brantford.

On 3 January 1946 he listed types he had serviced - Hudson, Ventura, Hurricane, Bolingbroke, Electra, Stranraer, Beechcraft, Norseman, Lysander and Harvard.

**Selected Assessments:** "Very capable and conscientious tradesman; highly recommended for appointment to Corporal." (F/O F.H. York, No.13 Operational Training Squadron, 29 August 1941).

"Conscientious and willing worker and excellent type NCO." (G/C A.J. Ashton, Patricia Bay, 2 July 1942).

"Air Force tests indicate outstanding ability to learn with outstanding mechanical ability." (DVA document, 28 November 1946).

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STEWART, F/O William Alexander Reid (J14796) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 7 July 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 30 September 1921; home in Toronto; enlisted there 7 November 1940. Granted Leave Without Pay until 14 December 1940 when posted to No.1 Manning Depot. To No.1 ITS, 25 March 1942; graduated and promoted LAC, 22 May 1942; not posted to No.8 AOS until 20 June 1942; graduated and commissioned 9 October 1942. To "Y" Depot, 23 October 1942. To RAF overseas, 27 October 1942. Promoted Flying Officer, 9 April 1943. Invested with



award on 14 July 1944. Repatriated 12 September 1944. Promoted Flight Lieutenant, 9 October 1944. To No.7 OTU, 15 October 1944, serving there until 15 August 1945 when posted to No.4 Release Centre. Released 20 August 1945. Died in North Vancouver, 4 August 1986. RCAF photo PL-28484 (ex UK-9529 dated 15 April 1944) shows F/O W.A. Stewart (left) with his brother, F/L J.T. Stewart (Medical Officer assigned to the squadron and only recently arrived overseas). RCAF photo PL-31240 (ex UK-12649 dated 28 July 1944 shows F/L D.A. MacFadyen (Toronto), F/O Bill Stewart (Toronto) and P/O Earl Boal (Regina) shortly after open air investiture of DFCs at their own airfield. PL-31242 (ex UK-12651) shows Stewart alone; caption states he was observer for S/L Charles Scherf, RAAF. PL-31244 (ex UK-12654 dated 28 July 1944) shows F/L Don MacFadyen (left) and F/O Bill Stewart after DFC investiture.

As observer, this officer 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.

NOTE: Public Record Office Air 2/9157 has recommendation drafted 9 May 1944 by W/C A. Barker. At that time Stewart had flown 26 sorties (89 operational hours).

Flying Officer Stewart has now completed 26 operational sorties as a navigator with this squadron, 23 of which have been Intruder and Bomber Support sorties and three Day Rangers. He has shown the greatest determination and skill in locating his targets under all weather conditions and there is no doubt that Flying Officer Stewart has played a vital part in the successes achieved by the pilots with whom he has flown. On many occasions while acting as navigator for Flight Lieutenant Thompson he has taken part in the bombing of enemy railways and transport facilities. On the 5<sup>th</sup> April, while flying with Squadron Leader Scherf, this officer successfully directed his pilot [at] tree top height to Lyon on a Day Ranger. One Fiesler Storch, two Heinkel 111s and two unidentified twin-engined aircraft were destroyed on this sortie. Again on 2<sup>nd</sup> May, Flying Officer Stewart acted as navigator for Squadron Leader Scherf on a highly successful Day Ranger to Greifswald. This penetration of enemy territory to a depth of 300 miles, carried out at a very low level and entirely without escort called for navigational skill of a very high order. The result of this operation was the destruction of one Junkers 86P, one Dornier 217, and three Heinkel 111s. In addition two Heinkel 115s were damaged.

Flying Officer Stewart, during the illness of his own pilot, has assisted in the duties of Squadron Navigation Officer, and has taken great pains to pass on to

navigators less experienced than himself the information gained from his 26 trips, and in so doing has done much to raise the standard of navigational efficiency in this squadron. His keenness and operational ability have been an example to all with whom he has come in contact.

\* \* \* \* \*

STEWART, Flight Sergeant William Eber (R77295, later J16682) - **Distinguished Flying Medal** - No.260 Squadron - Award effective 11 February 1943 as per **London Gazette** dated 23 February 1943 and AFRO 513/43 dated 26 March 1943. Born in Detroit, 16 November 1921; recorded as an American citizen, although home given as Sherbrooke, Quebec. Studying architecture at McGill before the war. Enlisted in Montreal, 30 October 1940. To No.8 SFTS (guard), 7 December 1940. To No.1 ITS, 3 March 1941; graduated and promoted LAC, 10 April 1941 when posted to No.1 EFTS; graduated 28 May 1941 when posted to No.2 SFTS; graduated and promoted Sergeant, 8 August 1941. To Embarkation Depot, 9 August 1941. To RAF overseas, 23 August 1941. Posted to No.94 Squadron in North Africa, 19 January 1942. Promoted Flight Sergeant, 8 February 1942. To No.260 Squadron, May 1942. Commissioned 24 September 1942. Promoted Flying Officer, 24 March 1943. Left No.260 Squadron, 7 June 1943. Posted to No.203 Group until September when he became an instructor at No.62 Air School, Abu Sueir and Shaffula. Promoted Flight Lieutenant, 7 December 1944. Repatriated 11 December 1944; to "Y" Depot, 1 February 1945; to United Kingdom, 18 February 1945 and began conversion to Typhoons and Tempests. Repatriated 23 July 1945; released 15 September 1945. Award presented 16 September 1947. Chris Shores, **Those Other Eagles** (Grub Street, London, 2004) provides a victory list as follows: **21 October 1942**: one Bf.109F damaged, LG.104; **11 November 1942**: one Ju.88 destroyed, Gambut I (shared with five other pilots); **21 January 1943**: one MC.202 destroyed, Sidi Biliel landing ground; **17 April 1943**, one Bf.110 destroyed, Cap Bon-Sicily.

This airman has led his section and flight with great skill and courage. He has participated in a large number of bombing and low level machine gun attacks in which considerable damage has been inflicted on the enemy. He is a fearsome fighter whose fine example has proved inspiring. Flight Sergeant Stewart has destroyed one and assisted in the destruction of another hostile aircraft.

\* \* \* \* \*

STEWART, Flight Sergeant William Paul (R105450, later J92911) - **Mention in Despatches** - No.299 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Home in Cache Bay, Ontario; enlisted in Toronto, 2 June 1941 for General Duties. Later remustered to aircrew. Trained at No.9 BGS (graduated 5

February 1943). Released from RCAF 6 March 1945. Died 21 September 2000 at Azilda, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of , March/April 2001.

STEWART, WO (now P/O) William Paul (R105450/J92911) - **Netherlands Flying Cross** - No.299 Squadron (AFRO gives unit only as "Overseas") - Awarded 1 January 1946 as per **London Gazette** of that date and AFRO 183/46 dated 22 February 1946. No citation other than "in recognition of valuable services rendered in connection with the war". Public Records Office Air 2/9642 gives unit (which might be No.199 Squadron) and citation. Number given as R165450. Died 21 September 2000 as per Legion **Last Post** website.

This officer, as air gunner, participated in four sorties during the operations at Arnhem; two of these missions were during the main glider lift and two on re-supply. On one occasion when his aircraft was heavily engaged, Warrant Officer Stewart calmly gave accurate evasive directions to his pilot, which contributed to the success of the mission.

\* \* \* \* \*

STEWART, P/O William Robertson (J87334) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 16 January 1915 in North Bay, Ontario; home there; enlisted there 3 November 1941. Granted Leave Without Pay until 4 December 1941 when posted to No.2 Manning Depot. To Technical Training School, 12 February 1942; to No.1 ITS, 28 March 1942; graduated and promoted LAC, 22 May 1942 but not posted to No.12 EFTS until 4 July 1942; graduated 28 August 1942 when posted to No.9 SFTS; graduated and promoted Sergeant, 15 January 1943. To "Y" Depot, Halifax, 2 February 1943; to RAF overseas, 8 March 1943; commissioned 24 May 1944. Promoted Flying Officer, 24 November 1944. Repatriated 26 September 1945. Released 6 October 1945. Photo PL-28954 (ex UK-10220 dated 2 May 1944) is captioned as follows: "It was trip number seven and one of the best yet reported Flying Officer Jack Hall (centre) of Morden, Manitoba to station intelligence officers after returning from a heavy attack on Dusseldorf in the Ruhr Valley. He is an Air Bomber of the RCAF Bomber Group's Bison Squadron and is a member of both the Caterpillar Club (for having saved his life by parachute) and the Goldfish Club (for having had to use a dinghy). With him is Warrant Officer W.R. Stewart of North Bay, Ontario (left) and Sergeant Dick Gallagher, Sturgeon Falls, Ontario (right)." Award sent by registered mail 31 January 1949. Cited with P/O William H. Wardell (RCAF, WOP, awarded DFC).

These officers have completed many sorties over enemy territory as pilot and wireless operator respectively. In July 1944, when returning from an operation over Hamburg, their aircraft was hit and damaged by anti-aircraft fire. The

aileron control was rendered unserviceable. The wireless apparatus was damaged. Some navigational equipment was destroyed whilst the intercommunications system was rendered useless. Although in much pain and suffering from the loss of blood, Pilot Officer Stewart continued at the controls and set course for home. Meanwhile, Pilot Officer Wardell set to work to repair his wireless apparatus. Having succeeded, he was able to obtain bearings which helped greatly in determining the aircraft's position. He afterwards did everything within his power to assist his pilot to reach England. Finally, Pilot Officer Stewart reached an airfield where he effected a safe landing in spite of difficulties. These officers displayed great courage, determination and devotion to duty in the face of a trying situation.

DHH file 181.009 D.2611 (Library and Archives RG.24 Volume 20627) has recommendation by S/L M. Bryson drafted 12 August 1944 when he had flown 31 sorties (165 hours 50 minutes):

This Pilot Officer has taken part in 31 sorties over enemy territory, including three attacks on the German capital, and many attacks against the heavily defended targets in the Ruhr. He has always shown himself to be a skilful, conscientious pilot and a good captain of aircraft. On the night of 28/29th July 1944, while returning from operations against Hamburg, when approximately seventy miles from the enemy coast, his aircraft was hit by anti-aircraft fire and Pilot Officer Stewart and the mid-upper air gunner received painful wounds, while the navigator was seriously wounded. The aircraft was very badly damaged. The aileron control became unserviceable, the intercom and wireless equipment put out of action, and the navigational aids were destroyed. In spite of pain and loss of blood and the difficulty of controlling the aircraft, Pilot Officer Stewart successfully brought the aircraft and crew safely back to base after carrying out his mission and landed with a flat tyre, one flap down and the aileron control gone.

In view of his operational record, and his coolness, skill and fortitude on this occasion, I consider that this Pilot Officer fully merits the award of the Distinguished Flying Cross.

\* \* \* \* \*

STEWNER, Flight Sergeant (now P/O) Robert (R/80154/J15871) - **Distinguished Flying Medal** - No.40 Squadron - Award effective 1 December 1942 as per **London Gazette** dated 4 December 1942 and AFRO 2069/42 dated 18 December 1942. Born 22 January 1921. Home in Westmount, Quebec; enlisted in Winnipeg, 4 November 1940. To No.4 Training Command, 11

December 1940; to No.36 SFTS (guard), same date. To No.2 ITS, 9 February 1941; graduated and promoted LAC, 28 March 1941 when posted to No.6 EFTS; graduated 26 May 1941 when posted to No.34 SFTS; graduated and promoted Sergeant, 8 August 1941. To Embarkation Depot, 9 August 1941; to RAF overseas, 23 August 1941. Commissioned 5 August 1942. Promoted Flying Officer, date uncertain; posted 26 June 1944 from No.1673 Heavy Conversion Unit, Southeast Asia to No.355 Squadron; promoted Flight Lieutenant, 5 August 1944. Repatriated 13 January 1945. To No.2 Air Command, 26 January 1945. To No.5 Release Centre, 22 March 1945. Released 2 April 1945. Award sent by registered mail. Died in Oyama, British Columbia, 11 July 2001 as per **Legion Last Post** website.

He is a pilot of exceptional ability and his operational career has been characterized by courage and daring. One night in July he was detailed to attack shipping at Tobruk. Intense and accurate gun fire was encountered and the aircraft was caught in the glare of searchlights. Flight Sergeant Stewner took violent evasive action and successfully completed his task. On many occasions he has shown the greatest determination to press home the attack in the face of heavy enemy opposition. This airman has always displayed devotion to duty of the highest order and his example has had an outstanding effect on all personnel.

NOTE: Public Records Office Air 2/9606 has a slightly more detailed citation as presented to Air Ministry Honours and Awards Committee:

Flight Sergeant Stewner is a pilot of exceptional ability and his operational career has been characterized by courage and daring. On the night of 29th July he was detailed to attack shipping at Tobruk. Intense and accurate gun fire was encountered and the aircraft was caught in the glare of searchlights. Flight Sergeant Stewner took violent evasive action and successfully completed his task. On many occasions he has shown the greatest determination to press home the attack in the face of heavy enemy opposition. This airman has always displayed devotion to duty of the highest order and his example has had an outstanding effect on all personnel.

The original recommendation (from medal auction catalogues) was as follows:

This N.C.O. joined No. 40 Squadron on 29 April 1942, and after carrying out four operational sorties against the enemy as a 2nd Pilot, was promoted to the captaincy of a crew early in July. He has since carried out 14 further operations as Captain of Aircraft. He is a pilot of outstanding ability and his operations have been characterised by a display of courage and daring. For example, on the night of 29 July 1942, when detailed to attack shipping at Tobruk, intense

and accurate A.A. fire was encountered, shells bursting at the same height of the aircraft. Searchlights were effective but Flight Sergeant Stewner took violent evasive action and successfully bombed the target. On numerous occasions, despite intense enemy opposition, he has continued with his task regardless of danger and no thought other than the successful bombing of the target allotted him. This N.C.O. has at all times displayed devotion to duty of the highest order and has set an example to the remainder of the Squadron which has had an outstanding effect on all personnel.

The catalogue also notes that he was "described in one confidential report as a good officer 'but rather young and wild', that he returned to operations in Liberators of No. 355 Squadron in July 1944, and raised his tally of sorties to 44.

\* \* \* \* \*

STIBBON, Sergeant Oliver Harold (R60635) - **British Empire Medal** - No.2 SFTS - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Born in London, England, 30 March 1912; educated in Brandon, Manitoba. Enlisted in Edmonton, 19 April 1940 in Airframe Mechanic trade. To School of Technical Training, St. Thomas, 10 May 1940. To No.2 SFTS, 25 September 1940. Promoted LAC, 1 December 1940. Promoted Corporal, 1 September 1941. Promoted Sergeant, 1 July 1942. To No.3 Repair Depot, 11 September 1944; to No.3 OTU, 18 September 1944; to No.8 Release Centre, 5 February 1945; released 13 February 1945. Medal presented by Governor General, 24 November 1943.

For the past two and one-half years this NCO has been employed in the Maintenance Section of this unit. he has at all times displayed a high degree of proficiency in the execution of his duties and has, when necessary, shouldered responsibilities beyond those normally required by his rank. The example set by Sergeant Stibbon through his devotion to duty and reliability has been reflected in the excellent work performed by those under him, thereby producing praiseworthy results in the maintenance of aircraft at this unit.

\* \* \* \* \*

STICKELL, P/O John Harlan (J8429) - **Distinguished Flying Cross** - No.7 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 Gilson, Illinois, 31 July 1914; home there. Attended Bradley Polytechnic Institute, 1930-1932 and 1935-36 (the latter for a diesel course). Employed by Caterpillar Tractor (Peoria), 1935-1938 as a welder. From 1938 to 1941

he worked on father's farm and part-time as a salesman in a garage (Macon, Illinois). Hobbies were motorcycles and auto racing, Enlisted in Windsor, Ontario, 29 January 1941 and immediately posted to No.1 Manning Depot, Toronto. To No.1A Manning Depot, Picton, 19 February 1941. To No.1 Manning Depot again, 18 March 1941. To No.1 BGS, Jarvis, non-flying duties, 24 March 1941. To No.1 ITS, Toronto, 16 May 1941; promoted LAC, 21 June 1941 and posted that date to No.1 EFTS, Malton; to No.5 SFTS, Brantford, 8 August 1941. Graduated and commissioned, 24 October 1941. To "Y" Depot, Halifax, 26 October 1941. Embarked from Canada, 12 November 1941. Disembarked in Britain 22 November 1941. To AFU, Cranwell, 6 December 1941. Attached to No.1515 Beam Approach Training Flight, 5-12 January 1942. To No.22 OTU, 20 January 1942. To No.214 Squadron, 27 May 1942. To No.7 Squadron, 25 August 1942. Promoted Flying Officer, 1 October 1942. Invested with award at Buckingham Palace, 15 February 1943. Transferred to American forces, 29 March 1943. He accepted an appointment as Lieutenant in the United States Naval Reserve, to date from 29 March 1943, and reported to Naval Forces, Europe, for active duty and transportation to the United States. Attached to the Bureau of Aeronautics from early April until late May, and then assigned to the Naval Air Training Centre at Corpus Christi, Tex., for indoctrination in naval aircraft. He completed training on August 5 and, on the 19th, he reported to the Pacific Fleet Air Wing for duty. He was assigned to Bombing Squadron 108 VB-108, based on Nukufetau Airfield in the Ellice Islands. During his combat service, he conducted search and reconnaissance missions during the Gilberts-Marshalls campaign. His skill and ability contributed to the destruction of three enemy planes, the sinking of an enemy boat and possibly of a cargo vessel. For the two actions in which these events occurred, Lt. Stickell was awarded the Distinguished Flying Cross and the Air Medal. Volunteered for a hazardous, two-plane bombing strike on 13 December 1943 against an underground oil storage tank located on Jabor at Jaluit Atoll in the Marshall Islands. Seriously wounded by anti-aircraft fire during the tree-top level approach, Lt. Stickell ignored his wounds and singlemindedly pursued his mission. His plane scored a direct hit on the target; but upon commencing the return flight, he was forced to relinquish the control of the plane to his copilot. Preferring to risk his own life and suffer pain rather than risk the safety of his crew and plane, Lt. Stickell ordered his co-pilot to pass up the dangerously narrow airstrip at Tarawa and head for a safer field over 400 miles away. Lt. Stickell died of his wounds six days later. For his gallantry and selfless sacrifice, he was posthumously awarded the Navy Cross. In 1945 the American destroyer USS **Stickell** (DD-888) named for him.

Pilot Officer Stickell has taken part in attacks on Essen, Hamburg, Bremen, and other heavily defended targets. Throughout, his captaincy and determination have been of the highest order. His personal example has been an inspiration to all.

NOTE: Public Records Office Air 2/9604 has recommendation dated 17 September 1942 when he had flown 25 sorties (126 operational hours); first two sorties on Wellingtons; balance on

Stirlings. Times found in Air 2/8955.

30 May 1942	Cologne (2.45)
1 June 1942	Essen (4.00)
17 June 1942	GARDENING, Frisians (4.05)
19 June 1942	Essen (with No.214 Squadron; time not available)
25 June 1942	Bremen (5.30)
27 June 1942	Bremen (5.30)
29 June 1942	Bremen (4.50)
11 July 1942	GARDENING, Norway (6.15)
19 July 1942	Veogesack (5.10)
25 July 1942	Duisburg (with No.214 Squadron, time not available)
26 July 1942	Hamburg (with No.214 Squadron, time not available)
28 July 1942	Hamburg (with No.214 Squadron, time not available)
31 July 1942	Dusseldorf (4.00)
9 August 1942	Osnabruck (4.20)
11 August 1942	Mainz (5.00)
12 August 1942	Mainz (6.25)
15 August 1942	Dusseldorf (3.35)
17 August 1942	Osnabruck (4.55)
27 August 1942	Kassel (5.35)
28 August 1942	Nuremburg (7.35)
2 September 1942	Saarbrucken (5.40)
4 September 1942	Bremen (5.50)
8 September 1942	Frankfurt (6.20)
10 September 1942	Dusseldorf (4.35)
13 September 1942	Bremen (4.55)

Pilot Officer Stickell has done 25 major operational sorties, 23 of which have been as captain on Stirling aircraft. In all these attacks against Cologne, Essen, hamburg, Bremen and other heavily defended targets in Germany, his captaincy and determination have been of the highest order.

Pilot Officer Stickell has recently joined the Pathfinder Force and has carried out seven attacks as a marker and the fact that he has on many occasions brought back photographs of the target has enabled him to qualify as a marker. This officer's personal example has been an inspiration to the rest of his crew.

To this, Air Commodore Bennett added:



This officer was the first member of Bomber Command to be awarded the Pathfinder Force Badge - on the conclusive evidence of his results and after an exacting test. His determination in attack and his skill are proved by the results he obtains. I recommend him most strongly for the non-immediate award of the Distinguished Flying Cross.

STICKELL, F/L John Harlan, DFC (J8429) - **Mention in Despatches** - Award effective 1 January 1943 as per **London gazette** of that date and AFRO 232/43 dated 12 February 1943. (Name misspelled as "Tickell" in AFRO).

STICKELL, F/L John Harlan, DFC (J8429) - **Distinguished Service Order** - No.7 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1294/43 dated 9 July 1943.

During a most successful tour of operational duty in heavy bomber aircraft, this officer has proved himself to be a most valuable member of his squadron. He is an outstanding operational captain and has invariably made the utmost efforts to complete his duties, regardless of opposition and other difficulties. His courage, determination and devotion to duty have been most outstanding over a long period. Since the award of the Distinguished Flying Cross in November 1942, Flight Lieutenant Stickell has completed numerous sorties, all of them against heavily defended targets in enemy territory.

NOTE: Public Record Office Air 2/8955 has an earlier version of this, drafted when he has flown 47 sorties (265 hours 15 minutes); of these, 22 sorties (139 hours 15 minutes) had been since his previous award.

During a most successful tour of operational duty in heavy bomber aircraft, this officer has proved himself to be a most valuable member of his squadron. He is an outstanding operational captain and has invariably made the utmost efforts to complete his duties, regardless of opposition and other difficulties. His courage, determination and devotion to duty have been most outstanding over a long period. Since the award of the Distinguished Flying Cross in November 1942, Flight Lieutenant Stickell has completed 22 sorties, all of them against heavily defended targets in enemy territory.

The document also lists his sorties including those leading to his DFC. The additional sorties (all with Pathfinder Force) were as follows:

2 October 1942      Krefeld (4.35)

6 October 1942	Osnabruck (5.00)
15 October 1942	Cologne (5.00)
23 October 1942	Genoa (8.15)
7 November 1942	Genoa (6.00)
9 November 1942	Hamburg (5.35)
15 November 1942	Genoa (8.30)
20 November 1942	Turin (7.35)
28 November 1942	Turin (8.00)
23 December 1942	Frankfurt (6.35)
31 January 1943	Hamburg (2.45)
3 February 1943	Hamburg (2.15)
4 February 1943	Turin (5.30)
18 February 1943	Wilhelmshaven (8.35)
24 February 1943	Wilhelmshaven (5.25)
25 February 1943	Nuremberg (4.30)
1 March 1943	Berlin (7.35)
3 March 1943	Hamburg (7.55)
8 March 1943	Nuremberg (5.45)
9 March 1943	Munich (8.50)
11 March 1943	Stuttgart (8.20)
27 March 1943	Berlin (6.45)

**Notes:** Accident, Stradishall, 0346 hours, 12 July 1942, Stirling N3767. At the time he had 423 hours 30 minutes flying time, 116.25 on type. Navigator was P/O Harry Shapiro, RCAF (later DFC and Bar); all others in crew were RAF. Returning from operations in poor visibility. "The Captain was given permission to land and carried out a normal circuit; when he reached the funnel lights he could not see the flare-path. He continued his approach losing height and when he was very low saw the first flare straight ahead of him. He started to climb at once but the starboard wheel struck an object on the ground which broke the undercarriage lock. The Captain continued to circle trying to get the undercarriage to lock but with no result. When he was given permission to land, it was decided to unlock the port undercarriage to make an even belly landing. This was done and a good belly landing carried out. None of the crew were injured." The accident report read, in part, "It is considered that the accident was due to an error of judgment on the part of the Pilot who undershot in conditions of bad visibility and hit a concrete mixer which was on the new extension of the runway. The obstruction was well back from the flare path in use." The final word on this (probably by the Station Commander) read, 'I attribute this accident to the Captain's inexperience in flying heavy aircraft at night in conditions of bad visibility and I therefore recommend that disciplinary action should NOT be taken against him.'

Assessed 9 April 1943 on transfer to U.S. Naval Air Forces - Had flown 790 hours (220 in past six months) - "Steady and conscientious officer who sets a high standard both in conduct and general operational efficiency." (G/C O.R/ Donaldson).

**Training:** Interviewed in Windsor, 29 January 1941 - "Good type. Splendid physique. Good intellect - mechanically inclined. Serious, courteous and pleasant. Has thought it over and is keen to enter the RCAF." He stood six feet one inch and weighed 174 pounds.

Attended No.1 ITS, 17 May to 20 June 1941. Courses in Mathematics (70/100), Armament, practical and oral (83/100), Signals (94/100), Hygiene and Sanitation (39/40), Drill (85/100) and Law and Discipline (56/60). Placed 80<sup>th</sup> in a class of 169. "Solid, aggressive type of trainee who applied himself well at this school. May be a bit slow but is thorough and methodical and should be quite cool in the tight spots. Second Aircrew Recommendation - Air Observer." (W/C G.S.O'Brian)/

Attended No.1 EFTS, 21 June to 8 August 1941. Tiger Moth aircraft - 27.20 dual, 26.45 solo. Was 5.50 on instruments. Logged ten hours in Link. "Could be above average pilot if he can overcome heavy handedness on controls. Very reliable otherwise. Qualities of leadership." Marked in Airmanship (168/200), Airframes (62/100), Aero Engines (83/100), Signals, practical (78/100), Theory of Flight (55/100), Air Navigation (110/200) and Armament, oral (155/200). Rated 167/200 in Qualities as an Officer. Placed 17<sup>th</sup> in a class of 31. "Attitude good, Intelligent and can make use of his ability. Industrious. Should make a good leader. Dress and discipline good. Tries hard and gets what he goes after."

Attended No.5 SFTS, 8 August to 19 October 1941. Anson aircraft - 35.30 day dual, 46.10 day solo, 3.10 night dual, 7.45 night solo. Was 20.05 on instruments. Logged 20 hours in Link. "Generally flying high average, instrument flying average. Reliable pilot who should fit in well at an Operational Unit." (W/C F.W. Ball). Ground courses in Airmanship and Maintenance (135/200), Armament, written (59/100), Armament, practical (78/100), Navigation and Meteorology (113/200), Signals, written (65/100) and Signals, practical (39/50). Placed 11<sup>th</sup> in a class of 35. Chief Ground Instructor considered him "Only average as a student" but the Chief Instructor wrote, "Ability average. Conduct good. A reliable type of lad who possesses initiative, perseverance and a good sense of responsibility. He is neat and tidy, well liked by class mates. Good officer material,"

Attended No.1515 Beam Approach Training Flight, 5-12 January 1942. Flew seven hours. Assessed average, "A good pilot who has worked hard and in spite of shortened course gained a very satisfactory knowledge of Standard Beam Approach procedure."

\* \* \* \* \*

STICKNEY, LAC Mitchell Eugene (R103553) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 23 July 1920. Home in Vancouver; enlisted in Calgary, 2 May 1941 in Electrician trade.. To School of Technical Training, St. Thomas, 16 January 1942; to No.3 Repair Depot, 17 May 1942; to "Y" Depot, Halifax, 8 March 1943; to RAF overseas, 27 March 1943. Repatriated 13 June 1945. Released 17 September 1945.

\* \* \* \* \*

STILES, F/L James Ward (C9892) - **Mention in Despatches** - Station Tholthorpe (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Home in Frankford, Ontario; enlisted in Ottawa, 16 January 1942. To No.1 Training Command, 11 July 1942; to Mountain View, 13 July 1943; to No.6 ITS, 3 December 1942; to "Y" Depot, Halifax, 11 July 1943; to UK, 2 August 1943. Repatriated 3 December 1945. Released 16 January 1946. Electrical engineer, station Electrical Officer; Recommendation found in DHist file 181.009 D.1719 (PAC RG.24 Vol.20606).

Flight Lieutenant Stiles has been employed as Station Electrical Officer since January 1944. His initiative and enthusiasm in his work as well as his skilful direction of tradesmen under him have enabled the completion of the most difficult tasks in record time and has resulted in the operation of a higher number of aircraft against enemy targets.

He showed a disregard for personal safety on the occasion of Halifax aircraft LK803 crashing and burning on the aerodrome on July 19th, 1944, and although there were no survivors, he is to be commended for the way he directed the firefighters and rescue parties until all the bodies were recovered.

\* \* \* \* \*

STINSON, F/L Harold Keith (J8418) - **Distinguished Flying Cross** - No.102 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 14 May 1943 and AFRO 1035/43 dated 4 June 1943. Born at Janetville (Lindsay), Ontario, 13 January 1922; home there (salesman for a creamery in summer months). He had a brother in the RCN - Lieutenant Fred T. Stinson, HMCS **Inch Arran**. Enlisted in Toronto, 7 November 1940 and immediately taken on strength of No.1 Manning Depot. To No.1 Wireless School, Montreal, 2 March 1941. To No.1 Manning Depot, 22 April 1941. To No.1 ITS, Toronto, 5 May 1941. Promoted LAC, 6 June 1941. To No.19 EFTS, Virden, Manitoba, 7 June 1941; to No.10 SFTS, Dauphin, 9 August 1941. Graduated and commissioned 24 October 1941. To "Y" Depot, Halifax, 25 October 1941; to RAF overseas, 11 November 1941. Taken on strength of No.3 PRC, Bournemouth, 25 November 1941. Attached to No.1512 Beam Approach Training Flight, 5 January 1942 (Oxfords). Returned to No.3 PRC, 12

January 1942. To No.10 OTU, 21 January 1942 (Whitleys). To No.102 Squadron, 18 June 1942 (Halifaxes). Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 6 December 1942. To No.1659 Conversion Unit, 19 March 1943 (Halifax). Attached to No.3 Flying Instructor School, 30 March to 27 April 1943 (Oxfords). Reposted to No.1659 Conversion Unit and appointed Acting Squadron Leader, 4 November 1943 and retained that rank subsequently. Invested with award by King George VI, 7 December 1943. Struck of strength of No.1659 Conversion Unit, 29 August 1944 and granted special leave in Canada from that date. Returned to Britain and taken on strength of No.3 PRC, 20 October 1944. To No.76 Base, 15 November 1944. To No.426 Squadron, 2 December 1944. To No.433 Squadron, 12 December 1944. Killed in action, 1 February 1945 (Lancaster NG460, No.433 Squadron).

This officer has completed a large number of operational sorties on important targets such as Berlin, Kiel, Essen and on Genoa and Turin. These attacks have been completed with consistent skill. On several occasions this captain has encountered severe opposition from anti-aircraft fire and enemy fighters. Flight Lieutenant Stinson is an exceedingly capable officer who can be relied upon to complete his allotted task with efficiency.

NOTE: Public Record Office Air 2/8950 has recommendation dated 11 March 1943 with detailed sortie list and a considerably longer text:

\* 2nd pilot of aircraft

13 July 42 - Duisburg (4.50)\* - Primary bombed.  
19 July 42 - Vegaseck (4.20)\* - Primary bombed.  
21 July 42 - Duisburg (4.30) - Primary bombed.  
29 July 42 - Saarbrucken (6.30) - Primary bombed; attacked by fighters.  
28 August 1942 - Saarbrucken (6.50) - Primary bombed.  
1 September 1942 - Saarbrucken (6.10) - Primary bombed; failure of starboard outer engine over target. Crash landed due to petrol failure.  
10 September 1942 - Dusseldorf (4.45) - Primary bombed.  
13 September 1942 - Bremen (5.30) - Primary bombed.  
19 September 1942 - Saarbrucken (7.10) - Primary bombed.  
23 September 1942 - Flensburg (6.20) - Primary bombed; hit by flak.  
26 September 1942 - Flensburg (5.15) - Recalled  
5 October 1942 - Aachen (6.15) - Primary bombed.  
13 October 1942 - Kiel (6.15) - Primary bombed.  
23 October 1942 - Genoa (9.30) - Primary bombed.  
7 November 1942 - Genoa (9.55) - Primary bombed.  
15 November 1942 - Genoa (10.00) - Primary bombed.

18 November 1942 - Turin (9.30) - Primary bombed.  
22 November 1942 - Stuttgart (9.50) - Primary bombed; hit by flak; made special reconnaissance.  
2 February 1943 - Cologne (4.15) - Returned early; rear turret unserviceable.  
7 February 1943 - Lorient (5.10) - Primary bombed.  
11 February 1943 - Wilhelmshaven (4.50) - Primary bombed.  
13 February 1943 - Lorient (5.05) - Primary bombed.  
18 February 1943 - Wilhelmshaven (4.10) - Primary bombed.  
19 February 1943 - Wilhelmshaven (4.40) - Primary bombed; special reconnaissance.  
25 February 1943 - Nuremburg (8.50) - Primary bombed; special reconnaissance.  
26 February 1943 - Cologne (5.15) - Primary bombed; special reconnaissance.  
28 February 1943 - St.Nazaire (6.00) - Primary bombed,  
1 March 1943 - Berlin (7.05) - Primary bombed  
3 March 1943 - Hamburg (5.30) - Primary bombed; made special reconnaissance.  
5 March 1943 - Essen (4.30) - Primary bombed.

Flight Lieutenant Stinson has completed 30 operational sorties involving a total of 188 hours flying. These have included attacks on Bremen, Kiel, Essen, Hamburg, Cologne and Berlin as well as the more distant targets of Genoa and Turin. These attacks have been carried out with consistent skill and courage and he has justly earned the complete confidence of his crew. On the great majority of occasions he has succeeded in bombing the primary target and five times he has been detailed to make a special reconnaissance.

His tour of operations has not been without incident, for his aircraft has been damaged by flak and attacked by fighters, and when over Saarbrücken on one occasion his starboard outer engine failed and he crash-landed on three.

Flight Lieutenant Stinson is an exceedingly capable and reliable officer who can be trusted to carry out efficiently any task assigned to him. His courage, skill and determination have enabled him to record a fine series of offensive sorties which have been an inspiration to the whole squadron. I have therefore no hesitation in strongly recommending him for the award of the Distinguished Flying Cross.

The Officer Commanding, RAF Station Pockington, added his observations on 19 March 1943:

A gallant and determined captain who has completed a successful tour of operations. Flight Lieutenant Stinson acquired a reputation as a most able and

punctual pilot who won the complete confidence of his crew and his flight and Squadron Commanders. In recognition of his excellent tour I recommend that he be awarded the Distinguished Flying Cross.

On 30 March 1943 the Air Officer Commanding, No.4 Group, noted on the form:

This captain has completed an outstanding operational tour and has been posted for instructional duties with a heavy conversion unit. I strongly recommend the award of the Distinguished Flying Cross.

NOTE: At 0015 hours on 6 June 1942 at No.10 OTU, flying Whitley BD194 on cross-country training, he had a problem, described by himself as follows:

At 2300 hours I levelled out at 7,000 feet and checked the instruments. The radiator temperature read 95 degrees on port engine. I flew on for a minute and noticed glycol leaking in all directions from port engine. We set course for base at once. The cockpit rapidly filled with glycol fumes. I throttled back the port engine and flew on starboard only. After flying for fifteen minutes I noticed a flare path below. I did a right hand circuit and made a successful landing with flaps down.

G/C G.K. Ward, No.10 OTU, noted on 11 June 1942:

It is considered that P/O Stinson's action in carrying out a successful forced landing on one engine without damage to his aircraft or injury to his crew is highly commendable.

On 14 February 1943 he had a curious experience. He was standing under the nose of Halifax W7922 at dispersal (engines stopped) when a shower of incendiaries fell from the main bomb bay. Two of his crew were in the aircraft (apparently escaped). Cause of accident was deemed to be metallic "swarf" which had entered selector box and caused a short circuit. He called for the fire brigade but the aircraft was burnt out. At the time of the incident he had 604 hours (all types - 200 on Halifaxes).

An assessment prepared 4 August 1944 (while still at No.1659 Conversion Unit) stated he had flown 964 hours (120 in previous six months) and described him as satisfactory in all respects (no special comments).

On 3 August 1944, returning to Canada, he filed a form stating that he had flown 30 sorties (286 operational hours) and his total flying overseas he gave as 791 hours. His stated preference for

employment after leave was Mosquito light bombers; he noted, "Have recently passed decompression chamber test."

The accident report on his fatal crash had the following description:

Lancaster I NG460 had a normal take off and although the crew were without some of their navigational aids nothing unusual happened until the target area when the aircraft was engaged by seen predicted anti-aircraft fire, rendering the front turret unserviceable with possible other damage. The pilot took avoiding action and the aircraft was not further engaged by anti-aircraft fire. Considerable bumpiness was experienced on the return journey and near the aircraft's parent station a cumulous cloud was encountered. The aircraft was thrown about very violently and then suddenly did a series of dives and climbs. During these rapid changes in height and altitude and airspeed the pilot ordered the crew to bale out. The rear gunner and air bomber only managed to bale out successfully. A few seconds after the two crew members left the aircraft, the aircraft struck the ground and disintegrated.

The crew consisted of S/L H.K. Stinson (pilot, six sorties and 39 hours 55 minutes on second tour, killed), J35716 F/O Donald James McMillan (navigator, 23 sorties, 117 hours 35 minutes, killed), J89146 P/O John Thomas McShane (WOP, 21 sorties, 106 hours, killed), J35586 F/O Anthony William Bellos (air bomber, 24 sorties, 123 hours 25 minutes, survived), J92192 P/O Roy Pierson (mid-upper gunner, 22 sorties, 111 hours ten minutes, killed), 187130 P/O Edward Henry Thompson, flight engineer, 23 sorties, 117 hours, killed), and J90641 P/O Robert James Thompson, (air gunner, 23 sorties, 117 hours, survived).

The survivors reported the loss of control at 3,000 feet. While there was some speculation that the controls had been damaged by flak over the target, the investigating officer discounted this, pointing out that after the flak encounter, S/L Stinson had "dove steeply to port and then levelled out, doing a gentle weave either side of our course." The suggestion was that if the controls had been damaged they would have failed then rather than later. Stinson by then had 807 hours on all types but only 14 hours on Lancasters (this does not square with sorties/hours reported above). For all his experience, Stinson was noted as being uneasy about flying on instruments and may have lost control in cloud and turbulence.

**Note:** RCAF Press Release 7989 (passed by censor on 2 January 1945) read as follows:

With the RCAF Bomber Group in Great Britain: Now on his second tour of operations, S/L H.K. Stinson, DFC, Windsor, Ontario has been appointed a flight commander with the Porcupine Squadron of the RCAF Bomber Group.



The 22-year old flight commander completed his first tour of operations with various RAF squadrons on Whitley and Halifax bombers, consisting of many sorties on major targets in Germany and Italy. On two occasions he was at the controls during attacks on Berlin.

On completion of his first tour S/L Stinson was awarded a non-immediate DFC in recognition of his fine airmanship and leadership. Posted to instructional duties for 18 months at a heavy conversion unit, he later returned to "ops" with the Thunderbird Squadron, where he logged two sorties before taking over his present position with the "Porkies".

"We were shot up by flak a few times on the first tour", S/L Stinson commented. "It was nothing serious, though. The second trip on this tour, an attack on Osnabruck, got us away to a good start when the rear gunner shot down two German fighters over the target, both within the space of eight minutes."

S/L Stinson left high school to join the RCAF as a ground wireless operator, in the meantime having applied for a remuster to aircrew. On completion of his course he remustered to a pilot. He arrived overseas in November 1941. He has one brother, Lieutenant Fred Stinson, serving in the Royal Canadian Navy.

The reference to a combat in which two enemy fighters were destroyed was one on 6 December 1944; the rear gunner was (then) Flight Sergeant Roy Pierson. It was believed that the aircraft were Me.163s (or even Me.262s); whether this was accurate is to be questioned.

\* \* \* \* \*

STINSON, P/O John Gordon (J86256) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 293/45 dated 16 February 1945. Born Port Arthur, 24 July 1922; home there (former member of COTC); enlisted in Winnipeg, 15 November 1941 and posted to No.2 Manning Depot; to No.38 SFTS (guard), 16 January 1942. To No.2 BGS, 5 March 1942. To No.2 ITS, 14 March 1942; graduated and promoted LAC, 9 May 1942 but not posted to No.19 EFTS until 20 June 1942; graduated 14 August 1942) and posted next day to No.4 SFTS; graduated and promoted Sergeant, 30 December 1942.. To "Y" Depot, 13 January 1943; to RAF overseas, 25 January 1943. Promoted Flight Sergeant, 30 June 1943. Commissioned 28 April 1944. Promoted Flying Officer, 28 October 1944. Repatriated 5 August 1945. To No.5 Release Centre, 9 August 1945. Released 14 September 1945. Award sent by registered mail 10 March 1949. Incident

mentioned was 29 December 1943 with P/O N.A. Pratt as captain.

This officer as captain of aircraft has completed many operational sorties against such heavily defended targets as Stuttgart, Hamburg and Bremen. In December 1943, while on his first operation as a second pilot, he was detailed to attack Berlin. During the outward flight to the target his aircraft was attacked by an enemy night fighter, his fire killing the flight engineer and wounding the first pilot in the leg. Despite this Pilot Officer Stinson, displaying great coolness, pressed on to the attack, bombed his objective and safely returned to base.

\* \* \* \* \*

STIRLING, Flight Sergeant Robert Ian (R92867) - **Mention in Despatches** - No.6 Group Headquarters (AFRO says only "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Scollard, Alberta, 27 February 1917. Educated in Big Valley Public School (1924-1931), East Coulee High School (1931-1935) and Garbutt Business College, Calgary (1940-1941). Home in Calgary (store clerk, 1936-1940, stenographer for Civil Service of Canada, 1941); enlisted there 8 April 1941 in Clerk trade. To RAF overseas, 2 November 1941. To No.416 Squadron, 22 November 1941. Promoted Corporal, 1 September 1942; to No.6 Group, Allerton Park, 23 March 1943. promoted Sergeant, 28 March 1943; promoted Flight Sergeant, 26 June 1943. Repatriated to Canada, 12 December 1944; to No.2 Air Command, 13 December 1944; to No.3 SFTS, 2 February 1945; to No.7 Release Centre, 20 March 1945; released 27 March 1945. Died in Calgary, 24 January 1997 as per **Legion Last Post** website. No citation in AFRO.

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STIRLING, F/L Thomas Hamilton Harley (C12913) - **Mention in Despatches** - Station Gander - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 11 January 1896. Home in Montreal; enlisted there and commissioned, 24 July 1942 in Administrative trade . To No.13 SFTS, 7 August 1942; to No.3 Training Command, 3 October 1942; to No.1 Wireless School, 5 October 1942; promoted Flying Officer, 24 January 1943; promoted Flight Lieutenant, 1 January 1944; to Eastern Air Command, 30 June 1944; to Newfoundland, 3 July 1944; promoted Squadron Leader, 1 April 1945; served at Pennfield Ridge, 21 June to 1 October 1945; released 22 March 1946..

By personal example and devotion to duty, Flight Lieutenant Stirling has been instrumental in imbuing all junior officer and other ranks with a greater respect for the service and the uniform they wear. His strict observation of all

regulations and orders has set an example and a high standard for all personnel on the station.

\* \* \* \* \*

STOCKALL, F/L Edwin John (C8029) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Home in Kelliher, Saskatchewan; enlisted in Regina, 3 October 1941 in Construction Branch and granted rank of Pilot Officer. Attached to RAF, 18 November 1941. Promoted Flying Officer, 3 April 1942. Promoted Flight Lieutenant, 1 November 1943. Transferred to Flying Control Branch, 1 September 1944. Repatriated 8 July 1945. To No.1 Air Command, 20 July 1945. To No.7 Release Centre, 13 September 1945. Retired 20 October 1945.

An RCAF Press Release (Directorate of History and Heritage, 79/453) gives more information on his career. The draft is particularly interesting for the evident censorship which among other things would have eliminated references to the Special Boat Service and the name of Arexos airfield (spelled "Arexes" in the draft. It is also repetitive in repeating material about Stockall.

Near Patras, Greece, October 2 [1944]: Lewis Carroll should have written this story of the first Allied invasion of Greece, and he would have called it "Allies in Wonderland." Never have so many been invaded by so few and, never, surely has an Allied landing force been showered with so many bouquets and so few bullets.

When the first landing force, later reinforced by air, touched shore at the tiny, primitive port of Katakolon, in west Peloponnesus, on September 26, the entire population of the countryside for miles around was lined up to greet them. British officers of the SBS (Special Boat Service) who had landed by parachute several days previously had everything organized. Signs in English pointed to strips which had already been cleared for the reception of stores, and a volunteer work party was ready to help with the unloading. School children hung wreaths of flowers around the blushing next of Squadron Leader John L. Wynne (of Edinburgh), commanding officer of the RAF Regiment task force which formed a prominent part of the landing troops, and cheer followed cheer as each successive landing craft touched shore beside the ruined jetty, which had been demolished by the evacuating Germans.

Then began a most remarkable northward sweep through sixty miles of ecstatic villages, to the airfield of Arexes, which was the first objective. Roads were strewn with flowers, wine and food were brought to the roadside as offerings

of gratitude, and everywhere the pillaged, poverty stricken Greek peasants exulted in their day of liberation.

In the initial stages it was a predominantly Royal Air Force show. Spitfires had landed previously on an improvised landing strip to hold the skies, and it was men of the Royal Air Force Regiment who took possession of the former German airfield at Arexes before proceeding to join up with other British forces in the siege of Patras, first city of the Peloponnesus, on the Corinth Canal.

A call for civilian help met with thousands of volunteers, and the bombed landing strip at Arexes was soon swarming with men, women and even tiny children who set to work filling the craters with shovels, hoes and even their bare hands. Despite the worst rains since 1939 it was soon in operation, mines were cleared, and the first supply planes landed with food, ammunition and reinforcements on the morning of October 2<sup>nd</sup>.

Reconstruction of the airfield was under the supervision of a Canadian flying control officer, Flight Lieutenant E.J. Stockall, former high school principal, from Kelliher, Saskatchewan. With one small bulldozer as his only mechanical aid, a thousands yards of demolished runway was soon made serviceable and the first aircraft landed without a hitch.

First enemy opposition was met from the Germans and Greek collaborationist troops in Patras, a city of 120,000 population on the Corinth Canal, which is the leading metropolis of the Peloponnesus. Total enemy forces were estimated to approach 2,500 men, but the fairy tale quality of the invasion is indicated by the fact that our advance headquarters, with only very small strength, set up in a villa less than four miles from the town, and used electric power from the city system. The Germans were afraid to cut it off because it was generated by the Greek patriot territory in the hills.

Like all other paradoxes in this upside down country, even the opposition was not entirely unfriendly. A letter from the Greek garrison commander, addressed to the "Officer Commanding British Forces of Liberation, Landed Somewhere", assured Colonel the Earl of Jellicoe of his desire to cooperate, but pointed out that the presence of his German colleagues made cooperation somewhat difficult. The situation was solved when the Greek garrison surrendered in a body, and twelve hundred prisoners were herded into custody by nine British guards. There were twelve hundred Greeks and one German naval deserted in the first lot. Two days later, seven hundred Germans, the

remainder of those who had not been able to escape, capitulated. The fall of Patras and the occupation of the western Peloponnesus was complete.

Canadians attached to the RAF played an important part in the liberation. Officer commanding the staging post set up at Arexes is F/L E.J. Stockall, flying control officer, who was formally a high school principal at Kelliher, Saskatchewan. One of the first five DC-3 supply ships to land was brought in by P/O Don Deeprise, 3217 Bellevue Road, Victoria, British Columbia. Spitfires which landed on an improvised landing strip two days before D-Day were piloted by F/O H.H. Miller (J17356) and W/C Woodruff, Canadian Wing Commander of an RAF Squadron.

F/L H.H. Miller is Harold Henry Miller, No.32 Squadron, awarded DFC 10 October 1944. Wing Commander Woodruff is Patrick Henry Woodruff, a Canadian in the RAF (see CAN/RAF data base).

Another draft of the story covers different angles of the story:

An Advanced Allied Airfield Near Patras (Greece), October 2. When five RAF Dakotas touched down here this morning (October 2), they inaugurated the first Air Transport Command staging post on the Greek mainland, an aerial supply base which is in the charge of a Canadian flying control officer, Flight Lieutenant E.J. Stockall, former high school principal of Kelliher, Saskatchewan.

Flight Lieutenant Stockall landed with the first sea borne invasion troops on September 26, charged with the job of getting this first and vital aerial link in operation. It was a mammoth task, for he had only a handful of men at his disposal, and the field, which had only recently been evacuated by the Germans was pitted by high explosives and sown with anti-personnel mines. To make matters worse this part of the Peloponnesus was inundated by the heaviest rains since 1939, and he and his men had to eat, sleep and work in the open under the most appalling weather conditions.

Through the Greek patriot organization ELAS a call was issued for civilian volunteers, and peasants swarmed in from the fields and the hills to help with the work of reconstruction. Men, women and little children were put to work filling bomb craters with every available tool which often included their bare hands. It was heartbreaking work, made more difficult by the barrier of language which more than once made it necessary to do the same job over two or three times. Frequently Stockall's investigating heel would kick a hole in the

soft surface of a filled-in crater, where the Greeks had used too much soft earth, so it would have to be dug out again and filled properly with rubble. Every inch of the runway got his personal inspection until he could announce that there was a full thousand yards fit for handling aircraft.

Then came the warning of a possible night landing, and the necessity for devising an improvised flare path. In hasty experimentation he achieved a mixture of engine oil and hundred octane gasoline which burned in the rain. Some Italian prisoners who had drifted in from the hills were set to making wicks from pieces of reed bound with surgical gauze from the medical supplies, and lamps were made from used ration tins filled with the improvised fuel. It was a flare path that worked, although the necessity for using it didn't arise for some days.

Overcoming such obstacles is an old story to Flight Lieutenant Stockall, who has been overseas since November 1941. After a few months with a heavy bomber group in England he was posted to the western desert, where he nearly got cut off in the retreat from Mersa Matruh. He got out by road, just three miles ahead of the advancing Germans, but later had his revenge serving with bombers during our victorious sweep to Tripoli. Then came his transfer to Transport Command, and finally the job of establishing the airfields which will ensure a constant stream of airborne supplies to the forces of liberation in Greece.

Flight Lieutenant Stockall is carrying on the tradition of a service minded family. Six brothers served in the last war, and two did not come back. His wife is living for the duration at Govan, Saskatchewan, not far from Regina.

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STOCKDALE, F/L Alexander Marlow (J10407) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born 26 May 1917 in Montreal; home there; educated at Longueuil High School and Sir George Williams College. Employed by Shawinigan Water and Power Company in Montreal. Enlisted there 1 May 1941. To No.4A Manning Depot, 6 May 1941. To No.1 WS, 9 June 1941. To No.3 ITS, 27 July 1941; graduated and promoted LAC, 13 September 1941 when posted to No.10 AOS; graduated 19 December 1941 when posted to No.6 BGS; graduated and commissioned, 31 January 1942; posted that date to No.2 ANS; graduated 2 March 1942. To "Y" Depot, 3 March 1942; to RAF overseas, 31 March 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 2 March 1944. Promoted Squadron Leader, 15 May 1944.

Repatriated 5 September 1945. Retired 17 October 1945. Invested with award by King George VI, 29 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." DHist file 181.009 D.5524 (RG.25 Vol.20667) has recommendation dated 15 January 1944 when he had flown 26 sorties (169 hours), 14 September 1942 to 29 December 1943.

Flight Lieutenant Stockdale has taken part on many operations against the most heavily defended targets in Germany, including three attacks on Berlin. His brilliant navigation and enthusiasm for his work have contributed greatly to the success of these sorties. As Squadron Navigation Officer, by his hard work and fine example, he has done much to raise the standard of Squadron Navigation to a high level.

I consider that Flight Lieutenant Stockdale's devotion to duty and the skill with which he has carried out his operational work fully merit the award of the Distinguished Flying Cross (Non-Immediate).

**Note:** The following are from the website "Aircraft Accidents in Yorkshire":

#### **Halifax DT790 at Leeming airfield**

On the night of 12th/13th March 1943 the crew of this No.408 Squadron aircraft had just flown an operational flight to Essen to damage the Krupps factory and sustained damage by flak. As the aircraft made an approach to land at 00.47hrs at Leeming two of the engines failed. The aircraft made a heavy landing and was badly damaged.

Pilot - F/O Clifford Oscar Hatle, RCAF (J9407), of Simmie, Saskatchewan, Canada.

Flight Engineer - Sgt William George Kapuscinski, RCAF (R80897), of Whitby, Ontario, Canada.

Navigator - F/O Alexander Marlow Stockdale, RCAF (J10407), of Montreal, Quebec, Canada.

Bomb Aimer - Sgt Sydney Frederick Osmond, RAFVR (1391764), of Camberwell, London.

Wireless Operator/Air Gunner - Sgt Henry Richmond, RCAF (R97633), of Oliver, British Columbia, Canada.

Air Gunner - Sgt Albert Andrew Tschantre, RCAF (R144193), of Thomasville, Georgia, USA.

Air Gunner? - P/O W E Rowland, RCAF.

#### **Wellington DK184 damaged by flak, returned to Leeming airfield**

On the night of 22nd/23rd June 1943 the crew of this 427 Squadron aircraft were tasked with undertaking an operational flight to bomb Mulheim and took off at 23.35hrs. A minute before releasing the bombload at 01.56hrs the aircraft received minor flak damage. The crew made a safe return to base, landing at Leeming at 04.35hrs.

Pilot - S/Ldr Cyril Henry Earthrowl, RAFVR (69450).  
Navigator - F/O Alexander Marlow Stockdale, RCAF (J10407).  
Bomb Aimer - F/O Reginald James Hayhurst, RAF (128419).  
Wireless Operator - P/O Robert Vollum, RAFVR (139641).  
Air Gunner - Sgt Frederick Dollis Smith, RAFVR (1219212).  
Air Gunner - P/O Graydon Maurice Thornton, RCAF (J16938).  
Flight Engineer - Sgt Richard Norris Dobney, RAFVR (1432546).

**Halifax DK186 damaged on Ops, returned to Leeming airfield.**

On the night of 19th/20th June 1943 the crew of this aircraft had bombed Le Creusot, France. On the return flight and while crossing the French coast the aircraft was fired upon and slightly damaged. The mid upper gunner received injuries to his one of his heels, recorded in the 427 Squadron's war diary (as detailed on the 427 Squadron Association website) as being by a tracer bullet. The pilot made a safe return to Leeming airfield and the injured airman was admitted to hospital.

Pilot - W/C Dudley Henderson Burnside DFC and Bar RAF (37464).  
Navigator - F/O Alexander Marlow Stockdale RCAF (J/10407).  
Bomb Aimer - F/O Reginald James Hayhurst RAF (128419).  
Wireless Operator - P/O Robert Vollum RAFVR (139641).  
Mid Upper Gunner - F/Lt Jacques Ernest Durocher RCAF (J/7992). Slightly injured.  
Rear Gunner - P/O David Burgess Ross RAFVR (139642).  
Flight Engineer - F/Sgt Edgar James Solman RAF (576467).

RCAF Press Release No.4648 dated 16 April 1944 from S/L Eggleston (associated with photo UK-9267 dated 29 March 1944) reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- Flight Lieutenant A.M. "Alex" Stockdale of 5477 Coolbrooke Avenue, Montreal, Quebec, navigation officer with the Bison squadron in England, has recently been "screened" after completing a tour over enemy territory in Hampden and Halifax bombers.



The 28-year-old flight lieutenant, who was employed by the Shawinigan Water and Power Company in Montreal before he joined the RCAF, came overseas in April, 1942. He flew first with the Goose squadron, and, during one sortie against Essen, the "kite" in which he was flying was shot up by flak and the pilot was forced to make a crash landing on returning to base.

Transferring to the Lion squadron later, Stockdale completed several trips with W/C Dudley Burnside, DFC and Bar, who was then officer commanding the unit.

The navigation leader's next move was to the Bison squadron, where he again flew with the officer commanding, W/C J.D. "Pat" Pattison, D.C, of Toronto, Ontario. On two occasions, his Halifax bomber was blasted by enemy ack-ack guns when over flak positions, and on his final trip to Berlin, the aircraft was forced to make its way home on three engines almost all the way from the target when the other motor "conked" on them.

Stockdale's tour of operations included four trips to the German capital.

\* \* \* \* \*

STOCKER, Flight Sergeant James William (R54764) - **Mention in Despatches** - No.116 Squadron (Canada) - Home in Montreal; enlisted there 26 January 1940. Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 20 September 1912 in Montreal (RCAF press release 2659 announcing award); enlisted there 26 January 1940 as Airframe Mechanic. To Technical Training School, St.Thomas, 8 March 1940. Promoted AC1, 26 April 1940. To No.5 (BR) Squadron, 25 July 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 15 December 1940. To No.116 (BR) Squadron, 1 July 1941. Promoted Sergeant, 1 October 1941. To Botwood, 18 August 1942. Promoted Flight Sergeant, 1 September 1942. To Shellburne, 15 November 1942. To No.116 Squadron, 2 March 1943. To No.3 Release Centre, 13 January 1945. Retired 26 January 1945. Re-engaged with RCAF Sergeant, Airframe Mechanic, 20 March 1947 to serve with No.401 (Auxiliary) Squadron. Retired 1 April 1948, settling in Montreal. DHist file 181.009 D.3060 (RG.24 Vol.20635) has recommendation for BEM dated 12 December 1943; mentions his having flown 28 sorties totalling 214 hours.

This non-commissioned has voluntarily served as a Flight Engineer on numerous operational sorties. His continual high standard of efficiency and exceptional devotion to duty together with his organization abilities have contributed greatly to the morale and efficiency of his unit in carrying out reconnaissance work on the coast.

STOCKER, Flight Sergeant James William (R54764) - **British Empire Medal** - No.116 Squadron - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Montreal; enlisted there 26 January 1940. Award sent by registered mail 13 February 1948. It is not clear if the following was for his BEM or MiD.

This non-commissioned officer has voluntarily served as a Flight Engineer on numerous operational sorties. His continual high standard of efficiency and exceptional devotion to duty together with his organization abilities have contributed greatly to the morale and efficiency of his unit in carrying out reconnaissance work on the coast.

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STOCKFORD, F/L Charles Willoughby (C22651) - **Commended for Valuable Services in the Air** - No.1 CFS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 12 May 1913. Home in Georgetown, Ontario; enlisted in Toronto, 22 January 1941 and classified as Pilot Instructor. To Trenton, 5 May 1941. To No.19 EFTS, 17 June 1941. Promoted Sergeant, 18 June 1941 and immediately granted Leave Without Pay. Still at No.19 EFTS, 12 September 1942 when reinstated in RCAF and posted to No.5 Manning Depot. To No.6 SFTS, 10 October 1942. Commissioned 31 December 1942. To No.3 Flying Instructor School, 22 January 1943. Promoted Flying Officer, 1 May 1943. Promoted Flight Lieutenant, 1 December 1943. To No.1 Composite Training School, 24 January 1944. To AFHQ, 10 April 1944. To Central Flying School, Trenton, 30 September 1944. Promoted Squadron Leader, 1 February 1944. To No.4 Release Centre, 9 August 1945. Retired 18 September 1945. Died in Thornhill (Markham), Ontario, date uncertain. Recommended 23 December 1944 when he had flown 2,194 hours 25 minutes, of which 1,879 hours 25 minutes were instructional, and 132 hours 20 minutes had been flown in previous six months; OC Central Examining Flight at the time.

This officer has been an instructor for three years and has over eighteen hundred instructional hours to his credit. His ability in this field is of the highest order. For the past year he has been connected with the Special Duties Branch at Air Force Headquarters and later was transferred to the Central Flying School where he is continuing his work of investigation into training methods and results. He is largely responsible for the introduction of the present examining officer's system into the Service Flying Training Schools. The success of this system is assured and will result in untold benefits to training and the furtherance of Canada's war effort.

STOCKFORD, S/L Charles Willoughby (C22651) - **Air Force Cross** - Central Flying School - Award

effective 23 February 1946 as per **London Gazette** dated 26 February 1946 and AFRO 280/46 dated 15 March 1946. Home in Georgetown, Ontario; enlisted in Toronto, 22 January 1941. Presented in Toronto, 30 November 1949. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 8) has recommendation. When recommended he had flown 2,282 hours, of which 2,017 were as instructor.

This officer has completed many hours in flying instructional duties. His wide experience and background in the teaching sphere has been brought to bear upon the many complex problems of flying instruction with superlative results. The untiring efforts and devotion to duty he has displayed has done much to raise the standard of flying instruction and in experimental work. His services over a long period have been outstanding and are worthy of high praise.

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STOKER, Corporal George James Stanley (Can 7839) - **Medal of Merit, Second Class (Czechoslovakia)** - RCAF Station Rockcliffe, awarded 2 November 1946 as per AFRO 1075/46. Born 6 August 1916. Enlisted 15 September 1939 as Metal Worker. To Technical Training School, St. Thomas, 11 December 1939. Reclassified as Airframe Mechanic, 1 June 1940 when promoted AC1. To Trenton, 30 June 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 15 December 1940. Promoted Sergeant, 1 October 1941. Re-engaged with No.12 (Communications) Squadron, Rockcliffe, 29 April 1946. Reverted to Corporal, 1 October 1946. Unit became No.412 Squadron, 12 May 1947. Promoted Sergeant, 1 April 1948. Promoted Flight Sergeant, 1 October 1952. Postings unclear until 14 May 1957 when posted to No.104 Composite Flight. Still serving as of April 1964.

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STOKES, Corporal Charles Norman James (R104675) - **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. Home in Montreal; enlisted there 29 May 1941. 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. Electrician.

Corporal Stokes has demonstrated great loyalty to his unit and remarkable zeal, energy and ability in furthering the squadron's efficiency. He has worked to this end unceasingly, often under difficult and adverse conditions. Despite all handicaps and often with inexperienced personnel, the electrical systems in the unit aircraft have functioned extremely well due largely to the efforts of Corporal Stokes.

\* \* \* \* \*

STOKES, F/L Douglas (J20551) - **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 20 October 1920. Enlisted in Toronto, 23 October 1940. To No.2 Manning Depot, 26 November 1940. To No.2 ITS, 16 January 1941; graduated and promoted LAC, 20 February 1941 when posted to No.2 EFTS; may have left 23 April 1941 but only taken on strength of No.6 SFTS, 3 May 1941. To No.1 Manning Depot, 15 May 1941; to No.4 AOS, 7 July 1941; graduated 27 September 1941 posted next day to No.1 BGS; graduated and promoted Sergeant, 8 November 1941 when posted to No.2 ANS; graduated 8 December 1941 when posted to No.4 (BR) Squadron. Promoted Flight Sergeant, 8 May 1942. Commissioned 30 September 1942. Promoted Flying Officer, 17 March 1943. To No.3 OTU, 14 July 1943. To Western Air Command Headquarters, 15 October 1943. To No.9 (BR) Squadron, 23 October 1943. To Western Air Command Headquarters again, 31 March 1944. Promoted Flight Lieutenant, 17 September 1944. To No.5 OTU, 2 December 1944. To Moncton, 17 April 1945. To No.11 (BR) Squadron, 29 April 1945. To "K" 23 May 1945. To Halifax, 9 June 1945. To "K" again, 27 August 1945. To Eastern Air Command Headquarters, 19 January 1946, To "K", 21 October 1946. Retired 25 October 1946. Died in Alliston, Ontario, 11 August 2017 as per Legion **Last Post**.

This officer, after completion of two operational tours from bases in Western Air Command, was posted as a plotting officer to the Headquarters Operations Room. His duties in this capacity were carried out in a highly commendable way. While so employed he was required to work long and arduous hours planning and laying out searches for missing aircraft which he did with outstanding skill. In his enthusiasm for this particular type of work he was responsible for many of the procedures introduced in Western Air Command Air Sea Rescue Orders. His efforts in this regard were untiring and the countless hours of work and thought which he contributed made the project successful to a degree which might not otherwise have been achieved.

**Note:** A letter, A/V/M W.A. Curtis (AFHQ) to AOC Western Air Command, 12 September 1944 commented on WAC Standard Air Search and Rescue Instructions (see also entry to Gerald Herbert Lee):

It is evident that these instructions are the result of much work on the part of those responsible for its production. The value of having all the details of the rescue organisation and procedure set down under one cover is fully appreciated. A Flying Control conference has been arranged at thus Headquarters in the near future, which will be attended by Senior Flying

Control Officers from all three Home War Organization Commands. Your instructions will be used as a basis for discussion at this meeting with a view to having a similar document introduced into the other commands.

Encouragement of original effort is very desirable and for this reason it is desired to commend those officers of the Command Flying Control Section and the Command Navigation Section who compiled these instructions.

The letter was minuted to state that the work had been done by S/L Cohen, F/L Lee, F/O Stokes and P/O Vernon and that a copy of the laudatory letter was to be placed on the file of each officer.

\* \* \* \* \*

STOKX, Flight Sergeant (now F/O) Gordon Lyle (R164356/J92420) - **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 23 October 1921. Home in Windsor, Ontario; enlisted there 9 July 1942. To No.5 Manning Depot, 31 August 1942. To No.16 SFTS, 21 January 1943. To No.5 ITS, 21 February 1943; graduated and promoted LAC, 1 May 1943 but not posted until 29 May 1943 when sent to Mountain View; 1 May 1943, attending No.6 BGS; graduated 23 July 1943 and posted next day to No.10 AOS; graduated and promoted Sergeant, 10 December 1943. To "Y" Depot, 14 January 1944. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944. Commissioned 16 October 1944. Repatriated 8 April 1945. Promoted Flying Officer, 16 April 1945. To No.4 Release Centre, 2 May 1945. Retired 5 June 1945. Died in Windsor, Ontario, 24 July 2013 as per Legion **Last Post** website. Navigator. 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.

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STONE, S/L Charles Melville Hayes (C2437) - **Member, Order of the British Empire** - No.3 Training Command Headquarters - enlisted in Montreal, 15 August 1940. 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 17 March 1903 in Westmount, Quebec (RCAF Press Release 4907 announcing award). Educated in Westmount. Employed by Savard Torpin Company. Enlisted in Montreal, 25 August 1940 in Administrative Branch. With No.1 Wireless School as of 31 March 1941. Promoted Flight Lieutenant, 1 August 1941. Promoted Squadron

Leader, 1 May 1943. To Eastern Air Command, 10 May 1943. To No.5 Manning Depot, 22 June 1943. To No.2 SFTS, 15 September 1943, To No.5 Manning Depot, 30 November 1943, To No.3 Training Command, 3 January 1944. Formation became No.1 Air Command, 15 January 1945. To No.2 Release Centre, 5 March 1945. Retired 22 March 1945. Award presented 22 June 1945.

This officer, by his thorough knowledge of service procedure and energetic application to all duties, has given very meritorious service. Throughout his career he has displayed excellent judgement, and a cheerful and co-operative willingness in the execution of all his responsibilities. His good judgement and logical advice have been of valuable assistance in solving many difficult problems that have come up in the course of his various duties. He has proven himself to be a most reliable and efficient staff officer.

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STONE, Flight Sergeant Edward Blair Paul (R54924) - **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 in Waterloo, Quebec, 21 May 1906. Home in Montreal (mechanic for 16 years, salesman for six years for a fuel oil company). Enlisted in Montreal, 18 April 1940 as Aero Engine Mechanic and posted to No.1 Manning Depot, Toronto. To Technical Training School, St. Thomas, 17 May 1940. Promoted AC1, 18 July 1940. To Trenton, 28 August 1940. To No.2 SFTS, Uplands, 3 October 1940. Promoted LAC, 1 November 1940. Promoted Corporal, 1 April 1941. To No.2 ANS, Pennfield Ridge, 21 July 1941. To "Y" Depot, 24 April 1942. To RAF overseas, 1 May 1942. To No.405 Squadron, 13 June 1942. Promoted Sergeant, 1 July 1942, To No.424 Squadron, 17 October 1942. To North Africa with that unit, 27 May 1943; returning to Britain 26 October 1943 (arrived in UK 6 November 1943). To No.9424 Servicing Echelon, 5 January 1944. To No.63 Base, Leeming, 9 September 1944. To Repatriation Depot, 7 July 1945. Repatriated July 1945; to Debart, 23 July 1945. Released 14 September 1945. Rejoined RCAF at No.1 Air Command, Trenton, 7 November 1946 as Aero Engine Mechanic (21211), reverting to LAC. To Station Trenton, 3 December 1946. Promoted Corporal, 1 October 1948. To Station St. Hubert, 17 January 1949. To Station Chatham, 1 October 1949 on transfer of No.1 (Fighter) OTU there. To No.421 Squadron, 1 January 1951. Followed that unit to Odiham, England. Promoted Sergeant, 1 August 1951. To St. Hubert, 27 December 1951. To Bagotville, 2 April 1953. Promoted Flight Sergeant, 1 April 1954. To No.433 Squadron, Cold Lake, 5 November 1954. To Station Cold Lake, 29 February 1955. To North Bay, 7 May 1955. Released 6 November 1956. . 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 27 months in Canada, 32 months overseas.

This NCO has an exceptionally high sense of duty and responsibility to his work,

to his superior officers and to the airmen serving under him. He is resourceful as an organizer and most conscientious as a worker.

As a Sergeant with 424 Squadron, he was on one occasion left in charge of his Flight as the only Fitter NCO. Illness and dysentery had taken their toll of the others. He then displayed remarkable perseverance under most trying circumstances and the good showing made by his squadron was in no small way due to the work of this NCO.

STONE, Flight Sergeant Edward Blair Paul (R54924) - **Mention in Despatches** - Skipton (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation for a BEM dated 22 May 1945.

Flight Sergeant Stone has always shown a marked capacity for reliability and leadership which makes him stand out amongst his fellow NCOs. He is a very capable tradesman and his organizing ability, energy and drive sets an outstanding personal example to his men to follow. His long years of service overseas and in North Africa have been filled with arduous and responsible work to which he has always given freely and unstintingly beyond the normal call of duty.

On 18 October 1951, G/C H.J. Maguire (Commanding Officer, Station Odiham) addressed a letter to the Commanding Officer, No.421 Squadron, concerning Sergeant E.B. Stone, as follows:

1. Further to the report submitted by you concerning the incident on October 3<sup>rd</sup> last during Exercise "Pinnacle" when the above-mentioned NCO of your unit, by a commendable display of initiative and quick action saved another unit's Vampire Aircraft from damage by fire. I have to add that I have investigated the occurrence with the unit commander concerned.
2. There is no doubt that the facts were substantially as stated, and that Sergeant Stone's alertness and initiative saved the aircraft and preserved the Station's reputation for freedom from accidents. In the circumstances prevailing at the time, that is, during an operational wing take-off, his action is particularly meritorious.
3. I would like my appreciation of Sergeant Stone's action to be placed on record.

This was accompanied by two statements, undated, as follows:

I am 21211 Sergeant E.B. Stone, Aero Engine Technician, a member of 421 (F) Squadron stationed at RAF Odiham, Hants. At approximately 1120 hours Wednesday 3 October 1951, I was at number 2 Dispersal when I saw a fire of considerable size burning under the tail of a 247 Squadron aircraft near No.1 Dispersal about 250 yards distant. In view of the fact that no action was being taken to extinguish the fire, I immediately started to run across the field to the aircraft. When halfway, I saw the aircraft move ahead a few feet and stop. This action brought the tailplane immediately over the fire which was now burning fiercely. I increased my speed and on reaching the aircraft shouted instructions to the RAF airmen present to push on the aircraft, and signalled the pilot to open the throttle wide in order to move the aircraft forward. A fire extinguisher was brought into action. The aircraft was moved forward clear of the flames and the fire was extinguished. The pilot was signalled to stop the engine to permit an inspection of the tail plane. The tail plane was found to be badly scorched and the pilot was advised that Vampire VZ222 was unserviceable. [signed 21211 Sergeant B. Stone, RCAF].

The above noted incident was observed by numerous personnel of 421 Squadron. Undoubtedly the quick action taken by Sergeant Stone to move the 247 Squadron aircraft clear of the fire saved Vampire VZ222 from very serious damage. Until Sergeant Stone arrived on the scene the situation obviously was not under control,. Sergeant Stone immediately assumed command of the RAF ground crew present and directed the removal of the aircraft to a position of safety clear of the fire area. It is considered that Sergeant Stone displayed commendable initiative which resulted in saving an operational aircraft from possible destruction from fire, and that he merits some official recognition for his fine performance. [S/L G.R. Denison, Chief Technical Officer, 421 Fighter Squadron, RCAF].

**Selected Assessments:** "This NCO has considerable experience in maintenance work and shows initiative in organization and administration." (G/C W.A. Curtis, No.2 SFTS, 2 July 1941)

"Has been Senior NCO of 'B' Flight for the past three months and his work and management of the Flight has been far beyond average." (W/C F.R. Miller, No.2 ANS, 5 January 1942)

"This NCO is considered above average and is doing an outstanding job in Maintenance in organising and maintaining a high degree of workmanship and serviceability." (F/L Green, No.9424 Echelon, Skipton-on-Swale, 17 August 1944.)



“This Corporal takes an active interest in the welfare of his fellow airmen. He is an enthusiastic spectator at most sports. He is very interested in keeping up to date in both current events and RCAF matters. He is capable of becoming a very good instructor on his trade. He is considered very good senior NCO material.” (F/O J.J. McCarthy, Station Chatham, 20 May 1950).

“Sergeant Stone is an aggressive and intelligent NCO, a very good organiser and always takes a mature attitude towards difficult problems. He is versatile and can be considered as a very valuable member of the RCAF. As Trade Advancement coordinator he has been enthusiastic and has done excellent work. Superior in all respects. This NCO’s promotion is definitely overdue, especially when it is considered that he is 47 years of age.” (W/C L.A. Yellowlees, Station Bagotville, 1 December 1953)

\* \* \* \* \*

STONEHAM, W/C Douglas William (C1684) - **Member, Order of the British Empire** - No.1 Training Command - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born in London, England, 17 October 1896 (RCAF press release 2659 announcing award). Enlisted at Saskatoon, 5 February 1940 in Administration Branch. At AFHQ as of 31 May 1941. Promoted Squadron Leader, 1 August 1941. Promoted Wing Commander, 15 January 1942. To No.1 Training Command Headquarters, 13 June 1943. To “Y” Depot, 6 April 1944. To RCAF Overseas Headquarters, 8 April 1944. Promoted Group Captain, 1 October 1944. Repatriated 3 October 1945. To No.3 Release Centre, 6 October 1945; retired 6 November 1945. Died in Victoria, 1 October 1985. RCAF photo PL-33447 (ex K-15731 dated 11 October 1944) taken outside Buckingham Palace following investiture.

After serving for a number of years at Air Force Headquarters, this officer was appointed as Senior Personnel Staff Officer at this Command Headquarters. He is an exceptionally fine officer whose excellent capabilities and devotion to duty have been an outstanding example. Both at Air Force Headquarters and this Command Headquarters, Wing Commander Stoneham has displayed exceptional organizing ability resulting in the utmost efficiency of his department.

STONEHAM, G/C Douglas William, MBE (C1684) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Believed to be for services, 1944-1945, as RCAF Staff Officer, Bomber Command Headquarters. RCAF Press Release 6448 issued 2 August 1945, dealing with repatriation of personnel from No.6 Group to Canada (see entry for S/L T.D. McKee) says, in part:

Plans for the return [to Canada] were underway as soon as hostilities ceased on the continent. Group Captain D.W. Stoneham of Saskatoon and Ottawa, RCAF Staff Officer at RAF Bomber Command Headquarters, was appointed to supervise the movement of all Canadian bomber personnel.

The position of each individual in the Group has to be determined. Those who had volunteered for the Pacific had to be sent home first. The rest divided between the men who wanted to continue, after leave in Canada, as part of the occupational striking force in Europe, and those who were anxious for service in the Dominion area, or discharge.

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STONEHOCKER, F/L Ivan Paul (J13070) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 23 March 1918 in Vegreville, Alberta; home in Lacombe, Alberta. Educated at Laboy Public and High School and Edmonton Normal School (teacher. ex-Royal Canadian Artillery); enlisted there 10 July 1941. Granted Leave Without Pay until 14 August 1941 when posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 10 October 1941. To No.5 BGS, 13 November 1941. To No.7 ITS, 4 January 1942; graduated and promoted LAC, 28 March 1942 when posted to No.3 AOS; graduated and promoted Sergeant, 31 July 1942 but not posted to No.1 CNS until 22 August 1942. Subsequently commissioned with effect from 31 July 1942. To No.2 AOS, 8 September 1942. Promoted Flying Officer, 31 January 1943. To "Y" Depot, 4 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Promoted Flight Lieutenant, 31 July 1944. Repatriated 5 August 1945. To No.7 Release Centre, 9 August 1945. Retired 13 September 1945. Awarded Queen's Jubilee Medal, 2002 for work in education. Died in Red Deer, Alberta, 8 March 2004. Award presented by King George VI 29 June 1945. RCAF photo PL-44881 (ex UK-22462 dated 6 July 1945) taken following an all-Canadian investiture ceremony, 29 June 1945 at Buckingham Palace; shown with his aunt, Mrs. F. Burdett (Stockport, Cheshire), Miss M. Burdett (Branhall, Cheshire) and his brother, F/O J.M. Stonehocker (Pierceland, Saskatchewan). 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.1515 (RG.24 Vol.20600) has recommendation dated 6 December 1944 when he had flown 31 sorties (147 hours 45 minutes), 15 July to 1 November 1944.

Flight Lieutenant Stonehocker has completed a tour of operations as navigator on four-engined bombers. Many of his sorties took him to such heavily defended targets as Cologne, Essen and Kiel. On all occasions he showed an extremely cool and skilful manner, always directing his aircraft back to base. By

his complete lack of fear he inspired his crew on many occasions and has at all times instilled confidence in other members of this squadron.

The sortie list was as follows:

15 July 1944 - Bois de Jardins (4.05)  
17 July 1944 - Caen (3.55)  
20 July 1944 - L'Hey (3.10)  
27 July 1944 - Hamburg (5.30)  
5 August 1944 - St. Leu d'Esserent (4.15)  
7 August 1944 - Caen (3.50)  
8 August 1944 - Foret de Chantilly (5.20)  
9 August 1944 - Foret de Nieppe (3.35)  
10 August 1944 - La Pallice (6.40)  
12 August 1944 - Montrichard (5.45)  
12 August 1944 - Falaise (4.05)  
14 August 1944 - Bons Tassily (4.15)  
15 August 1944 - Brussels (4.20)  
25 August 1944 - Brest (4.55)  
27 August 1944 - Mimoyecques (3.25)  
28 August 1944 - Ile de Cezembre (4.35)  
30 August 1944 - Ile de Cezembre (4.45)  
3 September 1944 - Volkell (3.25)  
8 September 1944 - Le Havre (3.35)  
9 September 1944 - Le Havre - Buick II (4.40)  
12 September 1944 - Wanne Eickel (5.00)  
13 September 1944 - Osnabruck (4.30)  
15 September 1944 - Kiel (6.30)  
27 September 1944 - Sterkrade (5.00)  
28 September 1944 - Cap Gris Nez (3.20)  
29 September 1944 - Sterkrade (4.55)  
6 October 1944 - Dortmund (6.35)  
14 October 1944 - Duisburg (5.40)  
14 October 1944 - Duisburg (5.40)  
25 October 1944 - Essen (5.15)  
30 October 1944 - Cologne (6.10)  
1 November 1944 - Oberhausen (5.55)

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STORMS, Flight Sergeant Douglas Warner (R86215, later J85757) - **Distinguished Flying Medal** - No.101 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2610/43 dated 17 December 1943. Born Emerson, Manitoba, 12 November 1918; home there (mechanic); enlisted in Winnipeg, 27 December 1940 and posted to No.2 Manning Depot. To No.2 Wireless School, 21 June 1941; promoted LAC, 24 July 1941; ceased training and posted to Trenton, 9 December 1941; to No.4 BGS, 25 February 1942; graduated and promoted Sergeant, 30 March 1942. To "Y" Depot, 31 March 1942; to RAF overseas, 30 August 1942 (unclear why the long delay). Promoted WO2, 30 March 1943, Commissioned 23 March 1944. Promoted Flying Officer, 23 September 1944. Repatriated 8 June 1945. To No.2 Air Command, 20 June 1945. To No.5 Release Centre, 13 September 1945. Retired 21 September 1945. Award presented by King George VI 16 May 1944. Died in North Vancouver, 27 December 1991. Shown in RCAF photo PL-25092. RCAF photo PL-25095 shows (left to right) F/L J.R. Price, DFC (Indian Head, Saskatchewan), F/O R.A. Henry, DFC (Toronto), P/O C.T. Butler, DFM (North River, Prince Edward Island), P/O D.W. Storms, DFM (Emerson, Manitoba), standing left to right are F/O H.P. Higgins, Croix de Guerre (Verdun, Quebec), W/C W.A. McKay, DFC (Vancouver), F/L J.E. McCormack, DFC, AFC (Estevan), F/O L.M. McKinnon, DFM (Revelstock).

Throughout a tour of operational duty, Flight Sergeant Storms has shown outstanding ability and a strong sense of duty. His coolness and exceptional fearlessness in the face of danger has proved a source of great confidence to his crew who have placed their whole trust in his vigilance and skill.

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STORMS, F/L John Lyall (J20845) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 15 June 1945 as per **London Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born in Toronto, 16 March 1923; home there; enlisted there 26 September 1941. To No.2 Manning Depot, 26 October 1941. To Trenton, 2 January 1942. To No.1 ITS, 28 February 1942; graduated and promoted LAC, 24 April 1942 but not posted to No.10 EFTS until 9 May 1942; posting to No.10 EFTS repeated, 23 May 1942; to No.11 SFTS, 19 July 1942; graduated and commissioned, 6 November 1942. To No.1 Flying Instructor School, 20 November 1942. To Trenton, date incertain; to No.9 SFTS, 20 February 1943. Promoted Flying Officer, 6 May 1943. To "Y" Depot, 21 January 1944. Taken on strength of No.3 PRC, Bournemouth, 14 February 1944. Promoted Flight Lieutenant, 6 November 1944. Repatriated 8 June 1945. To No.1 SFTS, 31 July 1945. To Release Centre, 27 August 1945. Retired 1 September 1945. Award sent by registered mail 21 December 1949. RCAF photo PL-43383 (ex UK-20924, 27 April 1945) is captioned as follows: "This skipper and his navigator from the Lion Squadron of the RCAF Bomber Group were snapped after they completed their first tour of operations on Halifax and Lancaster bombers. On the left is F/O C.J. Soloway, navigator, Winnipeg, Manitoba and on the right F/L J.L. Storms, pilot, Toronto." DHH file 181.009 D.1730 (Library and Archives Canada)

RG.24 Volume 20607) has the following recommendation, drafted when he had flown 30 sorties (196 hours 50 minutes):

18 November 1944 - Munster (5.40, second pilot)  
21 November 1944 - Castrop Rauxel (6.05, second pilot)  
27 November 1944 - Neuss (5.40)  
26 December 1944 - St.Vith (6.50)  
28 December 1944 - Opladen (6.15)  
29 December 1944 - Oberlar (7.00)  
2 January 1945 - Ludwigshaven (7.35)  
6 January 1945- Hanau (7.05)  
13 January 1945 - Saarbrucken (6.55)  
16 January 1945 - Magdeburg (6.35)  
2 February 1945 - Wanne Eickel (6.35)  
4 February 1945 - Osterfeld (6.00)  
7 February 1945 - Goch (6.40)  
13 February 1945 - Bohlen (8.10)  
17 February 1945 - Wesel (5.30)  
20 February 1945 - Monheim (7.00)  
21 February 1945 - Werms (7.05)  
23 February 1945 - Essen (5.55)  
24 February 1945 - Kamen (6.05)  
25 February 1945 - Gardening (7.20)  
3 March 1945 - Gardening (5.55)  
11 March 1945 - Essen (6.10)  
12 March 1945 - Gardening (6.30)  
15 March 1945 - Hagen (6.45)  
16 March 1945 - Gardening (4.40)  
4 April 1945 - Gardening (7.25)  
9 April 1945 - Kiel Bay, Gardening (5.43)  
13 April 1945 - Kiel Bay, Gardening (5.35)  
16 April 1945 - Schindorf (8.45)

This captain has completed 30 heavy operational bombing attacks against the enemy and his work in general has been outstanding.

This squadron does special mining work for the Group and this requires crews of a very dependable nature and in view of Flight Lieutenant Storms' splendid record and quiet but dogged determination, he has been picked to complete the most hazardous mining operations.

While Gardening on March 2<sup>nd</sup> at Christiansand this captain made three complete runs over the garden area to make absolutely sure that his vegetables would be planted in the correct location. In another mining attack in the "Little Belt" area near Denmark his H2S became unserviceable and this pilot spent 42 minutes over the target planting his vegetables visually. In the Oslo Fjord his aircraft was hit by heavy flak; he, however, completed this gardening attack in a splendid manner and brought his aircraft safely back to base. On two other attacks on Kiel, Flight Lieutenant Storms planted his mines within yards of his aiming point.

While on a bombing attack on February 7<sup>th</sup> he was attacked by a flying wing and not only evaded the flying wing, but his gunners were successful in destroying it.

In view of Flight Lieutenant Storms' splendid record, I strongly recommend that he be awarded an immediate Distinguished Flying Cross.

NOTE: A citation (below) was published in the **London Gazette**. The Directorate of History card has a note attached: "This is not the correct citation for F/L Storms. It concerns someone else whose identity is unknown. Storms did not even take part in the a/n Hamburg operation. For Storms' recommendation for the DFC see flagged file 63/s-221-7-1, Leeming, Honours and Awards) cabinet 51." The **London Gazette** citation read:

Flight Lieutenant Storms has an excellent operational record. He has completed many bombing attacks against the enemy and also numerous minelaying missions. He has shown skill of a high standard and has invariably pressed home his attacks with exceptional determination, often in the face of heavy opposition. Whilst over Hamburg in March 1945, his aircraft sustained serious damage. Some five feet of one of the wings was torn away, thus rendering the aileron useless. Although the aircraft became difficult to control, Flight Lieutenant Storms pressed home his attack and afterwards flew the damaged aircraft to base. He set a very fine example of devotion to duty.

RCAF Press Release No. 8120 dated 6 January 1945 from F/L H.W. Eggleston reads:

WITH THE RCAF BOMBER GROUP IN GREAT BRITAIN: - "We didn't realize we had been hit until we got back to base", exclaimed F/L J.L. Storms, 195 A-Roncesvalles Ave, Toronto, Ontario, pilot of a Halifax bomber from the Lion squadron, in describing how the four-engined bomber was holed by flak during

an attack on Ludwigshaven. Navigator in the aircraft on the raid was F/O C.J. Soloway, 791 Selkirk Avenue, Winnipeg, Manitoba.

Just after leaving the target, heavy flak began to thump on the bottom of the bomber. The crew had a suspicion that something was wrong from the smell of gas fumes in the aircraft. However, the skipper continued back to his home base. On landing, inspection by the ground crew found that a petrol tank had been holed in the port wing, there was another hole in the cowling of the port inner engine, and there were holes in the starboard wing tip and elevator.

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STORRY, WO2 (now P/O) Gordon Prosser (R194946/J94630) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 4 January 1923 in Govan, Saskatchewan; home in Qu'appelle, Saskatchewan (student); enlisted in Calgary, 3 November 1942 and posted to No.3 Manning Depot; to No.37 SFTS (guard), 23 January 1943; to No.7 ITS, 3 April 1943; graduated and promoted LAC, 11 June 1943; posted next day to No.19 EFTS; ceased training and posted to No.2 Manning Depot, 15 July 1943; to No.1 CNS, 21 August 1943; graduated and promoted Sergeant, 14 January 1944. To No.3 Aircrew Graduate Training School, 30 January 1944. To "Y" Depot, 28 February 1944; taken on strength of No.3 PRC, Bournemouth, 30 March 1944. Commissioned 3 April 1945. Repatriated with No.431 Squadron, 7 June 1945. To No.6 Release Centre, 23 August 1945. Retired 27 August 1945. Living in Port Arthur, Ontario, June 1950. Died in Edmonton, 28 October 2003. 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.1941 (RG.9 Vol.20612) has recommendation by W/C W.F. McKinnon dated 23 April 1945 when he had flown 25 sorties (183 hours 14 minutes), 30 December 1944 to 16 April 1945.

Warrant Officer Storry, a Navigator, has completed twenty five trips against some of the most heavily defended targets. He has operated against Essen, Hemmingstadt, Hamburg and Dortmund with great coolness and splendid co-operation with his crew. Warrant Officer Storry is a keen, alert navigator and maintains the highest standard of professional ability.

For his admirable coolness in danger, his undaunted reliability and judgement, and his initiative and ability in the section, I strongly recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

30 December 1944 - Cologne (6.43)  
5 January 1945 - Hanover (5.37)  
6 January 1945 - Hanau (7.33)  
14 January 1945 - Merseburg (9.20)  
28 January 1945 - Stuttgart (7.40)  
1 February 1945 - Mannheim (7.47)  
2 February 1945 - Weisbaden (6.43)  
4 February 1945 - Bonn (7.08)  
7 February 1945 - Goch (5.26)  
13 February 1945 - Dresden (10.25)  
14 February 1945 - Chemnitz (9.04)  
20 February 1945 - Dortmund (6.51)  
21 February 1945 - Duisburg (7.16)  
7 March 1945 - Dessau (9.49)  
11 March 1945 - Essen (6.15)  
12 March 1945 - Dortmund (6.48)  
14 March 1945 - Zweibrücken (7.17)  
15 March 1945 - Hagen (7.23)  
21 March 1945 - Heide (6.00)  
22 March 1945 - Heildesheim (6.09)  
24 March 1945 - Mettiss Stinnes (5.57)  
25 March 1945 - Hanover (5.58)  
31 March 1945 - Hamburg (5.58)  
4 April 1945 - Merseburg (9.06)  
16 April 1945 - Schwarndorf (8.47)

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STORSATER, P/O Ralph George (J93380) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 27 August 1918 in Winnipeg; home there (carpenter); enlisted there 25 July 1942. Granted Leave Without Pay until 8 November when posted to No.2 Manning Depot. To No.2 ITS, 23 January 1943; graduated 3 April 1943 when promoted LAC and posted to No.2 EFTS. Ceased training, 8 May 1943 and posted to No.2 Manning Depot; to No.5 BGS, 11 June 1943; graduated 11 September 1943 when posted to No.1 CNS; graduated and promoted Sergeant, 29 October 1943. To "Y" Depot, 20 November 1943; taken on strength of No.3 PRC, Bournemouth, 25 November 1943. Commissioned 29 December 1944. Repatriated 14 May 1945. To No.2 Air Command, 27 May 1945. To No.3 ANS, 29 June 1945; promoted



Flying Officer that date. To No.3 SFTS, 1 August 1945. To No.5 Release Centre, 24 September 1945. Retired 2 October 1945. Became a TCA pilot. Died in Montreal, 29 March 2009. Award sent by registered mail 18 July 1951. 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 35 sorties (209 hours three minutes), 6 October 1944 to 8 April 1945. Appears to be same crew as F/O N.A. Packer and F/O Norman Tilston.

6 October 1944 - Sterkrade (5.09) - Bombed aiming point.  
7 October 1944 - Cleve (3.58) - do.  
9 October 1944 - Bochum (5.59) - Bombed through clouds.  
14 October 1944 - Duisburg (5.29) - 4 1/2 miles NNW of A/P.  
15 October 1944 - Duisburg (6.01) - Many fires, heavy attack.  
30 October 1944 - Cologne (6.19) - Bombed in cloud.  
2 November 1944 - Dusseldorf (5.55) - Many fires.  
4 November 1944 - Bochum (5.15) - 2,000 yds SSW of A/P.  
8 November 1944 - Gelsenkirchen (4.41) - Bombed target.  
18 November 1944 - Munster (5.30) - Bombed through cloud.  
21 November 1944 - Sterkrade (6.52) - Good attack.  
30 November 1944 - Duisburg (6.04) - Bombed through cloud  
2 December 1944 - Hagen (6.40) - do.  
5 December 1944 - Soest (6.44) - Many fires in target area.  
24 December 1944 - Essen-Mulheim a/f (5.15) - Bombed aiming point.  
26 December 1944 - St.Vith (4.53) - do.  
28 December 1944 - Opladen (5.36) - Bombed glow through cloud.  
14 January 1945 - Saarbrucken (6.50) - Bombed aiming point.  
16 January 1945 - Magdeburg (5.36) - Good attack; many fires.  
22 January 1945 - Gelsenkirchen (6.25) - Cloud; good attack.  
27 January 1945 - Stuttgart/Kornwestheim (7.28) - Bombed target.  
1 January 1945 - Mainz (6.08) - Bombed through clouds.  
4 February 1945 - Gelsenkirchen-Nordstern (5.16) - do.  
9 February 1945 - Wanne Eickel (5.45) - Many fires.  
13 February 1945 - Bohlen (8.23) - Cloud.  
14 February 1945 - Chemnitz (7.45) - Good attack; cloud, fires.  
21 February 1945 - Worms (6.27) - Many fires in target area.  
12 March 1945 - Dortmund (6.14) - Cloud over target.  
13 March 1945 - Homberg (6.16) - Bombed aiming point.  
15 March 1945 - Hagen (6.16) - Many fires.  
18 March 1945 - Witten (6.45) - do.  
21 March 1945 - Rheine (5.00) - Bombed aiming point.

25 March 1945 - Munster (5.01) - 4,500 yds SW of A/P.

4 April 1945 - Harburg (5.23) - Bombed aiming point.

8 April 1945 - Hamburg, Blohm and Voss (5.45) - Bombed B & V Works.

Pilot Officer Storsater has now completed a very successful tour of 35 operational sorties as an Air Bomber in Halifax III aircraft with No.158 Squadron. All his attacks have been against major German targets and have been carried out in the face of the most intense opposition from the enemy.

Keen to fly against the enemy on every possible occasion, this officer possesses a fine offensive spirit and a lively determination to press home his attack to the best possible advantage. In the face of the severest enemy fire he held his bombing course regardless of his personal safety.

On a number of occasions his aircraft sustained flak damage, but his mission was always completed and the results have been good. His courage is worthy of the highest praise.

It is recommended that the consistently excellent work of this Air Bomber be recognized by the award of the Distinguished Flying Cross.

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STOTTS, Flight Sergeant Allan Harvey (R111328) - **Mention in Despatches** - Station Torbay - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Brockville, Ontario, 14 November 1908. Chauffeur for twelve years (1927-1939) and fireman for 18 months, all in Brockville. Enlisted in Ottawa, 2 July 1941 as Firefighter and posted to No.1 Manning Depot. To Trenton, 26 July 1941. Promoted AC1, 18 August 1941; posted to Halifax that date. Promoted Corporal, 1 December 1941. To Torbay, 6 March 1942. Promoted Sergeant, 1 May 1942. Promoted Flight Sergeant, 1 December 1942. To Halifax, 4 August 1945. To No.3 Release Centre, 25 September 1945. Released 3 October 1945. Died 8 September 1989 in Brockville, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of December 1989.

This non-commissioned officer has displayed exceptional skill and ingenuity as non-commissioned officer in charge of the Fire Section. His outstanding organizing ability in fire prevention coupled with a strong devotion to duty has resulted in no fires at this unit throughout his career. He is an exceptional [airman ?] in his trade, above average in all respects, and has been a constant good leader of his men.

He was recommended for a BEM, 3 May 1944 by S/L T.H. Spear, as follows:

During the past two years this station has suffered losses through fire of less than \$ 100.00. To a great extent this fire record is due to Flight Sergeant Stotts, who as fire chief is constantly educating all ranks on fire prevention methods and by his continuous inspections and the immediate elimination of fire hazards he has set an example of fire consciousness which has been of great value to the RCAF and the war effort. His services are considered well worthy of recognition.

This was endorsed by G/C R.S. Grandy (Torbay) - "Concur. This NCO has performed his duties in a highly creditable manner."

It appears that the above submission went no further in Eastern Air Command, and a later recommendation does not appear in his file, but clearly there was a revival of the recommendation that would have brought the award in the 1946 New Year Honours List.

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STOVEL, F/O Augustus Burton (J13597) - **Distinguished Flying Cross** -No.139 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 16 November 1943 and AFRO 2610/43 dated 17 December 1943. Born in Winnipeg; 13 February 1921; home there. He was studying engineering and chemistry, University of Manitoba and in COTC before he enlisted there 21 August 1941. To No.2 Manning Depot, Brandon, 19 September 1941. To No.34 SFTS, Medicine Hat, 21 November 1941 (guard). To No.4 ITS, Edmonton, 4 January 1942; graduated and promoted LAC, 27 February 1942; to No.5 EFTS, High River, 28 February 1942; graduated 9 May 1942 when posted to No.12 SFTS, Brandon ; graduated and commissioned, 28 August 1942. To "Y" Depot, 11 September 1942. To RAF overseas, 2 October 1942; disembarked in Britain, 18 October 1942. To No.11 (Pilots) AFU, 27 October 1942. Attended No.1521 Beam Approach Training Flight, 28 November to 5 December 1942. To No.1655 Mosquito Conversion Unit, 2 January 1943. Promoted Flying Officer, 28 February 1943. To No.139 Squadron, 18 March 1943. Promoted Flight Lieutenant, 1 December 1943. To No.105 OTU, 18 December 1943 as instructor. To Headquarters, No.45 Group, 3 July 1944 for ferry duty. .Repatriated via No.45 Air Transport Group, 13 September 1944. To No.5 Release Centre, 19 February 1945. Retired 5 March 1945. Award presented 27 April 1945. Graduated in Architecture, University of Manitoba, 1947. Worked for Frank Lount and Sons before forming his own firm. Died in 1977 (**Dictionary of Manitoba Biography**, page 241). No citation in AFRO other than "completed many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty." RCAF photo PL-19525 (ex UK-5018), dated 26 August 1943)

has the following caption: "Flying Officer T.M. Mitchell, left and Flying Officer A.B. Stovel, right, two RCAF pilots who are now flying Mosquito bombers on raids deep into Germany. Both have already made two trips to Berlin. Flying Officer Mitchell's home is at 33 Chester Hill Road, Toronto, and his father is the Rev. T.J. Mitchell of that city. Flying Officer Stovel, a veteran of 17 Mosquito operations, lives on Brock Street, Winnipeg, Manitoba. Caption to RCAF photo PL-19513 (25 August 1943) gives some insight on his career:

When his dinghy broke loose and tore a large piece out of the tailplane of his Mosquito bomber, Flying Officer A.B. "Smokey" Stovel thought that he had had it. But he survived the trip to Orleans and has gone on to mark up 17 operations over enemy territory, two of them to Berlin and others to Cologne, Hamburg, Munich, Eindhoven, Jena and Duisburg. Flying Officer Stovel, whose home is on Brock Street, Winnipeg, went overseas in October 1942.

**Notes:** Accident, 4 March 1943, No.1655 Mosquito Training Unit, Marham. Mosquito 344. Returning from night cross country, approached too high and had to overshoot. On second approach he found aircraft starting to stall. Port wing dropped on runway and port undercarriage collapsed. Pilot had misjudged landing. No log endorsement.

Application for Operational Wing dated 7 December 1943 stated he had flown 32 sorties (200 hours), March to November 1943.

Assessed 2 March 1944 when he had flown 835 hours (67 in past six months) - "A very capable, conscientious and reliable officer who has completed a most successful tour of operations." (G/C L.C. Slee). Also, "An excellent operational captain and a good officer," (G/C C.D.C. Boyce)

He reported the following delivery flights with No.45 Group - 1-2 September 1944, Greenland to Scotland; 21-27 September 1944, Greenland to Scotland; 10-12 October 1944, Greenland to Scotland; 25 October-5 November 1944, Greenland to Scotland; 20-29 December 1944, Ascension Island to Scotland.

Assessed 16 October 1944. "Rather hesitant and inarticulate. Does only what is required of him. Makes some mistakes, needs to be checked occasionally. Occasionally takes the lead. Improves his knowledge if not too much effort. Does not organize things very well. Usually can count upon his loyalty. An average officer who does not always apply his theoretical knowledge in a practical manner but has improved under supervision." (S/L J. Simson, No.105 OTU).

**Training:** Interviewed in Winnipeg by P/O G.M.S. Cowan - "A very good type - conscientious - education good - alert - and should make valuable addition to aircrew."

Attended No.4 ITS, 5 January to 27 February 1942. Scored 84 percent in Visual Link. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas Armament (written), Aircraft Recognition, Drill, and Signals (written). Scored 941 points of a possible 1,000. Placed third in a class of 94. "Keen, alert, studious, good breeding and spirit. Above average type."

Attended No.5 EFTS, 2 March to 24 April 1942. Tiger Moth aircraft - 10.55 dual to first solo, 31.55 total day dual, 40.20 day solo, 3.10 night dual. Courses in Navigation, Airmanship, Airframes, Engines, Armament (written), Aircraft Recognition and Signals (practical). Scored 933 of a possible 1,000 points. Placed second first in a class of 105. "Conduct, deportment and appearance excellent. Mature, very bright, should be good commission material. Link 76 percent."

At SFTS he took Navigation, Airmanship, Armament (written and practical), and Signals (written and practical). Scored 670 of a possible 750 points. Placed first in a class of 47.

Attended No.11 (Pilots) AFU, 27 October 1942 to 2 January 1943. Oxford aircraft - three hours 55 minutes day dual to first day solo, 22.10 total day dual, 23.35 day solo; one hour night dual to first night solo, 4.30 total night dual, 12.20 night solo. Was 3.10 on instruments and logged eight hours in Link. Tested in General Flying (240/400), Applied Flying (120/200), Instrument Flying (140/250), Night Flying (70/100) and Link (40/50). "Confident and capable. Night flying and instrument flying good. He should make an excellent operational pilot." (W/C J.A. Field).

Detached to No.1521 Beam Approach Training Flight, 28 November to 5 December 1942. Oxford aircraft - 11.05 hours beam flying and five hours in Link. Graded in Beam Procedure and Q Code in Link (154/200), Receiver Operation (75/100), Instrument Flying (200/250), Cloud Flying and Night Flying (200/250) and Application of Beam Approach Procedure (150/200). "An above average pupil in both his instrument flying and beam flying; will make a very capable Beam Approach pilot."

At No.1655 MTU made following flights:

- 2 January 1943 - day dual (1.05)
- 18 January 1943 - day dual (30 minutes)
- 2 February 1943 - day dual (1.10) and 30 minute solo
- 10 February 1943 - day dual (35 minutes)
- 11 February 1943 - day dual (45 minutes) and one hour solo
- 16 February 1943 - day solo (one hour)
- 17 February 1943 - medium low level exercise (2.30)
- 17 February 1943 - low level bombing (50 minutes, eight bombs)
- 25 February 1943 - climb to 30,000 feet; photography at 20,000 feet (2.50)

26 February 1943 - low level exercise, 200 feet (2.10, mirror photography)  
26 February 1943 - photography at 20,000 feet (3.15, eight bombs, shallow dive)  
27 February 1943 - low level exercise, 50 feet (2.45, eight bombs)  
28 February 1943 - low level exercise, 50 feet (2.45, eight bombs, shallow dive)  
1 March 1943 - low level bombing (1.30, six bombs)  
1 March 1943 - night dual (40 minutes)  
1 March 1943 - night solo (1.00)  
3 March 1943 - exercise, cloud cover (2.35)  
4 March 1943 - night flying (1.20 and 1.30)  
5 March 1943 - full load takeoff (35 minutes)  
6 March 1943 - night cross country (time ?)  
7 March 1943 - night dual (1.00)  
7 March 1943 - night solo cross country(1.15)

“This officer lacks initiative but with confidence gained from a few operational sorties should improve 100 percent. Assessment - average.”

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STOVEL, P/O Clifford Campbell (J16835) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 July 1943 as per **London Gazette** dated 6 July 1943 and AFRO 1582/43 dated 13 August 1943. Born in Craigmyle, Alberta, 12 September 1917. Lumberman and truck driver. Enlisted in Calgary, 14 February 1941 and posted to No.2 Manning Depot, Brandon. To No.37 SFTS (guard), 9 April 1941. To No.2 ITS, Regina, 5 May 1941; graduated and promoted LAC, 8 June 1941; to No.16 EFTS, Edmonton, 9 June 1941; course ended 27 July 1941 but not posted to No.10 SFTS, Dauphin until 8 August 1941; graduated and promoted Sergeant, 24 October 1941. To “Y” Depot, 26 October 1941. To RAF Trainee Pool, 11 November 1941. Taken on strength of No.3 PRC, Bournemouth, 23 November 1941. To No.15 (Pilots) AFU, Leconfield, 16 February 1942. Promoted Flight Sergeant, 24 April 1942. To No.22 OTU, 23 June 1942. To No.405 Squadron, 9 September 1942. Promoted WO2, 24 October 1942. Commissioned 9 January 1943. To No.408 Squadron, 9 April 1943. Promoted Flying Officer, 15 June 1943; accorded acting rank of Flight Lieutenant the same day. Killed in action, 27/28 July 1943 (Halifax DT749, No.408 Squadron); buried in Germany. Award presented to next-of-kin, 5 December 1944.

This officer has completed many sorties, including attacks on well-defended targets in the Ruhr. He is a skilful and enterprising captain whose example has proved inspiring. On night in April 1943 he piloted an aircraft detailed to attack Duisburg. Whilst over the target area one engine became unserviceable but in spite of this Pilot Officer Stovel pressed home a vigorous attack. Immediately

afterwards the bomber was hit by anti-aircraft fire and temporarily went out of control, losing considerable height. Pilot Officer Stovel skilfully regained control, however, and eventually flew the aircraft to base. He displayed great skill and coolness in the face of a most trying situation.

NOTE: Public Record Office Air 2/4974 has recommendation drafted 7 June 1943 when he had flown 24 sorties (254 hours five minutes).

Since commencing operations in June 1942, Pilot Officer Stovel has completed 14 operations against heavily defended enemy targets. These included the following sorties:- Bremen, Essen (2), Krefeld, Osnabruck, Kiel, Cologne, Stuttgart, Berlin, Duisburg, Pilsen, Dortmund, Dusseldorf, Wuppertal. This officer's remaining ten sorties (169.10 operational hours) were completed whilst he was serving in Coastal Command.

Throughout his tour of operations, this officer has shown great courage, skill and determination in action and has been an inspiration to his crew.

On the night of the 8<sup>th</sup> April 1943, while on operations against Duisburg, the aircraft this officer was flying lost one engine approximately five miles from the target. With coolness and determination, Pilot Officer Stovel pressed home the attack. Immediately after bombing, the aircraft was subject to intense enemy anti-aircraft fire, with the result that the pilot lost control and the aircraft went into a spin at a height of 17,000 feet. Control was eventually gained at 10,000 feet. In the meantime, four of his crew had baled out without receiving any orders to do so, and all navigational charts and maps had been lost. The pilot set course for this country and was eventually forced down to 4,000 feet by enemy ground defences. From the time the aircraft spun until it passed over the enemy coast, the pilot was flying in 10/10 cloud.

The successful return of this operational aircraft to this country was due to the resourcefulness and skilful airmanship of this officer. I consider his splendid record and quiet but dogged determination fully merits the award of the Distinguished Flying Cross.

The website "Lost Bombers" gives the following on his last sortie. Halifax DT749 of No.408 Squadron (EQ-Q), target Hamburg, 27/28 July 1943. Airborne 2230 hours of 27 July 1943 from Leeming. Shot down by a night-fighter (Lt Sachsenberg, 11/NJG3) and crashed west of Neumunster. Crew consisted of F/L C.C.Stovel, DFC, RCAF (killed); Sergeant J.R.A.Le Blanc, RCAF (killed); Sergeant J.H.Borley, RCAF (POW); P/O J.E.Bemister, RCAF (POW), F/L G.H.McDougal

(killed); P/O W.G.J.Richardson, RCAF (POW) Sergeant E.F.Parker ,RCAF (killed); F/O H.W.McDonald, RCAF (killed).

**Notes:** Involved in incident, Halifax W7768, 6 November 1942 in the course of an operational day flight (anti-submarine patrol). Mid-upper gunner (Sergeant K.A. Hart) fired a short test burst and port feed came off the "pawl". In trying to correct this, and without putting guns on "safe", he accidentally discharged his guns, holing aircraft and wounding the rear gunner (R95484 Sergeant G. Gillespie).

Letter to his mother, 30 June 1943, stated he had flown 26 sorties and had 280 operational hours to his credit.

**Training:** At No.2 ITS he placed 119<sup>th</sup> in a class of 205. Described as "mature"

At No.16 EFTS he flew Tiger Moths (21.15 dual, 24.55 solo, of which 5.45 was instruments, plus ten hours in Link. "Learns quickly and instrument flying good." Placed 25<sup>th</sup> in a class of 33.

At No.10 SFTS flew Harvards - 42.35 day dual, 39.35 day solo, 6.05 night dual, 4.10 night solo. Of this, 15.15 on instruments. Also logged 20 hours in Link. "Rather slow - heavy - may become rattles under stress, otherwise satisfactory." (S/L W.G. Westland). Below average in ground school. Placed 57<sup>th</sup> in a class of 59.

At No.15 (Pilots) AFU he flew Oxfords 33.55 day dual, 89.15 day solo, 3.10 night dual, 3.00 night solo) and also attended Beam Approach Training Flight (twelve hours on Oxfords). Described as "Average - slow but steady."

Course at No.22 OTU was 23 June to 8 September 1942, flying 8.05 day dual, 5.10 day as second pilot and 31.10 day as captain, 2.30 night dual, 9.05 as second pilot at night, 32.30 as captain at night. Spent 17 hours 30 minutes in Link. "An average pilot, keen and hard working, will make a good operational captain. Fitted for four-engine aircraft."

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STOVEL, S/L Richard Carleton (J3100) - **Air Force Cross** - AFHQ - Award effective 1 January 1945 as per **London Gazette** of that dated and AFRO/89/45 dated 19 January 1945. Born in Winnipeg, 31 March 1921 (RCAF Press Release 4907 announcing award). Attended St.John's Ravenscourt and University of Manitoba. Enlisted in Winnipeg, 9 May 1940; trained at No.1 ITS (graduated 21 June 1940), No.2 EFTS (18 August 1940) and No.1 SFTS (graduated 5 October 1940). Instructed at Uplands, January 1941 to January 1943, then overseas for eight months with time at Empire Central Flying School (pupil and instructor). To Canada in September 1943



to work at CFS, Trenton. In March 1944 to No.2 Training Command (Staff Officer Training Plans). In August 1944 to Directorate of Training, AFHQ. Award presented 17 August 1945. Later rose to Lieutenant General, CAF, and presented with Queen's Coronation Medal (23 October 1953 while a Group Captain, Canadian Joint Staff in London) and Commander, US Legion of Merit (January 1977). Retired as a Lieutenant-General, September 1976 while Deputy Commander of NORAD. Died in Winnipeg, 12 June 2012. As of AFC award he had flown 2,134 hours to date, 1,900 hours as instructor, 151 hours in previous six months.

This officer has completed many hours of flying instructional work, during which time he has proven himself to be an excellent pilot and leader. His work as a student and then as a tutor at the Empire Central Flying School was outstanding. He has at all times shown himself to be eager and capable of coping with the most difficult flying tasks. While in charge of a visiting flight from Central Flying School, he handled his work in a most efficient and capable manner. The ability and devotion to duty of this officer are outstanding.

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STOVER, S/L Charles Herbert (J8922) - **Distinguished Flying Cross** - No.414 Squadron - Award effective 12 May 1944 as per **London Gazette** dated 19 May 1944 and AFRO 1380/44 dated 30 May 1944. Born Sarnia, Ontario, 8 September 1915; home there; enlisted in London, Ontario, 14 March 1941 and posted to No.1 Manning Depot. 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, 15 July 1941 when posted to No.4 EFTS; graduated 1 September 1941 when posted to No.13 SFTS; graduated and commissioned 21 November 1941. To "Y" Depot, 4 December 1941. To RAF overseas, 12 December 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 4 August 1943. Promoted Squadron Leader, 5 November 1943. Repatriated 12 August 1944. To No.2 Training Command, 31 October 1944. To Army Exercises, Prince Albert, 8 November 1944. To AFHQ, 15 March 1945. To No.4 Release Centre, 17 May 1945. Retired 22 May 1945. Award presented 28 May 1947. Portrait painted by Eric Aldwinckle. Rejoined RCAF Auxiliary (80079) and served in No.420 Squadron, 1949-1952. Shell sales manager after the war; appointed Honourary Colonel, No.414 Squadron, 1993. Died in Orillia, Ontario, 20 November 2002. Photo PL-7626 shows him examining a map with F/L F.E. Clarke. Photo PL-23772 is a portrait. Photo PL-25519L (left) shows him on repatriation to Canada. Credited with the following victories: **21 August 1943** one Ju.88 destroyed; **5 November 1943**, one Ju.52 destroyed (shared with F/O K.A. Brown); **23 June 1944**, one FW.190 damaged. Also reported to have attacked and damaged eight locomotives, one pylon, one tug, and one transformer station.

Squadron Leader Stover has been engaged on operations since August 1942.

He has completed a large number of flights with outstanding courage and resolution, the first of his sorties being during the Dieppe operation. In August 1943, he led a mission to the Paris area where he destroyed a Junkers 88 and damaged enemy locomotives and a tug. During another operation in November 1943, he shared in the destruction of a Junkers 52. Many of the sorties completed by this officer have involved deep penetrations into enemy territory, while others have been on reconnaissance and photographic duties.

NOTE: Public Record Office Air 2/9626 has recommendation drafted about 20 March 1944 when he had flown 55 sorties (79 operational hours).

Since August 1942, this officer has carried out a large number of operational sorties with great courage and determination. His first operational flight was during the Dieppe operation. On August 21st, 1943, he led a Ranger sortie into the Paris area and personally destroyed a Junkers 88 and shared in damaging one tug and four locomotives. On November 5th while leading another Ranger he shared in the destruction of a Junkers 52 on Beauvais Lille.

This officer has taken part in twelve successful Rhubarbs and Rangers, seven of which have involved deep penetrations into enemy territory as well as one night Intruder patrol. In addition he has carried out six shipping reconnaissance, 17 Tactical/Reconnaissance and photographic reconnaissances and a large number of anti-Rhubarb patrols. At all times Squadron Leader Stover has shown outstanding skill and devotion to duty on operations and by so doing has provided a great inspiration to those under him.

On 21 March 1944, Group Captain E.H. Moncrieff added his remarks:

This officer has proved himself to be a most competent and outstanding Squadron Commander, displaying at all times the greatest determination in the execution of his duties, and his outstanding skill as a reconnaissance pilot and unswerving devotion to duty are an example to all those who serve under his command.

On 23 March 1944 an A/V/M Dickson noted:

I recommend this award. For over 20 months this officer has been serving in reconnaissance squadrons engaged in sporadic operations. While there are no highlights to record in his citation the work of reconnaissance pilots, although not spectacular, calls for high morale and determination. These qualities have been outstandingly evident in Squadron Leader Stover and the award if made

will do much to encourage the pilots of the squadrons.

This was duly supported by Air Marshal Coningham (9 April 1944) and by Air Chief Marshal Leigh-Mallory (23 April 1944).

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STOWE, P/O Roy Stanley (J92666) - **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 22 March 1925 in Edmonton; home there (farmer); enlisted there 8 January 1943. To No.3 Manning Depot, 24 February 1943; to No.10 SFTS (guard), date uncertain. To No.2 Pre-Aircrew Education Detachment, 16 May 1943; to No.2 Air Gunner Ground Training School, 25 June 1943. Promoted LAC, 7 August 1943 when posted to No.3 BGS; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943; taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Commissioned 29 November 1944. Repatriated 23 March 1945. To Edmonton, 3 April 1945. Promoted Flying Officer, 29 May 1945. To No.7 Release Centre, 4 June 1945; retired 7 June 1945. Award presented 27 May 1950. 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 47 sorties (228 hours 43 minutes), 26 April 1944 to 16 January 1945.

26 April 1944 - Essen (5.45)  
6 May 1944 - Brest (4.55)  
8 May 1944 - Morlaix (4.25)  
9 May 1944 - St.Vallery (4.30)  
15 May 1944 - Kategatt (5.55)  
19 May 1944 - Gun Emplacement (3.00)  
21 May 1944 - Bremen (4.35)  
22 May 1944 - Le Mans (5.05)  
26 May 1944 - Le Havre (3.55)  
28 May 1944 - Le Havre (3.55)  
2 June 44 - Dunkirk (3.25)  
5 June 44 - Gun Emplacement (4.50)  
6 June 44 - Support of S.F. (5.35)  
10 June 44 - Paris (5.30)  
14 June 44 - Cambrai (4.30)  
15 July 1944 - Nucourt (3.45)  
19 July 1944 - Rollez (3.00)  
22 July 1944 - Acquet (2.40) DNCO

23 July 1944 - Kiel (5.15)  
24 July 1944 - Stuttgart (7.05)  
27 July 1944 - Boissons (3.30)  
29 July 1944 - Hamburg (4.55)  
30 July 1944 - St.Pierre (3.35)  
3 August 1944 - Paris (3.00)  
4 August 1944 - Paris (3.05)  
5 August 1944 - Bordeaux (7.40)  
7 August 1944 - Caen (2.35)  
8 August 1944 - Foret de Lucheux (2.50)  
25 August 1944 - Russelsheim (7.00)  
26 August 1944 - Kiel (5.30)  
29 August 1944 - Stettin (5.30), DNCO  
12 September 1944 - Frankfurt (6.00)  
14 October 1944 - Duisburg (4.05)  
15 October 1944 - Wilhelmshaven (4.10)  
19 October 1944 - Stuttgart (5.15)  
23 October 1944 - Essen (4.40)  
25 October 1944 - Homberg (3.15)  
30 October 1944 - Cologne (4.20)  
5 November 1944 - Dusseldorf (4.05)  
11 November 1944 - Dortmund (4.25)  
27 November 1944 - Freiburg (5.10)  
30 November 1944 - Duisburg (4.15)  
6 December 1944 - Merseburg (6.35)  
21 December 1944 - Cologne (4.00)  
28 December 1944 - Bonn (4.20)  
2 January 1945 - Nuremburg (6.28)  
5 January 1945 - Royan (4.58)  
14 January 1945 - Merseburg (6.20)  
16 January 1945 - Merseburg (5.47)

Pilot Officer Stowe is nearing completion of two operational tours, on such heavily defended areas as Essen, Stuttgart and Kiel. During his operational career he has shown a zeal and offensive spirit which has contributed materially to the operational successes of his crew. He has proved himself an excellent Air Gunner, and his courage and will to battle have been an inspiration to all.

For text of a Combat Report from 28 July 1944 see entry for F/L Thomas Ellison.

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STOWE, F/L William North (J10643) - **Distinguished Flying Cross** - No.130 Squadron - Award effective 10 July 1945 as per **London Gazette** dated 24 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 2 November 1922 in Edmonton; home in Toronto (COTC, ex-Royal Canadian Artillery); enlisted there 28 May 1941 and posted to No.1 Manning Depot. Trained at No.5 ITS (graduated and promoted LAC, 24 September 1941), No.1 EFTS (graduated 21 November 1941) and No.2 SFTS (graduated and commissioned 13 February 1942). To No.118 Squadron, 15 March 1942, serving with that unit in Aleutian campaign. Tour ended in August 1943. Posted to Britain, arriving 16 October 1943. Further trained at No.57 OTU. Posted to No.41 Squadron, 28 February 1944. To No.130 Squadron towards the end of the war. On 2 May 1945 his aircraft damaged by blast from his own bomb while attacking motor transport and forced-landed. To No.401 Squadron after VE Day, then to No.412 Squadron (5 July 1945) and then No.430 Squadron (7 August 1945). Repatriated to Canada in September 1945. To No.4 Release Centre, 2 October 1945; released 5 November 1945. Award sent by registered mail 28 June 1949. Served in postwar RCAF Auxiliary (120663), commencing 28 June 1948 while attending university and serving with No.400 Squadron. Promoted Flight Lieutenant, 1 January 1951. Promoted Squadron Leader, 1 January 1952. Promoted Wing Commander, 1 June 1952 and given command of that unit. In April 1954 he moved to Regina, was transferred to Reserve of Officers and trained pilots on Chipmunks (July 1955 to January 1957) when he returned to Toronto. Although still a Chipmunk instructor, he was reclassified as an Engineering Officer. Chris Shores, **Those Other Eagles** (Grub Street, London, 2004) provides a victory list as follows: **3 September 1944**: one FW.190 destroyed in Liege area (No.41 Squadron; Spitfire EB-H, shared with another pilot); **23 January 1945**: one FW.190 damaged, Pelm area, northwest Ruhr (No.41 Squadron, Spitfire RM863, EB-L); **24 April 1945**: one Bf.109 destroyed near Nevendorf plus one FW.190 destroyed at Rechlin airfield (No.130 Squadron); **25 April 1945**: one Me.262 probably destroyed, Lubeck (No.130 Squadron; aircraft attacked while landing, pilot ejected half-way down runway but aircraft not seen to be totally wrecked); **30 April 1945**: two FW.190s destroyed, Banzkow/Schwerin Lake area (No.130 Squadron, one shared with another pilot).

This officer has completed numerous sorties during his tour of operational duty. On one occasion recently his aircraft was damaged by anti-aircraft fire and he was forced to make a crash landing in advance of our forward troops. Flight Lieutenant Stowe made his way successfully to our lines and within a few days he was again engaged in operational flying. This officer has destroyed at least three enemy aircraft and in addition destroyed and damaged more than 180 enemy transport vehicles including trains, barges, tugs and mechanical transport. He has served with outstanding success as a flight commander.

NOTE: RCAF Order 1306/43 issued 9 July 1943, under the heading "Summary Award", read as follows:

1. Flying Officer William North Stowe (J10643), an officer of the Royal Canadian Air Force serving at an RCAF unit in Western Air Command, was tried summarily by the Air Officer in charge Administration, Western Air Command, Vancouver, B.C. under Section 47 of the Air Force Act on the 18<sup>th</sup> day of May 1943, and was found guilty on a charge of so negligently landing one of His Majesty's aircraft as to cause it to collide with another of His Majesty's aircraft thereby damaging both aircraft.
2. He was sentenced to be reprimanded.

\* \* \* \* \*

STRACHAN, S/L William Watson (J9863) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 25 January 1944 as per **London Gazette** dated 8 February 1944 and AFRO 644/44 dated 24 March 1944. Born Arbroath, Angus, Scotland, 21 January 1916; home in Trail, British Columbia (electrician employed by Consolidated Mining and Smelting); enlisted in Vancouver, 11 June 1940. To No.1 Manning Depot, Toronto, 15 June 1940. To No.1 ITS, Toronto, 24 June 1940. Graduated and promoted LAC, 19 July 1940 when posted to No.8 EFTS, Vancouver. To No.4 SFTS, Saskatoon, 12 October 1940; graduated and promoted Sergeant, 20 December 1940. To Central Flying School, Trenton that date. To No.7 SFTS, Macleod, 25 February 1941. Promoted Flight Sergeant, 1 December 1941. Commissioned 15 December 1941. To No.11 SFTS, Yorkton, 24 February 1942. Promoted Flying Officer, 1 October 1942. To "Y" Depot, Lachine, 1 November 1942. To RAF Trainee Pool, 22 November 1942. Disembarked in Britain, 30 November 1942. To No.11 (Pilots) AFU, 5 January 1943. To No.22 OTU, 9 March 1943. To No.432 Squadron, 3 May 1943. Promoted Flight Lieutenant, 12 June 1943. Attached to No.1679 Conversion Unit, 12 September to 14 October 1943 when returned to No.432 Squadron. Promoted Squadron Leader, 1 November 1943. Killed in flying accident with No.432 Squadron, 16 February 1944 (Halifax LK761); buried in Britain. Award presented by Governor General to next of kin, 12 December 1944. RCAF photo PL-26001 (ex UK-7976 dated 8 February 1944) is captioned as follows: "Flight Commander of the Leaside Squadron in the Canadian Bomber Group overseas, S/L W.S. 'Bill' Watson of Trail, B.C. has just been awarded an immediate Distinguished Flying Cross for bringing his crippled four-engined bombet back from bombing Brunswick. A four-engined heavy German Kondor aircraft flew up beside the Canadian kite on the return journey and pumped cannon shells, .50-cal machine gun slugs and .303 bullets into the fuselage before the crew realized it was an enemy plane. The 27-year old pilot on his 20<sup>th</sup> trip flew the Lancaster back despite damage to the control surfaces, fuselage, holed tanks, port tire shot away, one propellor nicked and another holed." RCAF photo PL-34535 shows presentation to Mrs, J. Strachan (mother); also present were his sister (Miss I. Strachan) and

father (Mr. J. Strachan).

This officer has taken part in many attacks against targets in Germany and has displayed commendable skill, courage and determination. One night in January 1944, Squadron Leader Strachan piloted an aircraft which attacked Brunswick. Shortly after the bombs had been released the aircraft was hit by bullets from an enemy fighter. Much damage was sustained but Squadron Leader Strachan skilfully outmanoeuvred the attacker and afterwards flew the damaged aircraft to base. Squadron Leader Strachan is a model captain whose example has inspired all with whom he has flown.

DHH file 181.009 D.5557 (RG.24 Volume 20668) has original recommendation drafted 19 January 1944 when he had flown 19 sorties (108 hours 48 minutes).

This officer has shown remarkable skill as a pilot and an inspiring example of courage and determination to his crew in his numerous sorties over Germany. On the night of January 14/15, this officer piloted an aircraft which attacked Brunswick. Shortly after bombing the target, the bomber was attacked by a four-engined enemy aircraft with cannon and machine gun fire. Squadron Leader Strachan took evasive action and succeeded in eluding the enemy. However, severe damage had been inflicted on his aircraft, the most serious being to the port rudder which was almost entirely shot away. Nevertheless, this officer flew the aircraft safely to base, and made a successful landing despite the fact that the port wheel was flat, having been holed during the attack.

For his airmanship, skill and devotion to duty, this officer is strongly recommended for the immediate award of the Distinguished Flying Cross.

**Training:** Interviewed 10 June 1940 at which time the Recruiting Officer wrote, "Alert, keen lad who has been trying hard to get in since September 1939. Fully qualified and suitable as a WAG."

Course at No.1 ITS was 24 June to 20 July 1940. Courses and marks as follows: Mathematics (99/100), Armament, practical and oral (67/100), Drill (80/100), Law and Discipline (86/100). Placed 95<sup>th</sup> in a class of 244. "Serious lone wolf type. Suggest single seater fighter. Good at maths. Does not to rely on the other man to fly him. Recommend for pilot."

Course at No.8 EFTS was 23 July to 5 October 1940. Flew Tiger Moths (25.45 day dual, 24.30 day solo; also logged five hours in Link). "Rough on controls but is fairly sound." Ground school

courses were Airmanship (180/200), Airframes (158/200), Aero Engines (150/200), Signals (49/50), Theory of Flight (86/100), Air Navigation (188/200), Armament, oral (120/200). Conduct has been good and ability is fair but does not appear to be outstanding although he should prove to be reliable and trustworthy." Placed 11<sup>th</sup> in a class of 33.

Course at No.4 SFTS was 15 October to 20 December 1940. Flew Anson aircraft (29.20 day dual, 38.55 day solo, 2.15 night dual, 3.45 night solo; also 5.40 in Link). "A fair pilot. Development of air sense lagged behind his training as pilot. Low average ability as instrument pilot." Ground courses in Airmanship (116/200), Armament, written (58/100), Armament, practical (68/100), Air Navigation (135/200), Signals (49/50). Placed 24<sup>th</sup> in a class of 38.

Course at No.11 AFU was 5 January to 9 March 1943. Flying tests and marks as follows: General Flying (250/400), Applied Flying (150/200), Instrument Flying (150/250), Night Flying (60/100), Link (30/50). Flew Oxford aircraft (2.20 day dual to first day solo, total 19.30 day dual, 21.35 day solo, 1.05 night dual to first night solo, 3.35 total night dual, 10.25 night solo; also logged six hours in Link. He had one accident - 5 February 1943 on Oxford when tail wheel became unstable and finally collapsed (no blame to him).

While at No.11 AFU attended No.1534 Beam Approach Training Flight, 6-21 February 1943. Flew Oxford aircraft (eleven hours 30 minutes) all on beam and instruments. Tested on procedure in Link (150/200) and otherwise tested on Receiver Operation (70/100), Instrument Flying (180/250), Cloud Flying (180/25), General Application of Beam Approach Procedure (145/200). "Considering his experience (1,700 hours) this pupil was disappointing. He was a normal average pupil throughout."

Course at No.22 OTU was 9 March to 3 May 1943. Flew Wellington III and X aircraft - 4.45 day dual to first day solo, 10.15 day dual total, 31.50 day solo, 5.55 night dual to first night solo, 11.50 total night dual, 33.25 night solo. Of these total, three hours in formation and 33.05 on instruments. Also logged 15 hours in Link. No marking in ground courses; air tests and marks were General Flying (300/400), Applied Flying (120/200), Instrument Flying (175/250), Night Flying (75/100), Link (40/50). Character and Leadership graded as 65/100. "A good captain and pilot with plenty of flying experience. Should do well."

**Assessments:** He was not impressive as an instructor. On 9 July 1942, F/L H.G.E. Rhodes of No.11 SFTS described him as "Rather hesitant and inarticulate. Routine worker, not much initiative. Does only what is required of him. Occasionally takes the lead. Satisfied with present knowledge. Does not organize things well. Not very progressive about accepting new ideas or responsibilities."

On 19 October 1942, S/L B.J. Bouchier, also of No.11 SFTS, wrote, "This officer gets things done but does not organize as well as he could."



**Circumstances of death:** Killed 16 February 1944 on non-operational night flight, Halifax LK761, crew being J9863 S/L W.W. Strachan (pilot), J18871 P/O M.A. Martin (navigator), J21045 F/O N.J. Baron (air bomber), J18402 P/O R.C. Stuart (WOP), O886242 Lieutenant A.L. Rorke (air gunner), J19066 P/O H.M. Stewart (rear gunner), and 616713 Sergeant J. Gilliard (RAF, flight engineer). The aircraft crashed at 1943 hours, soon after takeoff and the cause was not determined.

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STRADIOTTI, Sergeant Napoleon (R110439) - **Mention in Despatches** - No.39 Wing Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born in London, England, 1 October 1906. Baker in Vancouver, 1920-1926. Professional Wrestler, 1926-1928. Cook for CPR and **Empress of Canada**, 1928 onwards. Baker in Kelowna for a time but most work around Vancouver. When not baking and cooking, he was a fisherman, boat builder and fish packer. Enlisted in Vancouver, 9 July 1941 as Cook and posted to No.1 Manning Depot; to No.4 WS, 2 August 1941 to attend RCAF School of Cookery - "One of the most outstanding cooks to attend this School, Worthy of responsible position, Ranked first in this course." (F/L H.D. Branion, Officer Commanding, School of Cookery). Promoted AC1, 9 October 1941. To Patricia Bay, 25 October 1941. Promoted LAC, 1 January 1942. Promoted Corporal, 1 August 1942. To "Y" Depot, 1 September 1942; embarked from Canada, 26 September 1942. Arrived in Britain, 9 October 1942. To No.426 Squadron, 26 October 1942. To No.414 Squadron, 21 December 1942. Reclassified to Chef, 1 June 1943. To No.126 Airfield, 27 July 1943. To No.129 Airfield, 1 August 1943 and on same day to No.39 Wing. To No.129 Airfield, 12 November 1943. Landed in France, 18 June 1944. To No.39 Wing Headquarters, 1 August 1944. Repatriated 7 June 1945; to No.8 Release Centre, 24 June 1945; released 30 July 1945. The officer assisting his rehabilitation described him simply as having "A colourful occupational history which is difficult to list." He was intending to join his brothers in a packing business. Did not apply for his service medals until 1985. Died in White Rock, British Columbia, 23 November 1990. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation for a Croix de Guerre which may apply to his Mention in Despatches:

Flight Sergeant Stradiotti was a peerless chef. The most difficult conditions, longest hours of work and lack of proper food never prevented this NCO from achieving the highest possible standard of messing. This directly reflected on the efficiency of the unit during the French campaign.

The following was published, with a photograph, in **Wings Abroad**, issue of 23 February 1944:

## NAPOLEON OF THE COOK-HOUSE

(If you want a fancy cake or a cauliflower ear, Sergeant Stradiotti will be glad to oblige)

One of the many legendary characters of the RCAF in this war is going to be a man who works in a kitchen instead of a cockpit.

Already the name Napoleon Stradiotti is one to conjure with on W/C Ernie Moncrieff's airfield. Small wonder that the Winco covets him as he would a jet plane, for an Air Force cook who can turn straight rations into chocolate éclairs, custard "streaks" flaky pies and the like is a great and good rarity.

Variety has been the spice of life in the Moncrieff mess ever since the Italo-Canadian sergeant from Vancouver came along. Any normal noontime or evening meal will find hot soup, at least one kind of hot soup, at least one kind of hot meat, two or three different cold cuts and various hot and cold vegetables on the menu.

But dessert is where the artist in Stradiotti, the man, comes out. The day this was written, diners had the choice of apple pie, strawberry jam pie, stewed apricots, prunes and chocolate pudding. As usual the universal solution was to try a shot at everything.

The face between Napoleon's bent ears doesn't look like that of a cook. It looks like a wrestler's and so it is. He used to be a pro middle-weight grappler up and down the Pacific Coast and held the championship belt of that part of the world in the early 30's. After that he became chief confectioner aboard the Empress of Canada.

Despite his past, Nap is not tough with the men under him. They like him for it because he's one man who could be a tough sergeant if he so desired. Ears like his are not acquired while making butter icing.

But how does he accomplish his culinary coups on war-time rations? You tell, Nap: "I just prepare all the waste fat from different kinds of meat to make various types of pastry," he says "In that way, I have the regular margarine and butter rations in other things, for instance this butter icing here".

He pointed to a three-decker cake covered in creamy yellow substance. He had sculpted rosettes and other designs on it and crowned it with a replica of a full-sized rosebud. You looked at the stubby Stradiotti fingers and the Stalingrad

ears, then at the rosebud, and wondered.

Nap's proficiency as a chef comes from his father who was in the game for years and taught his son all the tricks. But Nap has an interest in a fighting business operated by his three brothers, and after the war, he may devote most of his time to netting sockeye salmon rather than serving it.

But at the moment, cooking and getting the war over is his life and *raison d'être*. He'll put in a 24-hour day in the kitchen if necessary, and often has done it when night-flying airmen look for early-morning snacks.

Ranks and all that mean little to the old master of the Mancriff skillet. The day D. A. "Bernie" Bernhardt, Prescott, Ontario, was promoted to Flight Lieutenant, he visited the kitchen ostensibly to arrange for a late meal.

As Sergeant Napoleon dished out his chocolate éclair Bernhardt was really after, he observed "I am glad to see you have become a wing commander".

Assessed 29 January 1945 by S/L W.N.F. MacLean, No.39 Wing - "A very honest, sincere NCO whose skill at his trade and his untiring efforts have contributed greatly to the success of the wing."

Assessed 9 March 1945 by F/L A.G. Golby, No.39 Wing - "This NCO has outstanding ability in his trade, and is most conscientious in carrying out his duties."

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STRANG, F/L Douglas MacAulay (J25325) - **Mention in Despatches** - No.160 (BR) Squadron - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. See **War Service Records 1939-1945** (Canadian Bank of Commerce, 1947). Born 28 July 1918 at Ladysmith, British Columbia. Enlisted in Vancouver, 11 March 1942. To No.3 Manning Depot, 9 April 1942. To No.1 ANS, 1 June 1942 (guard). To No.2 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.1 BGS until 24 October 1942; graduated 27 December 1942 when posted to No.10 AOS; graduated and commissioned 16 April 1943 when posted to No.1 GRS. To No.160 (BR) Squadron, 12 June 1943. Promoted Flying Officer, 16 October 1943. Promoted Flight Lieutenant, 1 December 1944. To Eastern Air Command Headquarters, 24 April 1945. Last assignment was with Aircrew Assessment Board, Halifax. To No.8 Release Centre, 17 October 1945. Released 24 October 1945.

This officer has shown remarkable ability both in his trade as a navigator and as an administrative officer. As officer in charge of crew training in his squadron, he has been instrumental in organizing an excellent training programme which has been partly responsible for the high standard of flying training at this unit. Flight Lieutenant Strang has completed a tour of hazardous anti-submarine operations throughout which his devotion to duty has been exemplary.

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STRANGE, F/L John Fraser (J21761) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 15 October 1917 in Winnipeg; home there; enlisted there 20 March 1940 as Clerk (Administration). To Trenton, 24 April 1940. Promoted AC1, 30 June 1940. Promoted LAC, 30 September 1940. To No.2 Training Command Headquarters, 22 October 1940. Promoted Corporal, 1 January 1941. Promoted Sergeant, 1 July 1941. Remustered to aircrew, 4 January 1942 when reverted to AC2 and posted to No.2 ITS; graduated 25 February 1942 and promoted LAC; to No.2 AOS, 1 March 1942; graduated 6 June 1942 when to No.8 BGS; may have graduated 18 July 1942 but not posted to No.1 CNS until 25 July 1942; graduated and promoted Sergeant, 5 September 1942; subsequently commissioned from that date. To No.34 OTU, 25 September 1942. Another posting unclear. To "Y" Depot, 30 December 1942. To RAF overseas, 4 January 1943. Promoted Flying Officer, 5 March 1943. Promoted Flight Lieutenant, 5 September 1944. Repatriated 2 February 1945. To No.2 Air Command, 13 February 1945. To No.3 ANS, 16 April 1945. To No.1 CNS, 24 April 1945. To Western Air Command, 29 May 1945. To No.5 Release Centre, 22 June 1945. Retired 6 July 1945. Award sent by registered mail from Government House, 15 June 1954. 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 has recommendation dated 17 August 1944 when he had flown 33 sorties (162 hours 24 minutes), 7 May 1943 to 2 August 1944.

7 May 1943 - Two sea searches (4.00), previous unit  
29 December 1943 - Berlin (7.20)  
15 February 1944 - Berlin (7.50)  
19 February 1944 - Leipzig (7.19)  
22 February 1944 - GARDENING (3.00), DNCO, recalled  
24 February 1944 - GARDENING (7.01)  
25 February 1944 - GARDENING (6.08)  
2 March 1944 - Meulan (5.34)  
6 March 1944 - Trappes (5.28)  
18 March 1944 - GARDENING (4.36)

22 March 1944 - GARDENING (6.16)  
23 March 1944 - Laon (5.29)  
9 April 1944 - Lille (4.16)  
10 April 1944 - Tergnier (5.05)  
12 April 1944 - GARDENING (4.17)  
18 April 1944 - GARDENING (6.24)  
20 April 1944 - Ottignes (3.59)  
22 April 1944 - Laon (5.08)  
3 May 1944 - GARDENING (3.24)  
2 June 44 - Trappes (4.55)  
5 June 44 - Maisy (5.14)  
6 June 44 - St.Lo (5.08)  
8 June 44 - Alencon (5.13)  
24 June 44 - Noyelle en Chaussee (3.42)  
25 June 44 - Montorgueil (3.30)  
27 June 44 - Mont Candon (3.48)  
4 July 1944 - Domleger (3.54)  
7 July 1944 - Caen (4.16)  
12 July 1944 - Hauts Boisson (3.40)  
17 July 1944 - Caen (4.25)  
20 July 1944 - Chappelle Notre Dame (3.30)  
25 July 1944 - Wanne Eickel (5.10)  
2 August 1944 - Foret de Nieppe (3.25)

As a navigator this officer has now completed his first operational tour consisting of 33 sorties, many of these demanding a high degree of skill and resolution.

His splendid photographic record, showing numerous Aiming Point photographs, is consistent with his exceptional keenness and his ability to guide his pilot to the target, contributing in a large way to the success obtained throughout this tour.

Flying Officer Strange, by his careful regard to detail and his ready willingness to accept responsibility, inspires confidence in everyone with whom he comes in contact, and his record is one of high courage and sustained operational endeavour, worthy of the best traditions of the service and fully merits the award of the Distinguished Flying Cross, for which I strongly recommend him.

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STRANGE, F/O Maxwell Samuel (J24504) - **Distinguished Service Order** - No.427 Squadron - Award effective 1 August 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born 31 August 1915 in Wainwright, Alberta; home in Toronto (gas engineer). Enlisted in Vancouver, 5 January 1942. To No.3 Manning Depot, 3 February 1942. To Calgary, 8 May 1942. To No.4 ITS, 6 June 1942; graduated and promoted LAC, 26 September 1942 when posted to No.5 EFTS; to No.7 SFTS, 21 November 1942. Graduated and commissioned, 19 March 1943. To No.1 GRS, 2 April 1943. To No.31 OTU, 11 June 1943. To "Y" Depot, 6 September 1943. To United Kingdom, 12 September 1943. Promoted Flying Officer, 19 September 1943. Promoted Flight Lieutenant, 3 July 1944. Promoted Squadron Leader, 30 August 1944. Remained in postwar RCAF (20212), retaining rank of Squadron Leader as of 1 October 1946. Promoted Wing Commander, 1 September 1951. Photo PL-32393 is a portrait.

This officer was the pilot of an aircraft detailed to attack a target in northern France. When nearing the target the aircraft was attacked by a fighter. The starboard side of the fuselage was badly holed by the enemy's machine gun fire which also seriously damaged the starboard elevator. The dinghy was set on fire and petrol from one of the tanks which had been pierced caused the flames to burn fiercely. The rear gunner was wounded but remained in his damaged turret to give directions to his pilot, Flying Officer Strange, who out-maneuvered the attacker and afterwards successfully bombed his objective. Soon afterwards another fighter was encountered but once again Flying Officer Strange proved his skill and evaded the attacker and finally reached an airfield in this country where he effected a masterly landing. This officer displayed the highest standard of skill, courage and devotion to duty in the face of extremely difficult and dangerous circumstances.

NOTE: DHH file 181.004 D.1729 (National Archives RG.24 Volume 20607) has the recommendation drafted by S/L G.J. Cribb. It noted that Strange had flown 23 sorties (105 hours 30 minutes).

An aircraft piloted by Flying Officer Strange was detailed on the night of 12/13th June 1944 to attack Arras. Just prior to the target, the bomber was attacked by an enemy aircraft, dangerously wounding the rear gunner, who nevertheless stayed at his post to direct evasive action when the fighter made a further attack. During this time the rear turret and starboard elevator had been seriously damaged, the starboard side of the fuselage was badly holed, and the dinghy had been set on fire and petrol leaking from one of the port tanks caused the blaze to be even fiercer. In spite of the damage to his aircraft this gallant captain coolly evaded the fighter and pressed home his attack

vigorously, accurately bombing his objective.

With the fire still raging in the port wing of his badly damaged aircraft, this pilot set course for base, and due to the fact that the bomber was a sitting target, it was again attacked by enemy aircraft, but by superb airmanship and great courage this pilot evaded these attacks, finally taking his aircraft down to just above the sea after crossing the enemy coast. He succeeded in reaching an aerodrome in this country and effected a masterly landing of his crippled bomber, after which he did not relax until the badly wounded rear gunner had received medical aid.

It is entirely due to the great skill and courage of this brave captain that his crew and aircraft were brought back safely to this country. I strongly recommend that Flying Officer Strange be awarded an immediate Distinguished Service Order.

STRANGE, S/L Maxwell Samuel, DSO (J24504) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 293/45 dated 16 February 1945.

Squadron Leader Strange completed numerous attacks against the enemy. In June 1944, whilst attacking Mannheim, his aircraft was attacked by a hostile fighter. This officer displayed exceptional skill and coolness in extricating his aircraft from a perilous situation. Squadron Leader Strange is a flight commander and his superb captaincy and airmanship have been an example not only to his crew but to the entire squadron.

The original recommendation is in DHH file 181.009 D.1729 (Library and Archives Canada RG.24 Vol.20607), drafted after he had flown 18 sorties (85 hours 30 minutes). It is odd in that the DSO and DFC appear to have been awarded for the same incident.

An aircraft piloted by Flying Officer Strange was detailed on the night of 12/13th June 1944 to attack Arras. While on its bombing run, two minutes prior to the target, bomber was attacked by an enemy aircraft, dangerously wounding the rear gunner, who nevertheless stayed at his post, badly damaging the rear turret, rendering the starboard elevator useless and putting holes in the starboard side of the fuselage and setting the dinghy on .

Flying Officer Strange took his aircraft over the target while it was in flames, easily visible to the enemy, and dropped his bombs, obtaining a primary and a splendid photograph.

On the homeward journey, the aircraft was again attacked, but by this pilot's skill and daring airmanship, was successful in evading the attack. This pilot landed his disabled aircraft at Woodbridge, in such a manner that the injuries of the rear gunner were not aggravated..

On this pilot's previous sortie, his aircraft was attacked by an enemy fighter and he displayed exceptional skill and coolness in extricating his aircraft from a perilous situation. I highly recommend that Flying Officer Strange be awarded an immediate Distinguished Flying Cross.

Further to the above, file 181.009 D.1729 has a further submission for the DFC, this one drafted 15 September 1944 when he had flown 36 sorties (165 hours 45 minutes) - twelve sorties since his previous award. Submission by W/C Bryson as follows:

18 April 1944 - Le Bourget (5.00)  
20 April 1944 - Lens (5.15)  
22 April 1944 - Dusseldorf (5.10)  
24 April 1944 - Karlsruhe (7.05)  
26 April 1944 - Villeneuve St. George (5.10)  
27 April 1944 - Aulnoye (4.40)  
30 April 1944 - Somain (4.50)  
1 May 1944 - St. Ghislain (4.35)  
7 May 1944 - St. Valery en Caux (3.40)  
10 May 1944 - Ghent (4.30)  
11 May 1944 - Boulogne (4.25)  
31 May 1944 - Au Fevre (4.50)  
4 June 1944 - Calais (3.25)  
5 June 1944 - Merville Franceville (5.50)  
6 June 1944 - Conde sur Noireau (5.00)  
8 June 1944 - Mayennes (5.05)  
12 June 1944 - Arras (5.20)  
15 June 1944 - Boulogne (3.40)  
16 June 1944 - Sautrecourt (3.25)  
17 June 1944 - Oisemont Neuville en Bois (3.55)  
21 June 1944 - Oisemont Neuville en Bois (4.00)  
24 June 1944 - Bonnetot (4.00)  
25 June 1944 - Gorenflos (4.40)  
27 June 1944 - Wizernes (3.45)  
28 June 1944 - Metz (1.10, duty not carried out)



12 July 1944 - Acquet (4.05)  
14 July 1944 - Anderbelck (5.25)  
18 July 1944 - Wesseling (5.35)  
20 July 1944 - Ferme de Grande Bois (5.55)  
28 July 1944 - Hamburg (5.15)  
31 July 1944 - Cocquereau (4.10)  
3 August 1944 - Foret de Nieppe (4.10)  
5 August 1944 - St. Leu d'Esserent (5.00)  
7 August 1944 - La Hogue (4.40)  
25 August 1944 - St. Mathieu (5.00)  
27 August 1944 - Mimoyecques (5.20)  
12 September 1944 - Gardening (6.50)

This pilot has completed thirty-six heavy operational bombing attacks against the enemy.

This captain was awarded the DSO for his splendid work on the 12/13th June while attacking Arras. On June 8<sup>th</sup> while attacking Mayennes his aircraft was attacked by an enemy fighter and he displayed exceptional skill and coolness in extricating his aircraft from a perilous situation.

Flight Lieutenant Strange is a Flight Commander and his superb captaincy and airmanship have been an example not only to his crew, but to the entire squadron. I most highly recommend that Flight Lieutenant Strange be awarded a non-immediate Distinguished Flying Cross.

\* \* \* \* \*

STRATH, F/O John William (J19618) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 293/45 dated 16 February 1945. Born 30 October 1923 in Toronto; home there; enlisted there 28 April 1942 and posted to No.1 Manning Depot. To No.4 BGS, 26 June 1942 (guard). 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; may have graduated 30 December 1942 but not posted to No.16 SFTS until 10 January 1943; graduated and promoted Sergeant, 30 April 1943. To "Y" Depot, 14 May 1943. To RAF overseas, 26 May 1943. Promoted Flight Sergeant, 30 October 1943. Commissioned 26 December 1943. Promoted Flying Officer, 26 June 1944. Repatriated 2 February 1945. To No.1 Air Command, 13 February 1945. To No.5 OTU, 16 March 1945. Retired 30 August 1945. Following the war he pursued a classical education and taught at Loyola College in Montreal. He then went back to flying via Ottawa air survey. This was

followed by work in Calgary (30 years as an executive in energy and resource sector). Returned to Ottawa in 1990 where he remained an investor in oil, mining and aviation. Died in Ottawa, 19 August 2013. Award sent by registered mail 30 March 1949.

As captain of aircraft Flying Officer Strath has completed numerous sorties against heavily defended targets in Germany and enemy occupied territory. He has shown the utmost determination and skilful pilotage. On two occasions he has succeeded in extricating his aircraft from perilous situations and flying it safely back to base. In June 1944 his aircraft was hit and damaged while on the bombing run. One engine was rendered unserviceable and other extensive damage was sustained. Flying Officer Strath handled the damaged aircraft with superb skill and landed it safely in this country. By his devotion to duty, superb captaincy and fine airmanship, this officer has set a magnificent example to the whole squadron.

\* \* \* \* \*

STRATHDEE, F/L Eric John (C9292) - **Mention in Despatches** - Station Eastmoor - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Home in Lachine; enlisted in Niagara Falls, Ontario, 6 November 1939 as Clerk. Promoted Corporal, 20 February 1940. Reverted to AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Sergeant, 26 June 1940. Reclassified as Clerk (Administration), 1 July 1941 and promoted Flight Sergeant that date. Commissioned 17 January 1942. To No.3 Training Command, 16 April 1942. Promoted Flying Officer, 15 July 1942. To No.1 GRS, 25 July 1942. Promoted Flight Lieutenant, 1 January 1943. To "Y" Depot, 7 March 1943. To RAF overseas, 27 March 1943. Repatriated 7 February 1945. To No.1 Air Command, 18 February 1945. To No.6 Repair Depot, 20 August 1945. To No.1 Equipment Depot, 1 April 1946. To No.1 Air Command Headquarters, 24 October 1946. Retired 29 October 1946. No citation in AFRO which gives unit only as "Overseas". DHist file 181.009 D.1719 (PAC RG.24 Vol;20606) has recommendation dated 10 February 1944 which identifies unit, says he was Station Adjutant, and says:

Flight Lieutenant Strathdee has had considerable experience as a squadron and station adjutant and has shown an excellent mastery of station routine matters. He has always been a support to his Commanding Officer. His tact and pleasing personality have made him a most efficient staff officer. He has demonstrated outstanding ability and is untiring in his effort to ensure that his duties are carried out in an efficient manner.

STRATHDEE, F/L Eric John (C9292) - **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.

See W/C D.D. Carr-Harris (above) for details.

\* \* \* \* \*

STRATTON, F/L Gilbert Arthur (J25338) - **Mention in Despatches** - Down Ampney (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 4 October 1915; home in Weyburn, Saskatchewan; enlisted in Regina, 28 May 1942. Granted Leave Without Pay until 9 September 1942 when posted to No.12 SFTS (guard). To No.2 ITS, 10 October 1942; graduated and promoted LAC, 19 December 1942; to No.5 AOS, 27 December 1942; graduated and commissioned 16 April 1943. To "Y" Depot, 30 April 1943; to RAF Ferry Command, 5 May 1943; promoted Flying Officer, 16 October 1943. To No.45 Air Transport Group, 17 September 1944. To United Kingdom, 8 October 1944. Promoted Flight Lieutenant, 15 October 1944. Reported to No.436 Squadron as Navigation Leader on direct posting from Canada, 3 November 1944. Promoted Squadron Leader, 1 January 1946. Repatriated 2 June 1946. To No.8 Release Centre, 4 June 1946. Retired 13 July 1946. Award for Navigation Leader role in No.436 Squadron (unit ORB entry of 1 January 1946). Died in Regina, 1953.

**Flying Incident:** Oxford W6589, Down Ampney, 1430 hours, 7 December 1945. Propellor failure due to glue failure. Pilot (W/C R.L. Denison) wrote:

On the afternoon of December 7<sup>th</sup>. 1945, I was returning by air to Down Ampney from a conference at No.120 Wing Headquarters, Odiham in Oxford Aircraft W6589 with my navigator [J25338 F/L G.A. Stratton] and one passenger [C6918 F/L J. Campbell]. At approximately 1430 hours I checked over Down Ampney field at 1,500 feet and received clearance to join circuit. Immediately after there was a loud startling bang, followed by a violent vibration and a tendency to swing. I called for emergency landing clearance at once, at the same time reducing most of my power and made a normal landing on the nearest runway and switched off. The source of the trouble was apparent at once, as the starboard prop had thrown 8 to 10 inches off one side, which had ripped through the starboard fuselage a few inches from my navigator's feet and a small piece had gone right on out the port side. No, other damage was done. Aircraft and engines had been functioning normally and were shown as fully serviceable. I had been cruising at minus 1 ½ lbs boost, with 1,700 r.p.m.s.

\* \* \* \* \*

STRATTON, WO2 Leslie James (RCAF 1958) - **Member, Order of the British Empire** - No.8 Repair

Depot - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 24 November 1909 in Ottawa; educated there including Ottawa Technical School. Enlisted in Ottawa, 4 September 1934 as Metal worker. At Trenton as of 30 November 1937; promoted Corporal, 1 April 1939. Promoted Sergeant, 11 May 1940. To No.6 Repair Depot, 24 July 1940. To No.2 SFTS, 10 August 1940. Promoted Flight Sergeant, 1 November 1940. To No.8 Repair Depot, 30 November 1940. Promoted WO2, 1 April 1942. To No.6 Repair Depot, 2 February 1946. To No.2 Release Centre, 9 June 1946. Retired 15 September 1946. Award presented 14 February 1945.

This warrant officer has displayed great skill and untiring devotion to duty, which have contributed highly to the efficient running of the airframe and metal repair section of the Repair Depot where he is stationed. He has assisted greatly in developing numerous modifications and repair schemes for aircraft which have resulted in increased aircraft serviceability. This warrant officer has given outstanding meritorious service.

\* \* \* \* \*

STREIGHT, Corporal Harold Gordon (R70824) - **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 21 September 1920. Home in Vanguard, Saskatchewan; enlisted in Regina, 28 September 1940 as Instrument Maker. To "D", 25 October 1940. To No.7 SFTS, 21 December 1940. Promoted AC1, 28 December 1940. To No.4 SFTS, 16 January 1941. Promoted LAC, 1 April 1941. To No.8 Repair Depot, 29 October 1941. To No.17 Equipment Depot, 4 May 1942. Promoted Corporal, 1 August 1942. To "Y" Depot, 16 November 1942. To RAF overseas, 10 December 1942. Reclassified as Instrument Mechanic, 1 February 1943. Repatriated 18 June 1945. To "K", 19 June 1945. Released 29 August 1945. Operated jewelry stores in Toronto and Oakville. Died in Mississauga, 12 February 2005. No citation in AFRO. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation submitted 2 February 1945. Had enlisted 28 September 1940, serving 27 months in Canada, 25 months overseas.

This NCO has been employed in Daily Servicing Squadron as NCO in charge Inspection for twelve months and as NCO in charge a flight for three months. This Non-Commissioned Officer's devotion to duty and untiring co-operation has been responsible for the most efficient operation of his sections. He is a most dependable and reliable NCO. He has displayed initiative in managing his sections and his cheerful confidence has inspired a high standard of morale in the men under him.

\* \* \* \* \*

STREIGHT, F/O Norman Ernest (J27638) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 27 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 12 March 1924 in Moosomin, Saskatchewan; home in Vanguard, Saskatchewan. Served in Army one year; enlisted in Vancouver, 13 April 1942. Granted Leave Without Pay until 15 June 1942 when 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 but not posted to No.2 EFTS until 27 December 1942; may have graduated 19 February 1943 but not posted to No.11 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. On the night of 17-18 May 1944, at No.1664 Heavy Conversion Unit, he was piloting Halifax V serial EB200, coded ZU-A. Took off at 2135 hours from Dishforth for a night cross-country exercise. Just before 0155 the starboard inner engine cut. Bomber descended barely under control and crashed at 0155 one mile south of Norton le Clay and five miles east of Ripon. Streight was uninjured, but Sergeant D.S. Smith was killed. F/O S.B. Duern, RCAF (later DFC) injured. Repatriated 15 November 1944. To No.2 Air Command, 9 January 1945. To No.5 BGS, 15 January 1945. To No.7 BGS, 6 February 1945. To "Y" Depot, 27 April 1945. To United Kingdom, 8 May 1945. Repatriated 5 August 1945. To No.6 Release Centre, 9 September 1945. Retired 21 September 1945. Award presented 23 April 1949. Attended Miller Memorial Bible Institute. Attended University of Toronto, graduating in Medicine (1952). Practiced with Grenfell Mission (St. Anthony, Newfoundland), Belgian Congo and United Arab Emirates. Returned to Canada in 1966; working in Milk River and Grant Cache area. Retired to Red Deer, Alberta; died there 8 December 2006.

This officer has completed many successful sorties and has invariably displayed a high standard of skill and determination, qualities which were well illustrated one night in July 1944 when detailed to attack a target. Soon after the takeoff, one engine became defective. The propeller was feathered and Flying Officer Streight continued to the target which he reached at the estimated time, and executed his attack. He afterwards flew the aircraft safely to base. His ability and determination to press home his attacks have been most commendable.

DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Volume 20607) has recommendation raised 8 September 1944 by W/C Hugh Ledoux, having flown 27 sorties (128 hours 15 minutes):

12 June 1944 - Cambrai (4.00, second pilot)

14 June 1944 - St.Pol (4.15)

16 June 1944 - Sautrecourt (3.35)  
17 June 1944 - Oisemont Neuville (4.05)  
23 June 1944 - Bientques (4.35)  
24 June 1944 - Bermieres (3.55)  
6 July 1944 - Coquereaux (4.45)  
7 July 1944 - Caen (4.20)  
15 July 1944 - Nucourt (4.35)  
17 July 1944 - Caen A.1 (4.05)  
18 July 1944 - Wesseling (4.30)  
20 July 1944 - Ferme de Forrestal (4.05)  
24 July 1944 - Ferfay (3.55)  
25 July 1944 - Stuttgart (8.00)  
28 July 1944 - Hamburg (6.15)  
31 July 1944 - Oeuf-en-Ternois (4.45)  
3 August 1944 - Foret de Nieppe (4.40)  
4 August 1944 - Bois en Cassan (4.40)  
5 August 1944 - St.Leu d'Esserent (4.55)  
7 August 1944 - La Hogue (4.10)  
8 August 1944 - Foret de Chantilly (4.30)  
9 August 1944 - Foret de Nieppe (4.05)  
12 August 1944 - Foret de Montrichard (5.40)  
15 August 1944 - Brussels (4.20)  
16 August 1944 - Kiel (6.15)  
18 August 1944 - Connantre (6.40)  
3 September 1944 - Volkel (3.50)

A most efficient veteran of 27 operational sorties which include heavily defended targets such as Wesseling, Stuttgart, Hamburg and Kiel, Flying Officer Streight was pilot of a Halifax bomber detailed to attack Ferme-du-Forrestal on the night of 20<sup>th</sup> July 1944. Approximately 15 minutes after take-off, the Flight Engineer reported a sudden drop in oil pressure in the port outer engine. A visual check revealed oil flowing over the mainplane. Feathering the propeller of the defective engine, Flying Officer Streight courageously decided to continue to the target on the three remaining engines. By maintaining maximum cruising conditions and allowing a gradual loss of height, this skilful pilot brought his aircraft over the target on time and successfully pressed home the attack. Tanks were drained for the return trip, enabling the aircraft to be more easily trimmed and progressive checks were made to ensure that the petrol supply was sufficient to bring the aircraft back to base. As a result of the pilot's superb airmanship, the landing was effected without further difficulty.

Flying Officer Streight's skilful and calculated handling of his aircraft under trying conditions contributed in a large measure to the success of this operational flight. I consider that his outstanding devotion to duty and keenness fully merits the non-immediate award of the Distinguished Flying Cross.

It appears that he was recommended for a DFC at an earlier date. This submission has not been found as of 28 September 2013, but the following letter dated 10 August 1944 (W/C F. Gaffney for Commanding Officer, No.62 Base, to Commanding Officer, No.425 Squadron) is interesting:

1. The action covered in your citation for the award of the Immediate Distinguished Flying Cross for the marginally noted officer, in view of the target attacked, is not considered to constitute sufficient grounds for this recommendation. Also the small number of sorties carried out do not qualify him at present for a non-immediate award.
2. The recommendation, however, should not be discarded but should be retained on record so that should other circumstances warrant at a later date a further recommendation can be submitted for either an immediate or non-immediate award.

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STRIEBEL, F/O John Henry (J8760) - **Distinguished Flying Cross** - No.23 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943. American in the RCAF; born 20 July 1920 in Chicago; home given variously as Duluth, Minnesota and Woodstock, New York; enlisted in Vancouver, 4 April 1941. To No.2 Manning Depot, 18 April 1941. To No.2 ITS, 27 May 1941; graduated and promoted LAC, 1 July 1941 when posted to No.18 EFTS; graduated 15 August 1941; posted on 18 August 1941 to No.15 SFTS; graduated and commissioned 6 November 1941. To "Y" Depot, 23 November 1941; to RAF overseas, 9 December 1941. Promoted Flying Officer, 1 October 1942. Discharged 1 June 1943 on transfer to American forces. Award presented 13 June 1944.

Flying Officer Striebel has taken part in a large number of operational sorties from Malta and Great Britain. He has completed many successful patrols over enemy air fields in France, Holland and Belgium. Later he gained conspicuous success in operations when based at Malta. During January 1943, in North Africa, his unrelenting attacks caused great destruction of road transport between Tripoli and Sfax. He also set fire to a factory and attacked several

small enemy vessels in the face of intense and accurate anti-aircraft fire, returning on one occasion with his aircraft disabled. Throughout these operations Flying Officer Striebel's fine fighting spirit has been a source of inspiration to the squadron and has contributed largely to the successes achieved in intruder sorties over enemy territory.

**Note:** The August 2011 issue of **Flypast** has a lengthy article of No.23 Squadron's operations on Moquitoes in 1943. Of the period as operations were wrapping up in Tunisia, the item reads, in part, "Opposition was fierce, as Wykeham-Barnes noted: 'Johnny Striebel three times brought his machine home on one engine.'"

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STRINGER, F/L Ronald Henry (J9653) - **Distinguished Flying Cross** - No.223 Squadron - Award effective 23 February 1944 as per **London Gazette** dated 3 March 1944 and AFRO 766/44 dated 9 April 1944. Born in Davyroyd Willows, Saskatchewan, 9 April 1919; home there. Educated in Davyroyd and one year at Lady Byng High School, Vancouver. Also attended Dominion-Provincial Youth Training School (Aeronautics) in Moose Jaw. Served as Private in Second Battalion, South Saskatchewan Regiment, 30 July 1940 to 28 April 1941. Enlisted in Regina, 14 May 1941 and posted to No.2 Manning Depot, Brandon. To No.1 ANS, Rivers, 9 June 1941 (non-flying duty). To No.4 ITS, Edmonton, 3 July 1941; graduated 53<sup>rd</sup> in a class of 107; promoted LAC, 19 August 1941; to No.16 EFTS, 20 August 1941; graduated third in a class of 35; to No.4 SFTS, 11 October 1941; graduated and commissioned on 2 January 1942, placing 11<sup>th</sup> in a class of 53. To "Y" Depot, Halifax, 4 January 1942; to RAF Trainee Pool, 23 January 1942. Taken on strength of No.3 PRC, Bournemouth, 10 February 1942; to No.12 SFTS, 9 March 1942; to No.6 OTU, 28 April 1942; to No.54 OTU, 3 August 1942; to No.5 PDC, 20 August 1942. Departed Lagos, 21 September 1942. Taken on strength of No.20 PTC, date uncertain, and No.22 PTC, 25 September 1942. Promoted Flying Officer, 1 October 1942. To Western Desert Communications Unit, 20 October 1942. To No.233 Squadron, 9 November 1942. Attached to No.73 OTU, 22 February to 8 March 1943. Attached to Station Luqa, 20 July to 10 August 1943. Promoted Flight Lieutenant, 9 September 1943. To Headquarters, RAF Middle East, 29 December 1943. To Headquarters, No.203 Group, 5 January 1944. To Station Shandur, 6 January 1944. To No.22 PTC, 24 August 1944. To No.55 Squadron, 11 September 1944. Promoted Acting Squadron Leader, 6 December 1944. Killed in action with No.55 Squadron, 21 January 1945 (Boston Z592). Buried in Italy. Award presented by Governor General to next-of-kin.

This officer has completed a large number of sorties in the North African, Sicilian and Italian campaigns. In November 1943 he was detailed for a special daylight mission. In the face of withering anti-aircraft fire Flight Lieutenant



Stringer made a steady and accurate run over the target at a low altitude, afterwards flying his damaged aircraft safely back to base. As leader of large formations this officer has displayed fine skill and initiative and has always shown the utmost enthusiasm for operational flying.

NOTE: An assessment dated 26 July 1943 by W/C P. Le Cheminant described him as "An excellent operational pilot, keen in everything he undertakes. Hard working and eager to learn." He was then noted as having flown 484 hours five minutes of which 176 hours ten minutes had been in the previous six months.

Applying for Operational Wing, 6 April 1944, he claimed 70 sorties (150 hours 40 minutes) for a tour lasting 17 November 1942 to 2 January 1944. He had flown a total of 732 hours.

W/C E.B. Grace, Station Shandur, wrote of him (25 August 1944):

An above average officer who has displayed keenness and ability at this unit. As a leader or associate he is worthwhile in any unit. His cheerfulness is a most useful asset and under his guidance no flight would every be of low morale.

A report prepared in early September 1944 stated he had been there since 4 January 1944, was involved in instructing, and had flown 811 hours ten minutes to 1 August 1944 (136 hours 25 minutes in previous six months).

Boston BZ592 took off on an armed reconnaissance, 1826 hours, 21 January 1945. The target was road movements between "55 Northing" and the Po River, and between Ferra M.1286 and eastwards to the coast. The moon was in its first quarter, there was no cloud, and visibility was excellent. No signals were received. The crew consisted of Stringer plus 329091 Lieutenant L.W. Douglas (SAAF, Navigator/B), 175215 P/O R.A. Horne (WOP/AG) and 1330271 Warrant Officer E.H. Wheatley (Air Gunner). Crew graves subsequently found at Argenta Gap Military Cemetery, 27 miles east-northeast of Bologna. He had two LAC brothers in the RCAF - R275034 George Milroy Stringer and R167851 David John Stringer. It appears that his Commanding Officer, W/C L.E. Leon, had served with Stringer in No.223 Squadron until June 1943 (when Leon left) and had been happy when Stringer joined No.55 Squadron, in which he was described as "commanding a flight brilliantly."

W/C Leon later wrote a "post-mortem" assessment dated 3 March 1945. He stated that Stringer had flown 991 hours five minutes up to the date of his death and added:

This officer was well above the average. A fine pilot and an exceptional captain of aircraft on operations, he ran his flight in a most efficient manner. An

outstanding leader, he was in all ways a potential squadron commander.

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STROICH, WO2 (now P/O) Nick Walter (R178879/J94183) - **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 25 November 1921 in Poland; family farmed near Athabaska, Alberta; home in Edmonton (student); enlisted there 10 August 1942. On Leave Without Pay until posted to No.4 ITS, 2 January 1943. To No.2 Air Gunner Ground Training School, 3 April 1943. Graduated and promoted LAC, 15 May 1943; posted that date to No.6 BGS; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943. Posting cancelled and sent to No.7 BGS, Mountain View, 12 July 1943. To "Y" Depot, 3 December 1943. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944. Commissioned 7 March 1945. Served in Nos.429 and 405 Squadrons; according to obituary he completed 52 sorties. Repatriated 8 June 1945. To Northwest Air Command, 20 June 1945. To No.1 Release Centre, 13 August 1945. Retired 24 August 1945. Rejoined briefly to serve in No.2 Movement Unit (27 May to 4 September 1947). Rejoined as a Construction Engineering Technician, 15 January 1948 in rank of Flight Lieutenant (27481), with No.2 Construction and Maintenance Unit, serving to 11 October 1948. Attended University of Manitoba (Architecture); designed Alberta School for the Deaf. Died in Edmonton, 26 May 2015. Award presented 11 September 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". Public Records Office Air 2/9083 has recommendation dated 23 March 1945 when he had flown 47 sorties (228 hours five minutes), 7 August 1944 to 20 March 1945. Same crew as P/O John E. Brearley.

7 August 1944 - L'Hague (4.55)  
8 August 1944 - Chantilly (5.15)  
9 August 1944 - Prouville (4.10)  
12 August 1944 - La Breteque (4.40)  
14 August 1944 - Aisy (4.45)  
15 August 1944 - Soesterburg (3.55)  
16 August 1944 - Kiel (5.00)  
3 September 1944 - Emden (4.35)  
10 September 1944 - Le Havre (4.05)  
11 September 1944 - Kiel Bay (5.30)  
14 September 1944 - Wilhelmshaven  
15 September 1944 - Kiel (6.15)  
17 September 1944 - Boulogne (3.50)  
14 October 1944 - Duisburg (4.05)

23 October 1944 - Essen (4.10)  
28 October 1944 - Walcheren (2.05)  
30 October 1944 - Cologne (4.40)  
2 November 1944 - Dusseldorf (4.10)  
4 November 1944 - Bochum (3.45)  
6 November 1944 - Gelsenkirchen (3.35)  
9 November 1944 - Wanne Eickel (3.50)  
16 November 1944 - Julich (3.40)  
18 November 1944 - Wanne Eickel (4.20)  
21 November 1944 - Aschaffenberg (5.15)  
27 November 1944 - Neuss (4.00)  
17 December 1944 - Ulm (6.15)  
22 December 1944 - Bingen (5.05)  
28 December 1944 - Bonn (4.45)  
29 December 1944 - Gelsenkirchen (5.00)  
30 December 1944 - Cologne (4.20)  
2 January 1945 - Nuremburg (6.20)  
5 January 1945 - Hanover (4.30)  
5 January 1945 - Royon (5.20)  
16 January 1945 - Magdeburg (6.10)  
7 February 1945 - Cleve (4.05)  
8 February 1945 - Politz (7.55)  
13 February 1945 - Dresden (8.00)  
14 February 1945 - Chemnitz (7.00)  
21 February 1945 - Duisburg (4.40)  
23 February 1945 - Essen (3.55)  
2 March 1945 - Cologne (4.15)  
5 March 1945 - Chemnitz (7.25)  
7 March 1945 - Dessau (7.55)  
11 March 1945 - Essen (4.35)  
15 March 1945 - Misburg (6.15)  
18 March 1945 - Witten (5.05)  
20 March 1945 - Heide (4.45)

Warrant Officer Stroich is an Air Gunner at present engaged on his second tour of operations. Throughout his entire operational career, which has involved attacks on many of the enemy's strongholds, such as Essen, Nuremburg and Hanover, Warrant Officer Stroich has always maintained a very high standard of gunnery, and his vigilance has on several occasions protected his crew from enemy fighters. Warrant Officer Stroich has consistently displayed fine spirit

and excellent fighting qualities and is, without doubt, a most valuable member of aircrew and an asset to his squadron.

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STROUD, S/L James Murray (C1495) - **Distinguished Flying Cross** - No.159 Squadron - Awarded 15 January 1946 as per **London Gazette** dated 29 January 1946 and AFRO 322/46 dated 29 March 1946. Born in Hamilton, 30 May 1916; home there; enlisted there 2 January 1940 after serving in Royal Hamilton Light Infantry (1930-1934). Commissioned in January 1940. Initially at Trenton. Promoted Flight Lieutenant, 15 December 1941. To No.31 GRS, 27 August 1942. To Western Air Command, 14 November 1942. To No.3 OTU, 17 November 1942. To No.147 Squadron, 24 November 1942. To No.3 OTU again, 24 November 1942. To No.147 Squadron again, 2 March 1943. Promoted Squadron Leader, 1 July 1943. To Western Air Command Headquarters, 6 August 1943. To RAF overseas, 15 March 1944. Invested with DFC at Government House, 7 November 1949. Photo PL-48189 shows him with his wife after investiture. RCAF photo PL60828 (ex UK-22619 dated 10 July 1945) shows him with two RAF crewmen - FS K.R. Welch (gunner, Bucks) and FS H.J. Sharkey (engineer, northern Ireland). Served in postwar RCAF (1951-9), attaining rank of Wing Commander, 1 September 1951; awarded Queens Coronation Medal, 23 October 1953 when commanding No.33 Aircraft Control and Warning Squadron. DFC presented at Government House, 7 November 1949.

Squadron Leader Stroud has participated in a large number of operational missions. These have included daylight formation flights over strongly defended targets and low level attacks against shipping and bridges. Throughout his tour he has shown fine judgement and tenacity of purpose and on every occasion has successfully completed his task. More recently he led three successful operations to Singora in the South China Sea which resulted in the sinking of two enemy coasters and caused considerable destruction amongst the enemy's wharves and stores. Squadron Leader Stroud has at all times displayed courageous leadership and devotion to duty of the highest order.

RCAF Press Release dated 24 June 1945 from F/L E.M. McVeity, transcribed by Huguette Oates, reads:

SEAC: -- Caught in streams of Japanese searchlights at 500 feet over Bangkok, an RAF Liberator, manned by R.C.A.F. aircrew, accomplished their objective and wormed their way out without being hit by enemy anti-aircraft fire. "We were one of two advance planes briefed to drop flares over railway marshalling yards at Bangkok," said (J43890) Wilson Duff, navigator of Vancouver, B.C. (3707

Lanark Street). "We came in at about 500 feet and dropped our flares. Twice we got caught in Jap searchlights but we managed to worm our way through without being hit by anti-aircraft fire. We certainly lit up the yards and when the main force arrived they plastered it for fair. The whole place was on fire when we left."

Captained by S/L J.M. Stroud (C1495), 81 Dunsmure Avenue, Hamilton, Ontario, this aircrew has an outstanding record of low level operations, many of them against the Japs at Mandalay. Other Canadians in the crew include F/O L.G. Barnes (J45086), bomb-aimer of Merrickville and Newmarket, Ontario; F/O W.H. Kay (J44159), air-gunner of 4143 West-10th Avenue, Vancouver, B.C.; F/O A.D. Skirrow (J44439), co-pilot of Stewartfield, Alberta (near Edmonton); and F/S D.J. Bisset (R204662), wireless operator of 2309 Mathers Avenue, West Vancouver, B.C.

\* \* \* \* \*

STROUTS, WO (now P/O) Frederick Stanley (R97531/J17228) - **Distinguished Flying Cross** - No.109 Squadron (deceased) - Award effective 23 March 1943 as per **London Gazette** dated 18 September 1945 and AFRO 1672/45 dated 2 November 1945. Born in Bounty, Saskatchewan, 31 July 1916;. Garage operator, car wash owner. Home in Winnipeg when award made; enlisted in Vancouver, 10 March 1941. To No.2 Manning Depot, 21 April 1941. To No.11 Equipment Depot, date uncertain. To No.2 ITS, 20 June 1941; graduated and promoted LAC, 24 July 1941 when posted to No.5 AOS; graduated 11 October 1941 and posted next day to No.3 BGS; graduated and promoted Sergeant, 24 November 1941; posted next day to No.1 ANS; graduated 22 December 1941. To "Y" Depot, 23 December 1941. To RAF overseas, 23 January 1942. To No.2 (Observer) AFU, 4 May 1942. To No.14 OTU, 2 June 1942. Promoted Flight Sergeant, 1 September 1942. To No.115 Squadron, 19 September 1942. Promoted WO2, 24 November 1942. To No.109 Squadron, 5 December 1942. Commissioned 3 February 1943. Killed in action 26 March 1943 (Mosquito DK318); widow in New Westminster, British Columbia; name on Runnymede Memorial. Award presented by Governor General to next-of-kin, 9 December 1947.

Warrant Officer Strouts has completed numerous bombing and mine-laying sorties including an attack on Essen by daylight. Throughout his entire operational career Warrant Officer Strouts has displayed a high standard of navigational ability and great zeal for operational duties.

NOTES: Public Records Office Air 2/8951 has recommendation dated 24 March 1943 when he had flown 31 sorties (146 operational hours). This was approved by the Officer Commanding,

RAF Station Wyton, on 26 March 1943 (the day Strouts was killed) and by Air Commodore Bennett (AOC No.8 Group) on 29 March 1943.

16 September 1942 - Essen

19 September 1942 - Saarbrücken

19 September 1942 - Dinghy Search, North Sea

21 September 1942 - GARDENING, Kiel

26 September 1942 - GARDENING, Frisians

2 October 1942 - Krefeld

5 October 1942 - Aachen

6 October 1942 - Osnabrück

15 October 1942 - Cologne

16 October 1942 - GARDENING, Biscay

22 October 1942 - Essen, daylight

23 October 1942 - Genoa

26 October 1942 - GARDENING, Frisians

29 October 1942 - Essen

3 November 1942 - GARDENING, Biscay

6 November 1942 - GARDENING, Biscay

16 November 1942 - GARDENING, Isle de Groix

20 November 1942 - Turin

22 November 1942 - Stuttgart

4 February 1943 - Bochum

6 February 1943 - Düsseldorf

9 February 1943 - Ruhrort

13 February 1943 - Lorient (calibrating)

15 February 1943 - Rheinhausen

24 February 1943 - Brauweiler

26 February 1943 - Cologne

30 January 1943 - Aachen

8 March 1943 - Hagen

9 March 1943 - Rheinhausen

12 March 1943 - Essen (ground marking)

22 March 1943 - St.Nazaire (ditto)

Before coming to this squadron, Warrant Officer Strouts made 19 bombing and mining sorties, including a daylight sortie against Essen. Since joining this squadron he has made twelve sorties using ARI.5513. Throughout his operations Warrant Officer Strouts has shown a high standard of navigation and aggressiveness.

The website "Lost Bombers" and service file give the following on his last sortie. Mosquito DK318 (HS-B), target Duisburg, 26/27 March 1943. This aircraft was delivered to No.109 Squadron on 9 August 1942. It was the first Oboe-equipped Mosquito to be lost. Total of 153.25 hours when lost. Airborne at 1930 hours, 26 March 1943 from Wyto. Called Manston at 2210 hours, reported at 2214, "I am in difficulties, please fix me, only one motor." At 2225 signalled, I am going down slowly, both engines gone. Hurry." Last heard calling for help at 2230 hours, believed in the region of the North Foreland. F/L L.J.Ackland. DFC and WO1 F.S.Strouts, DFC, RCAF both killed and commemorated on Runnymede Memorial. Speculation was that their engines had been damaged by flak.

\* \* \* \* \*

STROUTS, F/L Robert Haig (J17254) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in Bounty, Saskatchewan, 30 August 1918. Home in Parksville, Vancouver Island. Enlisted in Vancouver, 26 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 16 September 1940 when posted to No.2 WS; graduated 19 January 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 17 February 1941. To Debart, 11 March 1941. Posted overseas 5 April 1941; promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 November 1942. Commissioned 18 November 1942. Promoted Flying Officer, 18 May 1943. Promoted Flight Lieutenant and Squadron Leader, 16 September 1944. Repatriated 7 June 1945. Retired 13 September 1945. Re-engaged 15 January 1946. Remained in postwar RCAF (20040), reverting to Flight Lieutenant, 1 October 1946. Transferred to Flying Control Branch, 21 August 1951. Set up search and rescue operations across Canada; final position was head of Search and Rescue, stationed at Jericho Beach. Retired 1968. Died in Vancouver, 31 July 2010. A brother, P/O Fred S. Strouts (navigator) was killed in action, 26 March 1943 (Mosquito DK318, No.109 Squadron). Photo PL-128291 is a portrait taken at Trenton, 1959 as a Squadron Leader. RCAF photo PL-31798 (ex UK-14255, circa 23 August 1944) has the following caption: "On their return from a 13-hour dinghy ride, these flyers of RCAF Bomber Group's Bluenose Squadron are carefully interrogated by Air-Sea Rescue experts. The rescued pair are at left: Flying Officer Hohn Wagman of Regina, the pilot, and Flight Sergeant Hugh McMillan, Calgary, the bomb aimer. Interrogators are, centre, in battledress, Flying Officer J. 'Pop' Clayton of Toronto, an air gunner who has completed his operational tour and is now Air Sea Rescue Officer for the station, and Flying Officer Bob Strouts, New Westminster, B.C., a wireless air gunner who has also completed an operational tour and holds the job of Acting Air Sea Rescue Officer for the Group. Wagman's Halifax was hit by flak over Germany and had to crash-land in a North Sea minefield. Sighted by a searching aircraft from their own Bluenose Squadron, the boys were later picked up by an ASR launch. Apart from minor injuries the crew were uninjured." AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD.

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STRUTT, Flight Sergeant Gordon James (R7812) - **Distinguished Flying Medal** - No.58 Squadron - Award effective 26 May 1942 as per **London Gazette** dated 16 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born Shawville, Quebec, 9 April 1917; home there where he was a service station attendant (1934-1936) and truck driver (1936-1939). Enlisted in Ottawa, 14 September 1939 for General Duties and retained at Ottawa Air Station. Promoted AC1, 1 March 1940. Promoted LAC, 29 May 1940. Remustered to aircrew and posted to No.2 ITS, Regina, 29 August 1940 (reverting to AC2). While there he was described as "quiet and resourceful", graduating 13<sup>th</sup> in a class of 286. Promoted LAC, 12 October 1940 and posted that day to No.12 EFTS, Hamilton. Flew 32 hours 55 minutes (dual) and 26 hours 50 minutes (solo) on Fleet Finches. Described as "very capable of doing a good job on any type of aircraft with which he may be placed." An interesting note was that he had been given an excess amount of dual flying instruction before going solo "owing to conditions of aerodrome." Graduated 14<sup>th</sup> in a class of 31. To No.4 SFTS, Saskatoon, 10 November 1940. While there he flew 19 hours 40 minutes day dual on Ansons, 26 hours 30 minutes day dual on Cranes, 16 hours 25 minutes day solo on Ansons, 19 hours 50 minutes day solo on Cranes, two hours five minutes night dual on Ansons, two hours 20 minutes night dual on Cranes, one hour 15 minutes night solo on Ansons, four hours 30 minutes night solo on Cranes. He also logged 18 hours on instrument flying (three hours 45 minutes on Ansons, 14 hours 15 minutes on Cranes) and 21 hours 15 minutes in Link. Graduated and promoted Sergeant, 16 May 1941. To "M" Depot, Halifax, 17 May 1941. Taken on strength of No.3 PRC, Bournemouth, 17 July 1941. To No.2 School of Air Navigation, 22 July 1941. To No.10 OTU, 30 August 1941. To No.58 Squadron, 3 November 1941. Promoted Flight Sergeant, 1 December 1941. Promoted Warrant Officer, 1 June 1942. Commissioned with effect from 4 July 1942 (orders dated 19 September 1942). Killed in action with No.58 Squadron, 6 August 1942 (Whitley); name on Runnymede Memorial. Award presented by Governor General to next-of-kin, 6 March 1944. Cited with Sergeant K.W. Craig.

Flight Sergeant Strutt and Sergeant Craig were captain and second pilot respectively of an aircraft recently engaged on an anti-submarine patrol in the Bay of Biscay. A U-Boat was observed surfaced on the sea and under the direction of his captain, Sergeant Craig immediately attacked the submarine from a height of about forty feet. The attack was carried out with such speed and skill that the explosions detonated before the U-Boat has time to submerge completely. At least one exploded alongside the hull. The submarine came to the surface for a few moments, after which its stern rose almost vertically and then submerged at a steep angle, and a large patch of oil and very large air bubbles appeared. The success achieved reflects the greatest credit on both these airmen.



NOTE: At SFTS he was described as making slow but steady progress. He also missed a parade and was confined to base for three days, which probably explains why he was not commissioned at the time. However, on 4 July 1942 his Commanding Officer, W/C R.W.M. Clark (No.58 Squadron) wrote as follows:

This Non-Commissioned Officer, a Canadian, has already done some magnificent work on operations as a Captain of Aircraft, having recently been awarded the Distinguished Flying Medal. He is an outstanding Captain of Aircraft, exceptionally keen and conscientious, and I assume he could assume the responsibilities of an Officer with success.

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STRYJKOWSKI, LAC Joseph (R116168) - **Mention in Despatches** - No.419 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 21 May 1920. Home in Winnipeg, enlisted there 7 July 1941 as Aero Engine Mechanic and posted to No.2 Manning Depot.. To No.3 BGS, 17 September 1941. To Technical Training School, St. Thomas, 8 October 1941. Promoted AC1, 14 February 1942. To No.1 ANS, Rivers, 18 February 1942. To "Y" Depot, 16 March 1942; to RAF overseas, 30 April 1942. Promoted LAC, 14 May 1942. Repatriated to Canada by air, 16 June 1945, apparently for Tiger Force duty. To "Y" Depot, date uncertain. To No.5 Release Centre, 30 August 1945. Released 4 September 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation from W/C W.P. Pleasance, CO of No.419 Squadron, to CO Middleton St.George dated 14 July 1944. Had spent ten months in Canada, 26 months overseas. Fitter IIE.

LAC Strykowski has thrown himself into his work in a whole-hearted fashion and has set an extremely fine example as an Aero Engine Mechanic.

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STUA, Flight Sergeant (now P/O) Aldo Della (R136215/J19324) - **Distinguished Flying Medal** - No.12 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 11 February 1944 and AFRO 644/44 dated 24 March 1944. Name is also rendered as Aldo DELLA STUA. Born 6 February 1916 in Toronto; home there (press operator, hotel clerk). Enlisted there 18 October 1941. Granted Leave Without Pay until 4 November 1941 when posted to No.1 Manning Depot. To No.1 BGS (guard), 22 November 1941. To No.5 ITS, 13 February 1942; graduated and promoted LAC, 11 April 1942 when posted to No.9 AOS; graduated and promoted Sergeant, 14 August 1942. To "Y" Depot, 15 August 1942; to RAF overseas, 26 October 1942. Promoted Flight Sergeant, 14 February 1943. Promoted WO2, 14 August 1943.

Commissioned 28 November 1943. Promoted Flying Officer, 28 May 1944. Repatriated 9 July 1945. To No.1 WS, 20 August 1945. To No.4 Release Centre, 30 September 1945. Exact date of release uncertain. Rejoined as Navigation Officer, 24 August 1951 (160210); reclassified Fighter Control, 27 August 1952. No citation other than "...completed...many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8782 has recommendation dated 10 December 1943 when he had flown 24 sorties, 158 hours, as follows:

27 July 1943 - Hamburg  
29 July 1943 - Hamburg  
2 August 1943 - Hamburg  
9 August 1943 - Mannheim  
10 August 1943 - Nuremberg  
15 August 1943 - Milan  
29 August 1943 - Nuremberg  
30 August 1943 - Munich  
31 August 1943 - Berlin  
5 September 1943 - Mannheim  
6 September 1943 - Munich  
2 October 1943 - Munich  
3 October 1943 - Kassel  
7 October 1943 - Stuttgart  
8 October 1943 - Hanover  
18 October 1943 - Hanover  
3 November 1943 - Dusseldorf  
10 November 1943 - Modane  
18 November 1943 - Berlin  
22 November 1943 - Berlin  
23 November 1943 - Berlin  
26 November 1943 - Berlin  
20 December 1943 - Mannheim  
23 December 1943 - Berlin

Flight Sergeant Della Stua, a Canadian, has participated in the bombing on twenty-four occasions of important industrial targets both in Germany and Italy. He is a navigator of a crew who have visited, among other towns, Dusseldorf, Mannheim, Milan, Munich, and Berlin.

Flight Sergeant Della Stua has displayed the coolest determination and a high order of fearlessness which combined with his skilful navigation, have added

much to the success of his crew. His unerring judgement particularly in the presence of some of the enemy's most intense opposition have on many occasions assured the safe return of his aircraft to the base.

Such fine qualities would be fittingly recognized by the award of the Distinguished Flying Medal.

STUA, F/L Alda Della, DFM (J19324) - **Distinguished Flying Cross** - No.130 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December 1945 and AFRO 212/46 dated 1 March 1946.

Since the award of the Distinguished Flying Medal this officer has completed numerous operational sorties in the European theatre of war. Many of these attacks have been against heavily defended targets including Berlin, Cologne, Frankfurt, Bremen, and Hamburg. Flight Lieutenant Della Stua has at all times displayed a fine fighting spirit and great devotion to duty.

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STUBBS, Corporal (now Sergeant) Samuel Ellis (R71347) - **British Empire Medal** - No.7 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 Ottawa, 11 June 1902 (RCAF press release 4907 announcing award). Home in St.Vital, Manitoba; employed as pressman before the war by Saults and Pollard of Winnipeg; enlisted in Winnipeg, 4 October 1940 as Airframe Mechanic. To No.2 Training Command, 4 November 1940. To No.14 SFTS, 4 November 1940. To No.2 Manning Depot, 6 December 1940. To Technical Training School, St. Thomas, 18 December 1940. Promoted AC1, 10 May 1941. To No.3 BGS, 14 May 1941. To No.7 BGS, 9 June 1941. Promoted LAC, 1 January 1942. Promoted Corporal, 1 April 1943. Promoted Sergeant, 1 November 1944. On 14 December 1944 his former employer specifically requested his early release because of his value in printing, especially as the firm was doing much government printing. He so informed the Commanding Officer of No.7 BGS. To No.5 Release Centre, 20 February 1945. Discharged 26 February 1945. Award presented 22 September 1945. Died in St.Vital, Manitoba, 3 November 1992 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of February 1993.

This non-commissioned officer, for the past year and a half, has been in charge of aircraft servicing and detailing for night bombing operations. His inspiring leadership and meticulous care in the execution of his duties have contributed greatly to the maintenance of schedules and the efficiency of flying operations. At all times he can be relied upon to complete any duty cheerfully and willingly. His untiring enthusiasm and devotion to duty have been an inspiration to both ground and flying personnel.

Recommended for Canada Medal, 25 February 1944 by W/C G.A. Mountain (Chief Engineering Officer, No.7 BGS); his duties given as "NCO in charge Line Detail, Servicing Squadron", as

follows:

This non-commissioned officer has served in his present unit for 33 months and for more than a year he has been in charge of the night bombing line detail in Bombing Flight. Due to his inspiring leadership during the most adverse weather conditions, aircraft were available throughout long winter nights at all times so that immediate advantage could be taken of favourable changes in weather. He has never failed not complained of the many extra hours of work which this entailed and his cheerfulness has been an inspiration to ground and flying personnel alike. A fine example to all ranks.

Recommended for British Empire Medal, 22 July 1944 by S/L T.W. Birt, Officer Commanding Maintenance, No.7 BGS); his duties given as "NCO in charge Line Detail, Servicing Squadron", as follows:

This non-commissioned officer has served in his present unit for 38 months and, for the past 18 months, he has been in charge of aircraft servicing and detailing for night bombing operations. His inspiring leadership, frequently under most adverse weather conditions, has contributed greatly to permitting completion of flying operations when, with less skilful leadership, they would have been suspended. He has cheerfully and uncomplainingly worked many extra hours over and above his normal shift, never failing to see the work completed. His unflagging enthusiasm has been an inspiration to both ground and flying personnel.

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STUDER, S/L Hubert Roy (J4909) - **Commended for Valuable Services in the Air** - No.2 SFTS - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born in Callander, Ontario, 27 September 1915. Educated in Capreol, Ontario. Cost estimator for five years. Enlisted at North Bay, 15 September 1940, To No.2 Training Command, 10 October 1940. To No.2 ITS, 5 November 1940; graduated and promoted LAC, 29 November 1940 when posted to No.14 EFTS; graduated 16 January 1941; posted on 19 January 1941 to No.1 SFTS; graduated and promoted Sergeant, 28 April 1941 but subsequently commissioned from that date. To Central Flying School, Trenton, 30 April 1941. To No.2 SFTS, 19 July 1941. Promoted Flying Officer, 1 April 1942. To Central Flying School, Trenton, 20 April 1942. Promoted Flight Lieutenant, 15 October 1942. To No.2 SFTS, 28 February 1944 (Chief Examining Officer). Promoted Squadron Leader, 1 June 1944. To No.9 SFTS, 9 April 1945. To No.1 Aircraft Holding Unit, 26 June 1945. To No.1 Instrument Flying School, 28 July 1945. To Trenton, 11 August 1945. Remained in postwar RCAF (19567). To Staff College, Toronto, 10 October 1947. To AFHQ, 28 July 1948. Promoted Wing Commander, 19 June 1951. To Canadian Joint Staff, Washington, 23 September 1952 (Member of Monitoring Committee of the Air Standardization Coordinating Committee working at tripartite standardization. To Staff College, Toronto, 14 August 1955. To Station Trenton, 29 June 1958.

Promoted Group Captain, 1 August 1958. To Staff College, Toronto again, 4 October 1958. To Station Gimli, 8 October 1958. To NORAD Headquarters, Colorado Springs, 18 August 1962 (Assistant Director of Plans and Policy, later Senior Controller). To CFHQ, 19 August 1966. Retired 23 March 1967. Died in Ottawa, 12 October 1992 as per **Airforce Magazine**, issue of January-February-March 1993.

This officer has been employed on flying instructional work for the past three years, during which time he has displayed outstanding competency, skill and devotion to duty. His work has been a contribution to the raising of the standard of flying instructors and trainees.

This was raised as a recommendation by W/C A.D. Haylett (Chief Instructor) for an AFC, 7 July 1944. Studer was Officer Commanding No.2 Squadron of the school. He had flown 1,841 hours 30 minutes of which 1,692 hours 45 minutes had been as an instructor (215 hours 25 minutes in previous six months. Submission as follows:

Since July 1941, Squadron Leader Studer has been employed on flying instructional work, both at No.1 Flying Instructor School and at No.2 Service Flying Training School. During his tour, he has flown 1,840 accident free hours, Apart from his skill as a pilot, his cheerful confidence and unceasing vigilance have contributed greatly toward raising the standard of flying instructors and trainees. His loyal and devoted service are worthy of the highest praise.

This was reduced to a King's Commendation for Valuable Services on the Air at the level of AFHQ.

STUDER, S/L Hubert Roy (J4909) - **Air Force Cross** - No.2 SFTS - Award effective 21 April 1945 as per **London Gazette** dated 24 April 1945 and AFRO 802/45 dated 11 May 1945. Award presented 1 April 1949. Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation. When recommended he had flown 1,930 hours, 1720 as instructor, 106 in previous six months.

This officer, an exceptional squadron commander, has been actively engaged in instructional duties since 1941. He has compiled over 1,700 hours instructional time and his ability to produce pilots of the highest quality is recognized by all with whom he has served. Both in the air and in administrative capacities his skill and devotion to duty have been an inspiration and have won for him the admiration and respect of all who knew know him. This officer has made a most successful contribution to the British Commonwealth Air Training Plan.

This was raised as a recommendation by W/C A.D. Haylett (Chief Instructor) for an AFC, 12 January 1945. Studer was Officer Commanding No.1 Squadron of the school. He had now flown 1,930 hours of which 1,720 hours had been as an instructor (105 hours 40 minutes in previous six months. Submission as follows:

An exceptional Squadron Commander who, since July 1941, has been employed on Instructional Duties, during which time he has flown 1,930 hours. His performance of all duties has been outstanding. He has contributed largely to the success of the BCATP in producing Service Pilots of the highest quality. His ability, both as a pilot and in an administrative capacity, and his outstanding devotion to duty, have been an inspiration to all who have served with or under him. His devotion to the Service over and above the call of duty has won him the admiration of all.

**Training:** Attended No.2 ITS, 24 October to 27 November 1940. Courses in Mathematics (82/100), Law and Discipline (93/100), Armament, practical and oral (100/100) and Drill (68/100). Grades "A" in Visual Link. Placed 13<sup>th</sup> in a class of 192. "Fine type. Cool and self assured."

Attended No.14 EFTS, 29 November 1940 to 16 January 1941. Tiger Moth aircraft - 24 hours 45 minutes dual, 17.05 solo; logged two hours 30 minutes in Link. "Smooth student. Very good on instruments; aerobatics only fair. Lacks confidence but should easily overcome this difficulty." Courses in Airmanship (200/200), Airframes (190/200), Engines (175/200), Signals, practical (50/50), Theory of Flight (98/100), Air Navigation (174/200), Armament, oral (190/200) and rated 186/200 in Qualities as an Officer. Placed seventh in a class of 35. "Conduct good. Inferiority complex. Ability average."

Attended No.1 SFTS, 16 January to 28 April 1941. Flew in Yales (12.05 day dual, 16.45 day solo) and Harvards (24.10 day dual, 20.00 day solo, 5.00 night dual, three hours night solo). Was 19.10 on instruments. "Not enough confidence in his own ability." Courses in Airmanship (139/150), Armament, written (86/100), Armament, practical (83/100), Navigation and Meteorology (179/200), Signals, written (63/100), Signals, practical (40/50) and Maintenance (44/50). Placed third in a class of 56.

Attended Central Flying Training School, 26 May to 18 July 1941. Flew Fleet and Harvard aircraft (22.05 dual, 16.05 solo) and Anson (12.30 dual, 5.30 solo), all by day. "Knowledge of sequence very good. Flying average. Voice very good. Worked hard during course and should become a capable instructor with experience," (F/O L.E. Logan). Tested in ground courses - Airframes (79/100), Engines (73/100), Airmanship (74/100) and Air Navigation (75/100). Tested in an Anson on 18 July 1941, rated as follows: Sequence (Very Good), Voice (Clear), Manner (Convincing), Ability to Impart Knowledge (Very Clear), Ability as Pilot (Average), and generally, "Should become an excellent instructor with more experience." (F/L J.C. Wickett). Awarded Category "C". He had one accident - 23 June 1941, Fleet 259, solo, hit tree tops with undercarriage and crashed; slightly injured,

Examined 17 October 1941 when he had flown 200 hours instructing at No.2 SFTS. Rated as follows: Sequence (High Average), Voice (Monotonous), Manner (Forceful), Ability to Impart Knowledge (High Average), Ability as Pilot (High Average. Instrument flying high average), and

generally, "This instructor was tested on a Harvard. Stressed all important parts. Sound flying ability supported by his knowledge of sequences." (F/O G.K. Preston). Awarded "B" Category.

Examined 15 March 1943 when he had flown 345 hours instructing at No.1 FIS and 705 at No.2 SFTS. Rated as follows: Sequence (Complete), Voice (Very Clear), Manner (Aggressive), Ability to Impart Knowledge (Above Average), Ability as Pilot (Above Average. Instruments High Average), and generally, "A very smooth and accurate pilot who presents demonstrations in a forceful manner." Awarded Category A-2 (Single Engine).

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STUNDEN, F/O George Robert (J26456) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 19 September 1923 in Ottawa; home in Carleton Place, Ontario (time keeper); enlisted in Toronto, 11 March 1942. To No.1 Manning Depot, 6 April 1942. To No.6 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942 but not posted to No.12 EFTS until 24 October 1942; may have graduated 8 January 1943 but not posted to No.2 SFTS until 23 January 1943; graduated and commissioned, 14 May 1943. To "Y" Depot, 28 May 1943. To RAF overseas, 22 June 1943. Promoted Flying Officer, 14 November 1943. Repatriated 2 August 1945. To No.3 Release Centre, 13 August 1945; retired 19 September 1945. Award sent by registered mail 30 March 1949. Died in Belleville, Ontario, 22 April 2005. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 17 October 1944 when he had flown 30 sorties (142 hours 40 minutes), 3 July to 14 October 1944.

This officer has shown remarkable skill as a pilot and an inspiring example of courage and determination to his crew. During his thirty operational sorties he has never failed to successfully complete his mission. His cool, quiet manner and fine fighting qualities have impressed all. For his intense loyalty and splendid record this officer is recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

3 July 1944 - Biennais (3.50, day, second pilot)  
12 July 1944 - Thiverny (4.15, second pilot)  
1 August 1944 - Ferme de Forrestel (3.40, day)  
3 August 1944 - Foret de Nieppe (3.55, day)  
4 August 1944 - Bois de Cassent (4.35)  
5 August 1944 - St.Leu d'Esserent (4.50)  
7 August 1944 - La Hogue (4.25, day)  
9 August 1944 - Foret de Nieppe (3.25)  
10 August 1944 - La Pallice (6.45)

14 August 1944 - Bois Thesilly (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 - Borkum (5.05, day)  
13 September 1944 - Osnabruck (4.10, day)  
15 September 1944 - Kiel (6.30)  
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)

\* \* \* \* \*

STURGESS, WO1 Albert Edward (Can 1011) - **Member, Order of the British Empire** - Station Down Ampney (AFRO gives unit only as "Overseas") - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 716/46 dated 26 July 1946. Born in Halifax, 12 September 1916. Home in Toronto; enlisted in Dartmouth, Nova Scotia, 10 January 1935 for General Duties. Promoted AC1, 10 January 1936. Promoted LAC, 10 July 1936. Promoted Corporal, 1 April 1938. Classified as Disciplinarian, 1 August 1939. Promoted Sergeant, 15 August 1939. To No.5 (BR) Squadron, 12 February 1940. Promoted Flight Sergeant, 15 March 1940. To No.3 Manning Depot, 1 July 1940. Promoted WO2, 15 August 1940. To No.4 Manning Depot,, 28 August 1940. To Embarkation Depot, 17 March 1941. Promoted WO1, 1 April 1941. To RAF overseas, 29 December 1942; disembarked in Britain 14 January 1943. To Station Leeming, 27 January 1943. To No.129 Airfield, 11 October 1943. To No.39 Wing, 1 August 1944. , To United Kingdom, 15 August 1945. To Down Ampney, 24 September 1945. Repatriated 31 March 1946. To Station Dartmouth, 7 April 1946. To No.1 Air Command, 9 May 1946. To No.1 Composite Training School, Toronto,,12 May 1946. Remained in RCAF, retaining rank of WO1 (20750) and classified as Physical Training and Drill Instructor. To Station Toronto, 2 February 1947. To Camp Borden, 6 April 1947. Commissioned 1 January 1951. To Station Clinton, 24 January 1951. Promoted Flight Lieutenant, 1 January 1953. Reclassified as Personnel/Administration, 1 April 1954. To Reserve Officer School, Kingston, 4 May 1954. To Station Clinton, 24 July 1954. To No.2 Manning Depot, St. Jean, 17 August 1954. To Reserve Officer School, St. Jean, 8 May 1956. To No.2 Manning Depot, St. Jean, 7 July 1956. To Reserve



Officer School, St. Jean, 14 May 1957. To Station St. Jean, 29 June 1957. To Reserve Officer School, 12 May 1948. To Station St. Jean, 29 June 1958. To Reserve Officer School, St. Jean, 11 May 1959. To Station St. Jean, 1 July 1959. To Station Winnipeg, 13 March 1960. To Station St. Jean, 22 May 1960. To Station Winnipeg, 4 July 1960. Retired 1 April 1966. Died in Surrey, British Columbia, 12 December 1985. Award sent by registered mail 4 June 1948. Described as having served in Britain, France and Germany, but no citation in biographical file. Hist file 181.009 D.1124 (RG.24 Vol.20595) has recommendation forwarded to Station Headquarters on 8 January 1946.

WO1 Sturgess has been employed as Station Warrant Officer at this unit since its formation. He has carried out his duties thoroughly and conscientiously. He has set an example to the men serving under him.

This Warrant Officer was faced with the problem of working with men who had expected to return to Canada but were posted to this unit instead. The task of controlling these personnel involved great tact and initiative. WO1 Sturgess displayed stellar qualities of leadership and was very largely responsible for the retention of good discipline and morale. He has struggled tirelessly in the interests of airmen's welfare. No task has been too difficult for him. Seldom has he stopped work at five o'clock.

Previous to this time, WO1 Sturgess served as Wing Warrant Officer with 39 (RCAF) Wing during its operations on the Continent.

WO1 Sturgess is an outstanding Station Warrant Officer, combining as he does an impressive appearance, impeccable dress and deportment, with intelligence and common sense.

Public Record Office Air 2/9668, courtesy of Tom Thorne, has the following citation:

This Non-Commissioned Officer has been employed as Station Warrant Officer at this unit since its formation. In control of men who had expected to return to Canada, but were posted to this unit instead, Warrant Officer Sturgess displayed great tact and initiative and his fine leadership was largely responsible for the good discipline and morale. He has carried out his duties thoroughly and conscientiously, setting a fine example to those serving under him. He has done much in the interests of airmen's welfare.

**Selected Assessments:** "A very capable Station Warrant Officer in every way. Takes a very active interest in all station activities." (Warrant Officer A.R. McKell, Camp Borden, 16 August 1948)

"Flight Lieutenant Sturgess is an outstanding officer in all respects. As a drill specialist this officer has been invaluable for his suggestions for improvement of the standard of recruit

training. Possessing a commanding bearing and being meticulous in his dress, he has set a fine example for the staff and recruits. Although a firm disciplinarian he has always maintained a strong interest in the welfare of personnel under his command, His organizing ability has placed him in demand on many occasions to organize sports and social activities. This officer's social conduct has always been above reproach and his family and financial affairs are in good order. Flight Lieutenant Sturgess possesses the qualifications for employment in any personnel instructional or administrative capacity." (S/L J.E. Goldsmith, Station St.Johns/St.Jean, 11 February 1957).

\* \* \* \* \*

STUTT, P/O Ralph Adrian (J16178) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 20 September 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943. Born in Toronto, 18 April 1916; home in Outremont, Quebec; enlisted in Montreal, 19 September 1939 for General Duties. To Rockcliffe, 25 October 1939. Promoted AC1, 19 March 1940. Promoted LAC, 19 June 1940. Remustered to aircrew, 17 November 1940 when reverted to AC2 and posted to No.1 ITS; graduated 22 December 1940 when promoted LAC; posted that date to No.13 EFTS; graduated 9 February 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 4 May 1941. To Trenton, 18 May 1941. To "P", 18 July 1941. To No.7 BGS, 12 August 1941. To "Y" Depot, 2 January 1942. To RAF overseas, 7 January 1942. Commissioned 24 November 1942. Promoted Flying Officer, 24 May 1943. Promoted Flight Lieutenant, 22 May 1944. Repatriated 26 November 1944. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. To Halifax, 18 October 1945. Released 24 October 1945. Rejoined as pilot, 29 March 1947 (10790 or 120116) with No.438 (Auxiliary) Squadron. Promoted Flight Lieutenant, 17 August 1948 and discharged the same date. Award presented 25 February 1949. Died in Ottawa, 28 August 2005. RCAF photo PL-15999 (ex UK-3974 dated 24 May 1943) shows Sergeant W.D. "Bill" Pettit (rear gunner, Kirkland Lake), P/O E.C. "Eric" Hodgson (bomb aimer, Winnipeg), P/O H.R. "Mike" Manning (WOP, Saint John, New Brunswick), P/O J.R. "Roly" Dube (navigator, Grand Mere), and P/O R.A. Stutt (pilot, Montreal).

This officer has been engaged in many successful sorties over German and Italian territory. He has completed these attacks with consistent skill and courageous and throughout his tour of operations has achieved many outstanding successes. Pilot Officer Stutt has set an example of skilful pilotage, cool judgement and determination.

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/bk340.html> has the following report:

#### WELLINGTON BK340 DAMAGED BY FLAK, LANDED AT DISHFORTH AIRFIELD

On the evening of 1t March 1943 the crew of this 425 Squadron aircraft had taken off from Dishforth at 18.18hours to undertake a mine laying operational flight. No.425 Squadron supplied seven Wellingtons for this mine laying flight. While in the dropping area the aircraft

was fired upon by a flak ship and the aircraft received damage to a wing and the fuselage fabric. The crew were able to make a safe landing back at base at 23.57hrs. Crew were - Pilot - P/O Ralph Adrian Stutt, RCAF (J/16178), of Outremont, Quebec; Navigator - Sgt Joseph Roland Gerard Dube, RCAF, of Grand'Mere, Quebec; Wireless Operator - Sgt H R Manning; Bomb Aimer - Sgt E C Hodgson; Air Gunner - Sgt W D Pettit; Second Pilot - Sgt H A Jackson.

\* \* \* \* \*

STYLES, P/O Alvin Edward (J85858) - **Distinguished Flying Cross** - No.428 Squadron - Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Kinburn, Ontario, 31 January 1918; home there; enlisted in Ottawa, 21 January 1941 and posted to No.2 Manning Depot. To No.2 WS, 1 March 1941; promoted LAC, 28 May 1941; 8 November 1941 when posted to No.3 BGS; graduated and promoted Sergeant, 1 December 1941. To "Y" Depot, 9 December 1941; to RAF overseas, 7 January 1942. Promoted Flight Sergeant, 1 June 1942. Promoted WO2, 1 December 1942. Promoted WO1, 1 June 1943. Commissioned 20 March 1944. Promoted Flying Officer, 20 September 1944. Repatriated 14 December 1944. To No.3 Training Command, 25 December 1944. To Mountain View, 15 January 1945. To No.3 Release Centre, 9 April 1945. Retired 12 April 1945. Died in Almonte, Ontario, 30 October 2011, aged 93. Award presented 11 August 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 24 July 1944 when he had flown 36 sorties (222 hours 25 minutes), 3 November 1943 to 2 June 1944.

As mid-upper gunner, Pilot Officer Styles has completed one tour of operations during which he attacked many major targets of the enemy and carried out many minelaying operations. On no occasion did his aircraft suffer damage by enemy fighters. His keenness and ability made him an ideal crew member and he contributed much to the success of his crew.

For reliability and keenness and for the completion of a very satisfactory tour of operations I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

3 November 1943 - Dusseldorf (6.40)  
25 November 1943 - Frankfurt (7.10)  
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 (6.05)  
6 March 1944 - Trappes (5.30)  
7 March 1944 - Le Mans (6.00)  
11 March 1944 - Gardening (7.50)  
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 (6.35)  
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 (4.05)

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SUAREZ, P/O Eduard Henri Joseph (J18830) - **Distinguished Flying Cross** - No.576 Squadron - Award effective 6 January 1944 as per **London Gazette** dated 21 January 1944 and AFRO 410/44 dated 25 February 1944. Born in St.Boniface, 25 April 1921; home in Winnipeg; enlisted there 18 August 1941. Granted Leave Without Pay until 9 September 1941 when posted to No.2 Manning Depot. To No.7 Equipment Depot, 9 November 1941. To No.7 ITS, 20 December 1941; graduated and promoted LAC, 13 February 1942 but not posted to No.19 EFTS until 28 February 1941;. Ceased Training and posted to Trenton, 15 April 1942; to No.7 AOS, 9 May 1942; and promoted Sergeant, graduated 11 September 1942. To "Y" Depot, 25 September 1942; to RAF overseas, 27 October 1942. Promoted Flight Sergeant, 11 March 1943. Commissioned 3 August 1943. Promoted Flying Officer, 3 February 1944. Repatriated 24 September 1944. To No.5 Release Centre, 22 October 1944. Retired 12 December 1944. Award presented 29 June 1945.

One night in December 1943, this officer was the navigator of an aircraft detailed to attack Berlin. Whilst over the target the aircraft was struck by shrapnel. The

whole electrical circuit was fused while Pilot Officer Suarez had his oxygen tube severed by a fragment. He resourcefully repaired the damage to his tube by means of his handkerchief and was able to obtain light to continue his navigational task by tying the engineer's lamp to his forehead. Later on, Pilot Officer Suarez lost all his equipment. Despite this he navigated the aircraft to base. In difficult circumstances his skill, coolness and initiative were highly commendable. Pilot Officer Suarez has participated in many attacks on important targets and has invariably displayed praiseworthy determination and devotion to duty.

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SUDDICK, F/O William Edward (J17136) - **Distinguished Flying Cross** - No.101 Squadron (dead) - Award effective 1 January 1944 as per **London Gazette** dated 8 May 1945 and AFRO 966/45 dated 8 June 1945. Born 4 October 1920 in London, Ontario; home in Toronto (telephone operator for Station CKCL and sometime broadcaster; enlisted in Toronto, 2 July 1940 and posted to No.1 Manning Depot. To No.118 (Coastal Artillery Cooperation) Squadron, 26 August 1940. To No.1 (Coastal Artillery Cooperation) Flight, 27 September 1940. To No.1 ITS, 10 October 1940. Graduated and promoted LAC, 8 November 1940 when posted to No.1 WS; graduated 15 March 1941 when posted to No.4 BGS; graduated and promoted Sergeant, 14 April 1941. To "Y" Depot, Debart, 25 April 1941. Taken on strength of No.3 PRC, 1 July 1941. To Wireless Signals School, 7 July 1941. To No.23 OTU, 23 September 1941. To No.115 Squadron, 6 November 1941. To No.1418 Flight, 6 January 1942 but appears to have been returned to No.115 Squadron. Promoted Flight Sergeant, 1 March 1942. Wounded in a night fighter attack, 20 May 1942 (left leg) and admitted to Ely Hospital. Discharged 7 June 1942, still with shrapnel in the knee. To No.22 OTU, 22 July 1942. Commissioned 28 February 1943. His wounds continued to pain him, but an especially telling report dated 17 June 1943 declared, "This officer is quite frank that he has lost his nerve and has no wish to continue flying. I think that there is a definite functional element in his symptoms. I consider it would be wise and justifiable for him to have a short period of Rehabilitation at MRU Loughborough where the degree of disability could be accurately assessed." (signature of Squadron Leader Medical Officer illegible.) To No.101 Squadron, 10 August 1943. Promoted Flying Officer, 23 August 1943. Missing, believed killed, 1 January 1944 (Lancaster DV308, No.101 Squadron); buried in Belgium. Photo PL-48171 shows Mr. and Mrs. Percy Suddick after receiving his DFC at a formal presentation.

Flying Officer Suddick has been an extremely efficient and enthusiastic wireless operator/rear gunner who has invariably set his mind fearlessly to the task in hand. In December 1943 he took part in an operational mission to Berlin in the course of which he displayed exceptional initiative and attained outstanding results. His example of cheerful courage and coolness in the face of enemy opposition has been of great value to his squadron.

The website "Lost Bombers" provides the following on his last sortie: Lancaster DV308 (SR-V), No.101 Squadron, target Berlin. This machine had been delivered to No. 32 Movements Unit in

September 1943 and thence to No.101 Squadron. 25 November 1943. It was equipped with Airborne Cigar (ABC). This machine had flown the following missions: Berlin, 2/3 December 1943; Berlin, 16/17 December 1943; Berlin, 23/24 December 1943; Berlin, 1-2 January 1944. When lost it had a total of 46 hours. DV308 was one of two No.101 Squadron Lancasters lost on this operation (the other was DV307). Airborne from Ludford Magna tasked for ABC duties. The crew consisted of the following: P/O D.J. Bell (POW), Sergeant L.F. Somers (killed), Sergeant H.W. Bailey (evaded until 26 May 1944 when captured in Lille), First Lieutenant M.H. Albert, USAAF (POW), Sergeant E.H. Harris (killed), Sergeant G.C. Connon (ABC operator, killed), F/O F.J. Zubic, RCAF (killed - one of the youngest Canadians to die in Bomber Command), F/O W.E. Suddick, DFC, RCAF (killed).

**Notes:** Assessment dated 21 August 1943 - "Has not a very forceful personality but his instruction and knowledge is sound and he has been a useful instructor in the ground school." (W/C A.W. Oldroyd, No.22 OTU).

Course at No.1 WS was 11 November 1940 to 16 March 1941. Spent one hour in Flying Classroom as First Operator, three hours in Flying Classroom on listening watch, and seven hours in two-seater aircraft as sole operator. Ground courses in Theory (40/50), Radio Equipment (200/250), Morse, buzzer and lamp (158/200), Procedure (150/200), Signals Organization (135/150), Armament (77/100), Drill and PT (35/50). Placed 12th in a class of 90. G/C J.S. Scott wrote, "Has not shown any qualities whilst at this unit to recommend him for commissioned rank."

Course at No.4 BGS was 17 March to 13 April 1941. Flew in Battle aircraft (11 hours 35 minutes) plus 70 minutes as passenger. In Beam Test scored six percent hits; in Beam Relative Speed Test scored five percent hits; in Under Tail Test scored seven percent hits. Scored 60/100 on written test, 82/100 in Practical and Oral examination, graded 182/250 as "Ability as Firer" and 116/150 for NCO qualities. Placed 33rd in a class of 83.

#### **Sorties with No.101 Squadron:**

18 October 1943 - Hanover - Lancaster DV265 "F", 1515 to 2245 hours - captain F/L W.H. Austin - one 4,000-lb bomb, one 1,000-lb bomb, 48 30-lb incendiaries, 840 four-pound incendiaries; Attacked at 2019 hours, 20,000 feet. Cloud was 10/10. "Bombed on ETA. Large explosion seen one minute prior to bombing. Canopy perspex damaged by flak. Attack apparently very scattered. PFF not up to required standard."

20 October 1943 - Leipzig - Lancaster DW236 "C", 1720 hours to 0020 hours - captain F/L W.H. Austin - "Primary attacked at 2105 hours from 22,000 feet. 10/10 cloud over target. No PFF technique seen. Bombed on ETA. Glow of incendiaries through cloud scattered over believed target area. Trip a washout."

3 November 1943 - Dusseldorf - Lancaster DV268 "Q", 1700-2120 hours - captain F/L W.H. Austin - Bombed at 1947 and 20,000 feet. "No cloud over target, visibility good, Rhine and built-up area seen. Bombed on target indicator red. HE and incendiaries seen in target area. A good

prang.”

22 November 1943 - Berlin - Lancaster DV298 “J”, 1650-2315 hours - captain F/L W.H. Austin - one 4,000-lb bomb, 48 x 30-lb bombs, 1,170 four-pound incendiaries. Bombed at 2018 hours and 21,500 feet. “Bombed on red flares with green stars. Large glow of fires seen on the cloud in target area.”

23 November 1943 - Berlin - Lancaster DV298 “J”, 1700-2315 hours - captain F/L W.H. Austin - one 4,000-lb bomb, 48 x 30-lb bombs, 840 four-pound incendiaries. Bombed at 2003 hours and 21,000 feet. “Bombed centre of concentration of Green T.I.s. Fires seen through cloud from last attack. PFF excellent on target and en route.”

2 December 1943 - Berlin - Lancaster DV298 “J”, 1645-2310 hours - captain F/L W.H. Austin - one 4,000-lb bomb, 48 x 30-lb bombs, 1,230 four-pound incendiaries. Bombed at 2020 hours and 20,000 feet. “Bombed on red and green TIs. Many fires taking hold in southeast area/”

16 December 1943 - Berlin - Lancaster DV298 “J”, 1610-2325 hours - captain F/L W.H. Austin - one 4,000-lb bomb, 48 x 30-lb bombs, 1,020 four-pound incendiaries. Bombed at 2000 hours and 20,000 feet. “”Spoofer fighter flares to SW of PF flares. Difficult to assess effectiveness of attack due to thick cloud.”

1 January 1944 - Berlin - Lancaster DV308 “V” - see notes from “Lost Bombers”.

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SUGGITT, S/L William Reid (J15131) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943. Born in Toronto, 2 December 1920; home there; enlisted there 15 October 1940. To No.1 Manning Depot on enlistment. To No.1 ITS, 10 November 1940; graduated and promoted LAC, 8 December 1940 when posted to No.9 EFTS; graduated 23 January 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 10 April 1941. To Embarkation Depot, 21 April 1941; to RAF overseas, 24 April 1941. Taken on strength of No.3 PBC, Bournemouth, 19 May 1941. To No. 22 OTU, Wellesbourne Montford, 24 May 1941. To No.405 Squadron, Driffield, 23 July 1941. Promoted Flight Sergeant, 1 November 1941. To No.104 Squadron, Driffield, 4 December 1941. Commissioned 5 January 1942. To No.158 Squadron, 14 February 1942. To No.26 OTU, 24 April 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 9 December 1942 on posting to No.428 Squadron that date. Promoted Squadron Leader, 11 March 1943. Attached to No.1659 Heavy Conversion Unit, Topcliffe, 24 June 1943. Reposted to No.428 Squadron, 16 September 1943 to command temporarily (Acting Wing Commander while so employed, reverting to Squadron Leader on posting). To No.617 Squadron, Coningsby, 27 October 1943. Attached for a time to No.1668 Heavy Conversion Unit, Balderton (5-11 November 1943). Died 15 February 1944 following a flying accident with No.617 Squadron, 13 February 1944 (Lancaster DV382); buried in Britain. Award presented to next-of-kin, 12 December 1944. RCAF photo PL-4503 (ex K-239) is captioned as follows: “Five Sergeant Air Gunners belonging to a Canadian Bomber Squadron talk over the forthcoming and

previous flights over enemy territory. Left to right they are Sergeant C.E. Hillmer (Toronto), Sergeant B.C. MacNabb (Milton, Ontario), Sergeant W.R. Suggitt (Toronto), Sergeant F.J. Tatro (Toronto), Sergeant A. Smith (Toronto).”

His aircraft, Lancaster DV382 of No.617 Squadron (KC-J) had been delivered to No 617 Squadron on 30 November 1943. It had taken part in the following operations: SOE special target, France, 16/17 December 1943 (12,000-lb HC bomb); Special target in France, 30/31 December 1943 (12,000-lb HC bomb); Antheor Viaduct 12/13 February 1944 (crashed in transit from Ford next day). Having landed at Ford after operations (raid on Antheor Viaduct) to refuel, he took off in conditions of poor visibility and crashed into a hill Waltham Down, at 0830 hours, killing all aboard (Suggitt, 652403 FS J. Fulford (flight engineer; had served as such to W/C Gibson VC on the Dams Raid of May 1943; ), A412218 P/O J.L. Gordon (navigator; had flown with No.467 Squadron), A.411775 P/O S.G. Hall (WOP), J22514 P/O N.J. Davidson (RCAF, air bomber), 1390921 FS J.F. Riches (mid-upper gunner), J17206 F/O J.M. Dempster, DFM (RCAF, rear gunner, ex-No.57 Squadron) and 84133 S/L T.W. Lloyd, DSO (passenger; Squadron's Intelligence Officer and had served in the RFC in the First World War; at 52, he was one of the oldest officer to be killed in Bomber Command). Suggitt was reported to have flown 118 hours ten minutes on Lancasters and 993 hours all types. The Court of Enquiry determined that the cause was “an error of captaincy by S/Ldr. Suggitt in not climbing above the layer of low cloud when he was aware of the high ground which lay on the required aircraft track. The error was probably due to a combination of over confidence and some fatigue.” He died on 15 February and was buried in Chichester Cemetery.

This officer has a fine operational record which has included sorties to all the most heavily defended centres in Germany and enemy occupied territory. He has recently taken part in raids on the Ruhr Valley including Essen and Duisburg and on the U-Boat bases of North-West Germany and France. Despite intense anti-aircraft opposition, even when the bomber has been hit by shrapnel from very close shell bursts, he has always pressed home his attacks with the utmost determination. He is an ideal operational captain whose example has been an inspiration to all other pilots in the squadron.

NOTE: Public Record Office Air 2/8964 has recommendation drafted 24 May 1943 when he had flown 44 sorties (276 hours 55 minutes). Sortie list and submission as follows:

**First tour:**

5 August 1941 - Karlsruhe (7.15)  
7 August 1941 - Dortmund (6.10)  
12 August 1941 - Berlin (7.45)  
19 August 1941 - Kiel (6.45)  
22 August 1941 - Mannheim (7.15)  
7 September 1941 - Boulogne (4.00)  
10 September 1941 - Turin (8.50)  
12 September 1941 - Frankfurt (7.00)



15 September 1941 - Hamburg (5.30)  
30 September 1941 - Hamburg (6.20)  
9 October 1941 - Essen (6.00)  
31 October 1941 - Hamburg (5.45)  
7 November 1941 - Berlin (8.00)  
30 November 1941 - Emden (6.00)  
7 December 1941 - Aachen (5.10)  
17 December 1941 - Brest (6.20)  
23 December 1941 - Cologne (3.00, duty not carried out, wireless unserviceable)  
21 January 1942 - Bremen (5.30)  
31 January 1942 - Brest (5.45)  
12 February 1942 - **Scharnhorst** (1.30 but counted as sortie)  
14 February 1942 - Mannheim (5.30)  
3 March 1942 - Paris (5.50- Boulogne-Billancourt Renault factory).  
7 March 1942 - St. Nazaire (5.50)  
9 March 1942 - Essen (5.00)  
10 March 1942 - Essen (6.00)  
13 March 1942 - Cologne (6.28)  
28 March 1942 - Lubeck (7.25)  
1 April 1942 - Poissy (6.10; truck factory near Paris)  
5 April 1942 - Cologne (7.50)  
8 April 1942 - Hamburg (5.30)  
27 July 1942 - Hamburg (2.25, described as "B.B.A.")  
31 July 1942 - Dusseldorf (4.25)

## **Second Tour**

26 January 1943 - Lorient (6.45)  
4 February 1943 - Lorient (6.28)  
7 February 1943 - Lorient (7.10)  
13 February 1943 - Lorient (7.10)  
14 February 1943 - Cologne (6.00)  
19 February 1943 - Wilhelmshaven (6.30)  
24 February 1943 - Wilhelmshaven (6.30)  
28 February 1943 - St. Nazaire (6.50)  
5 March 1943 - Essen (5.20)  
12 March 1943 - Essen (5.25)  
4 April 1943 - Kiel (6.45)  
14 April 1943 - Stuttgart (7.30)  
26 April 1943 - Duisburg (6.00)  
12 May 1943 - Duisburg (5.30)

This officer has a very fine operational record, which includes sorties to practically all of the most heavily defended centres in Germany and enemy occupied territory. He has taken part recently in the attacks on the Ruhr Valley

including Essen and Duisburg, and previously in the attacks on the U-Boat bases of North Germany and North-West France. He has captained his aircraft to such distant targets as Berlin and Turin, showing commendable courage and devotion to duty.

Throughout his first tour of operational flying, and now during his second tour, Squadron Leader Suggitt has always set his mind on the task in hand fearlessly and with a fine offensive spirit, setting a magnificent example to his fellow pilots and crews. Despite intense flak opposition and even when his aircraft was hit by shrapnel from very close shell bursts he has always pressed home his attacks with utmost determination. An ideal operational captain with a splendid record.

Note: Eddie Fell provides the following list of sorties flown while he was with No.617 Squadron:

16 December 1943 - Special Target, France  
20 December 1943- Liege Armament works (Mission Abandoned)  
22 December 1943 - Special Target, Belgium (Mission Abandoned)  
30 December 1943 - Special Target  
4 January 1944 - Special Target, France  
21 January 1944 - Special Target, France  
25 January 1944 - Special Target, France  
8 February 1944 - Limoges  
12 February 1944 - Antheor Viaduct; landed at Ford; killed en route to base.

RCAF Press Release No. 2527 dated 17 November 1943, transcribed by Huguette Oates, reads:

LONDON (RCAF NEWS SERVICE): -- Tall Bill Suggitt, of 250 Cedarvale Avenue, Toronto, Ontario, a Squadron Leader at 22, recently climbed out of his giant Halifax bomber, his operational duties in this war ended if he so chose, but the young pilot wanted to finish up with four veteran members of his crew, so he went on to make five more trips. He has completed two operational tours, and that means a well-earned rest. But sooner than see his crewmates wind up their first tour with a strange skipper, Squadron Leader Suggitt obtained permission to make the extra sorties. He is a flight commander in a Canadian bomber group squadron led by Wing Commander Don Smith, of Preston, Ontario.

The men he wanted to "screen", and who flew with him in Wellingtons before the squadron converted to four-engined bombers, are Pilot Officer Blondy Westell, of 19 Hurley Avenue South, Hamilton, Ontario, Squadron Deputy Navigation Leader Pilot Officer Chuck Carter, Lewisville, N.B., Bomb-Aimer, Flying Officer Red Brown, of Moosomin, Saskatchewan, Squadron Deputy Wireless Leader, and Pilot Officer Dickie Douglass of 9550-83rd Avenue, Edmonton, Squadron Gunnery Leader.

A sergeant only 20 months ago, S/L Suggitt served with Canada's first bomber

squadron on Wellingtons. Later, he flew Wellingtons with an R.A.F. squadron before joining his present squadron with which he completed his second tour. "Words can't express how much we think of Bill for staying with us," said F/O Brown. "He is a great pilot and we wouldn't want to fly operationally with anybody else. I've travelled with a lot of them but I've never seen anybody show such good air sense as Bill."

Suggitt has a log book which includes most of the important enemy targets. Eight of his trips have helped to devastate Hamburg; he has bombed the Krupp armament works at Essen six times; five times he has flown to Cologne. Other targets on his list include Turin, Bremen, Paris, St. Nazaire, Lorient, Wilhelmshaven and Duisburg. Discussing his trips, Bill figures that he "must have been just plain lucky because most of them have been fairly peaceful".

The toughest trip he was on was a visit to Cologne. "I was flying a Wimpie with an RAF squadron when Jerry caught us in a box barrage of flak just as we reached Cologne," said Suggitt, a bookkeeper in a Toronto department store (Simpson's) before he joined the RCAF "My wireless op (an Englishman) suffered severe body wounds and died three days later. They pumped 130 holes into our kite. On the return trip, we couldn't navigate and had to come home on the beam." During the barrage, which lasted about three minutes, the dinghy was blown out of the kite and struck the tail plane. The air speed indicators and hydraulics were both knocked out and one tire was punctured.

During his 30 trips, S/L Suggitt saw only one German fighter. The Nazi attacked over Bremen but broke off to the side without making any hits or waiting for a scrap. On the same night, flak smashed the bomb-aimer's panel, allowing cold air to drift into the kite. Although he bombed on schedule, the bomb-aimer froze both hands in the operation and was off flying for three months. Flak also smashed an oil gauge and oil, with 90 pounds pressure behind it, sprayed the cockpit. Some of the oil splashed into S/L Suggitt's face, seriously affecting his eyesight temporarily. He was out of action for about a week.

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SULLIVAN, FS Frederick James McCullough (Can 7846) - **Mention in Despatches** - No.427 Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 14 June 1916 in City View, Ottawa, Ontario. Educated at City View, Public School (1926-1933), Nepean High School (1934-1035) and Ottawa Technical School (1936-1937). Garage and dairy worker, then with Ottawa Car Manufacturing (aircraft parts).

Enlisted in Ottawa, 16 September 1939 as Airframe Mechanic. To No.10 (BR) Squadron, 26 October 1939. To No.118 (Fighter) Squadron, 12 February 1940. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. To RAF overseas, 29 June 1940. Promoted Corporal, 15 October 1940. Promoted Sergeant, 12 February 1941. Promoted Flight Sergeant, 1 December 1942. To "Y" Depot, 13 June 1943. Embarked from Halifax, 30 June 1943. Disembarked in Britain, 7 July 1943. To No.427 Squadron, 21 July 1943. To No.63 Base, 9 September 1944. To No.64 Base, 9 June 1945. On detachment to Juvincourt, 16 May to 15 June 1945, servicing aircraft engaged in POW repatriation. Repatriated 18 June 1945 via Yarmouth. To Station Greenwood, 1 October 1945. To No.1 Air Support Unit, Churchill, 19 December 1945 (in charge of MUSK OX servicing detachment at Yellowknife). To Station Rockcliffe, 31 May 1945. Reverted to Sergeant, 1 October 1946. To Experiential and Proving Establishment, Rockcliffe, 14 November 1946. Promoted Flight Sergeant, 1 October 1948. To Air Transept Command Headquarter, Rockcliffe, 3 May 1949. To Air Transport Command Headquarters, Lachine, 10 August 1951. Promoted WO2, 1 February 1952. To No.408 Squadron, Rockcliffe, 13 April 1953. Promoted WO1, 1 April 1954. To Officer Training School, London, 29 November 1954; commissioned that date. To No.2 Technical Training School, Camp Borden, 21 January 1955. Promoted Flight Lieutenant, 1 September 1957. To Air Material Command Headquarters, 13 June 1960. Retired 9 January 1966. Award presented 9 December 1947. No citation in AFRO. DHist card says unit on this occasion was No.6 Group. Died in Ottawa, 17 December 1996. RCAF photo PL-32748 (ex UK-14621 dated 9 September 1944) is captioned as follows: "The two proudest men in RCAF Bomber Group are shown above with the coveted Handley-Page Trophy, symbolic of the best accident and general aircraft maintenance record in the Group. They are members of the Lion Squadron - Flight Sergeant F.J. Sullivan (left) of City View, Ontario, is a rigger while Flight Sergeant E.J. O'Toole of Winnipeg is a fitter. They are in charge of aircraft maintenance in the squadron."

SULLIVAN, FS Frederick James McCullough (Can 7846) - **British Empire Medal** - Station Leeming (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. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation by F/L E.A. Clifford (Acting Chief Technical Officer) dated 22 May 1945.

Flight Sergeant Sullivan has been in charge of a flight on an operational squadron for the past two years. During this period he has proven himself to be an extremely competent NCO and has discharged his duties in an outstanding manner.

Flight Sergeant Sullivan has cheerfully worked long and irregular hours in the interests of the Service and with complete disregard for his personal welfare. He has displayed fine qualities of leadership and initiative, and by his exacting and careful attention to the many small but important details of his work, has made a

substantial contribution to the efficiency and successful record of the section. The capable administration of the flight by Flight Sergeant Sullivan has resulted in a high state of serviceability of aircraft at all times. He commands the respect and confidence of both his superiors and those serving under him, and has set a splendid example by his devotion to duty.

**Notes:** Assessed 6 October 1940 by F/L Gordon, No.10 Squadron - "Efficient tradesman and takes an interest in his work. Very good crewman."

Assessed 26 January 1942 - "An excellent all-round Air Frame Mechanic. Keen and has sound judgement.."

Assessed 1 March 1948 - "This airman is considered to be an outstanding NCO. He takes a definite interest in the welfare of personnel under his supervision and promotes harmony among the junior ranks." (S/L W. M. Foster, Experimental and Proving Establishment).

Assessed 13 May 1953 - "This Warrant Officer has shown his ability to supervise hangar maintenance in all its phases, in a well above average manner. His organising and administrative abilities are exceptional, He has a firm but pleasant manner when dealing with junior airmen and NCO's. His trade knowledge and knowledge of allied trades is above average as is his Service knowledge generally." (F/L R.J. Clark).

Assessed 1 April 1954 - "Warrant Officer Sullivan through his untiring efforts, knowledge and skill has made an outstanding contribution to the success of operations carried out by 408 Squadron. Complete operations involving movement of large numbers of personnel and many tons of equipment has been his responsibility. In every case the job has been completely successful, due largely to his ability to organize and administer the operation down to the smallest detail. Efforts to help his men do their jobs well has produced many new maintenance aids and techniques aimed at improving working conditions and increasing efficiency. Takes an active interest in Squadron and Station activities. Highly recommended for appointment to commissioned rank." (F/L R.J. Clark, No.408 Squadron).

Assessed 20 February 1956 - "F/O Sullivan is a pleasant cheerful officer whose most characteristic traits are his sincerity and loyalty. There has been a noticeable decline in the number of students who are poorly motivated since he has been in charge of the Trade Introductory Department and this can be attributed to the keen interest he takes on the welfare of his staff and students. He takes an active interest in sports and has managed to instill his department with his enthusiasm. Sullivan is so loyal he would turn in a good performance in any job." (S/L G.A. Moar, Camp Borden).

Assessed 17 February 1958 - "F/L Sullivan is a thoughtful and pleasant officer who makes a very

good impression on all who come in contact with him. His position as head of a large training department demands a broad knowledge of the instrument and electrical trades, particularly in the implementation of new advanced courses. His interest in the welfare of his staff and students is outstanding, especially in recreational activities. This officer joins in most of the community affairs on the Station and as an Arts and Crafts councillor. F/L Sullivan takes great interest and pride in his family life which is very well adjusted and happy. His broad experience make him suitable for a wide variety of positions in the Service, but his main interest is in his present field, that of trade training, for which he is very well equipped." (S/L W.D. Binch, Camp Borden).

Assessed 17 May 1960 - "F/L Sullivan is a very well groomed, efficient and much respected officer. He has controlled the Instrument and Electrical Branch of the Aircraft Trades School for four years and has done an excellent job throughout that time. His regard for the welfare of his staff and students is second to none. He has enjoyed his tour with Training Command and is particularly well adapted, temperamentally, to his job as a training officer. F/L Sullivan has been very active on this station in organizing and administering after duty activities. He has very willingly given up hundreds of hours of his free time to PMQ hockey, skating carnivals and banquets. This officer is an asset to the RCAF and to any unit to which he is assigned." (S/L W.D. Binch, Camp Borden).

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SULLIVAN, FS George Frederick (R81512) - **British Empire Medal** - No.409 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. American in the RCAF. Born in Boston, Massachusetts, 29 May 1916 (RCAF press release announcing award). Studied mechanics two years; worked six years with United Drug Company. Enlisted in Montreal, 25 November 1940 as Aero Engine Mechanic. To technical Training School, 6 December 1940. Promoted AC1, 3 May 1941. To No.4 BGS, 7 May 1941. To Embarkation Depot, 19 July 1941. Promoted LAC, 3 August 1941. To overseas, 14 August 1941. Promoted Corporal, date uncertain. Promoted Sergeant, 24 April 1943. Promoted Flight Sergeant, 29 January 1944. Repatriated 15 January 1945. To No.1 Air Command, 26 January 1945. To No.8 AOS, 26 February 1945. To St. Hubert, 10 April 1945. Released 11 July 1945. RCAF photo PL-33382 (ex UK-16222, 31 October 1944) has the following caption: "FS George Sullivan of Boston, Massachusetts, ground maintenance chief of the RCAF Nighthawk Squadron, gives ground crewman LAC Harold Millsay of Creemore, Ontario, instructions for tuning up one of the squadron's Mosquito night fighters." Award presented 8 January 1946. Died 25 March 1994 in Dover Strafford County New Hampshire. Public Records Office Air 2/9094 has recommended citation.

Flight Sergeant Sullivan is a fitter who was posted to 409 Servicing Echelon in 1941, shortly after the squadron's inauguration. He proved to be a good and just

disciplinarian and soon commanded the respect of all those under his charge. All new recruits were sent for training to Flight Sergeant Sullivan's flight. Not only did he train them well, but in addition he also maintained his capacity for other work on hand. His organizing ability was exceptional and in consultation with the squadron engineer officer he was responsible for all the detailed planning of loading schedules, convoys, packing and unloading drills. In August 1944, the squadron moved to Northern France and was stationed within a few miles of the front line. Air activity was great and losses were incurred. In the ensuing months Flight Sergeant Sullivan worked unremittingly to ensure that every aircraft was available for patrol. Conscientious to a remarkable degree, this airman has let nothing stand in the way of his duty.

NOTE: DHist file 181.009 D.5529 (RG.24 Vol.20667) has **another** recommendation dated 13 June 1945. This is obviously too late but is mentioned here because it throws added light on the man.

George Sullivan, a citizen of the United States of America, joined the RCAF early in 1940 as an aircraftman fitter (this was a time when the United States Government did not look favourably on their nations volunteering for service with the Allies).

Aircraftman Sullivan joined No.409 (RCAF) Squadron Servicing Echelon in late 1941 shortly after its inauguration. He was an outstanding Aircraftman and his promotion was rapid to Flight Sergeant in charge of "A" Flight in October 1943.

As a Flight Sergeant he was a good and just disciplinarian and admired and respected by both the older airmen and the new recruits.

His organizing ability was exceptional, and most notable in France and Belgium, where air activity was great and the squadron has many successes and some losses. These losses in aircraft finally decreased the strength in November to seven aircraft during which time Flight Sergeant Sullivan worked day and night to maintain a state of six serviceable aircraft.

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SULLIVAN, Sergeant John Bryson (R184363) - **Distinguished Flying Medal** - No.427 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 17 April 1923 in Cobalt, Ontario; home there (carpenter); enlisted in North Bay, 13 October 1942 and posted to No.1 Manning Depot. To No.4 Wireless

School, 15 January 1943. To Ottawa, 17 March 1943. To No.2 ITS, 17 July 1943. To No.2 Air Gunner Ground Training School, 11 June 1943. Promoted LAC, 24 July 1943 when 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 11 August 1944 (J89612). Repatriated 25 October 1944. Promoted Flying Officer, 11 February 1945. Retired 16 March 1945. Award presented 17 June 1945. Served in postwar RCAF (awarded CD). Died 8 August 2001, age 78, at Cobalt, Ontario. In DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) there is a further account (in a letter re entitlement to Operational Wings) stating that incident occurred on 12/13 June 1944 while raiding Arras; it was his 16th mission. Aircraft was attacked by fighters and Sullivan was hit by two machine gun bullets. One broke his jaw; a shrapnel fragment lodged in his left eye and a bullet hit his knee. Rear turret on fire, guns useless, but he put out fire and remained at his post. He subsequently lost the left eye.

In June 1944, this airman was the rear gunner of an aircraft detailed to attack a target in Northern France. Whilst over the target area the aircraft was engaged by a fighter. Sergeant Sullivan was wounded in the head but although partially blinded by blood which flowed from the wound, this gallant gunner remained at his post and gave skilful directions which enabled his pilot to out-manoeuvre the attacker. Sergeant Sullivan's turret was badly damaged and caught fire but he succeeded in putting out the flames with an extinguisher which was brought to him by another member of the crew. Displaying exceptional fortitude and devotion to duty, Sergeant Sullivan insisted on remaining in his turret until the enemy coast was crossed. His example was most inspiring.

Also in 181.009 D.1729, the original recommendation (undated, drafted by S/L G.J. Cribb) confirms that he had flown 16 sorties (76 hours 50 minutes). Incident clearly involved F/O Maxwell S. Strange. Text as follows:

On 12/13th June 1944, Sergeant Sullivan was detailed to attack Arras. The bomber was making its bombing run, two minutes prior to target, when Sergeant Sullivan, Rear Gunner, sighted an enemy aircraft. The enemy aircraft immediately opened fire, seriously wounding Sergeant Sullivan in the head. This gunner stuck to his post and gave combat manoeuvres during the attack even though he could only see out of one eye due to blood, and his directions enabled the pilot to so manoeuvre the aircraft to avoid the enemy fighter attacking them. The tail turret was badly damaged and set on fire. The Rear Gunner still remained at his post and the Engineer brought him a fire extinguisher and he put out the flames himself. This gunner insisted on staying in his turret but was forced out by the Wireless Operator who took over the tail position upon leaving the coast of France.



Sergeant Sullivan displayed great courage and fortitude and complete disregard of personal safety in staying in his position as long as possible. Had he left his position sooner to obtain First Aid treatment to stop the flow of blood from his head wounds, his injuries would have been lighter. He has undergone an operation of a serious nature, and at this stage it is too early to determine the extent of his injuries.

Sergeant Sullivan's aircraft, on the sortie previous to Arras, was attacked by an enemy fighter, and through his cooperation with the Miid-Upper Gunner, was successful in driving off the attack and obtaining a probable. I strongly recommend Sergeant Sullivan for the immediate Distinguished Flying Medal.

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SULLIVAN, P/O Joseph Claire (J90327) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 5 March 1914 in Peterborough, Ontario (birth date in obituary); home there. Served in Prince of Wales' Rangers; enlisted in Toronto, 23 May 1942. To No.1 Manning Depot, 23 June 1942. To No.4 Manning Depot, 20 August 1942. To No.5 ITS, 24 October 1942; graduated and promoted LAC, 23 January 1943; to No.10 EFTS, 20 February 1943; ceased training and posted to No.5 Manning Depot, 25 March 1943; to No.9 AOS, 17 April 1943; graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 17 September 1943. Taken on strength of No.3 PRC, 8 October 1943. Commissioned 30 September 1944. Promoted Flying Officer, 30 March 1945. Repatriated 5 August 1945. To No.4 Release Centre, 9 August 1945. Retired 12 September 1945. Award sent by registered mail 24 October 1946. Photo PL-36299 is a portrait. Postwar employee of Quaker Oats (Peterborough) and federal public service as well as being a painter. Died in Ottawa, 1 February 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 2/8831 has recommendation dated 6 November 1944 when he had flown 30 sorties (159 hours 40 hours). Began as recommendation for a DFM (he was a Flight Sergeant) but annotations change this to a DFC as he had been commissioned on 6 November (with effect from 30 September 1944).

6 July 1944 - Foret du Croc

7 July 1944 - Caen

12 July 1944 - Tours

23 July 1944 - Kiel

25 July 1944 - Stuttgart

4 August 1944 - Pauillac

5 August 1944 - Blaye

7 August 1944 - Fontenay le Marmion  
13 August 1944 - Falais  
15 August 1944 - Volkel  
25 August 1944 - Russelsheim  
29 August 1944 - Stettin  
31 August 1944 - St.Riquier  
3 September 1944 - Eindhoven  
5 September 1944 - Le Havre  
8 September 1944 - Le Havre  
10 September 1944 - Le Havre  
12 September 1944 - Frankfurt  
23 September 1944 - Neuss  
26 September 1944 - Cap Gris Nez  
4 October 1944 - GARDENING (Kattegat)  
6 October 1944 - Texel  
7 October 1944 - Emmerich  
11 October 1944 - Frederik Hendrik  
14 October 1944 - Duisburg  
14 October 1944 - Duisburg  
19 October 1944 - Stuttgart  
23 October 1944 - Essen  
25 October 1944 - Essen  
29 October 1944 - Cologne

Pilot Officer Sullivan, a Canadian, as navigator of a Lancaster aircraft, has completed a most successful operational tour against the enemy including attacks on such heavily defended targets as Kiel, Stuttgart, Stettin, Neuss, Duisburg, Essen, and Cologne.

His navigational skill has not only made his attacks most effective but has undoubtedly contributed very largely to the safety of his aircraft and crew. On many of his attacks he has had to navigate under most difficult conditions of high and unpredicted winds and frequently in the face of strong enemy opposition. He has always mastered his difficulties magnificently and instilled the utmost confidence in his crew, setting a shining example to less experienced navigators.

This Canadian's exceptional ability, coupled with magnificent fortitude and courage would receive fitting recognition in the award of the Distinguished Flying Cross.

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SULLY, A/V/M John Alfred, AFC (C686) - **Companion, Order of the Bath** - Air Member for Personnel, AFHQ - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 19 November 1892 at Metcalfe, Ontario (RCAF Press Release 2659 announcing award); member of O.C.I. Cadets, 1906 to 1910 (Lieutenant). Served in 175th Battalion, CEF, 6 March 1916 to 13 February 1917 (Lieutenant and Acting Captain). Seconded to RFC, 14 February 1917 and assigned to Observer course, Reading that date. To Aerial Gunnery Course, 15 March 1917. Served in France with No.70 Squadron as observer, 25 March 1917 until 1 August 1917, when he returned to UK for pilot training, serving as instructor at School of Special Flying (Gosport) to 1 December 1917. Attached as part of British Aviation Mission to the United States, 1 January 1918; helped introduce Gosport training system to United States. Attachment ceased 14 December 1918 (Captain and Acting Major). Awarded AFC in January 1919; he was also awarded the Aviation Medal of Merit by the Aeronautical Society of America. With First Alberta Mounted Rifles (Militia), 1921 as Captain. After the war he farmed and sold insurance out in Winnipeg and Montreal. Organized the Winnipeg Flying Club and was its first president. Instrumental in foundation of Canadian Flying Clubs Association (1929) as well as the Aviation League of Manitoba (first vice-president). Joined the RCAF Auxiliary, 1 March 1933 as Squadron Leader and Commanding Officer, No.12 Squadron (later No.112 Squadron) in Winnipeg. Appointed Honorary Aide to the Governor General, 1936. To No.102 Wing Headquarters, Montreal, 1 October 1938; promoted Wing Commander that date. To Military District No.4, Montreal, 3 September 1939. To AFHQ, Ottawa, 1 October 1939. To Station Trenton, 15 December 1939. Appointed Commanding Officer, Station Trenton, 21 February 1940, holding that position to 21 November 1940 when posted as a staff officer to EAC (promoted Group Captain, 15 June 1940. ). To AFHQ, 31 March 1941. Promoted Air Commodore, 22 October 1941. Appointed Air Member for Personnel, 1 November 1941. Promoted Air Vice-Marshal, 3 June 1942. Retired 14 April 1945. Award presented 22 April 1944. Awarded Queen's Coronation Medal, 23 October 1953 while on the retired list. Other honours were Jubilee Medal (1935), Polish Air Force Wings (7 August 1942) and Honorary Czechoslovak Wings. Died in Goderich, Ontario, 23 June 1968 as per **Legionary** of September 1968. RCAF photos PL-1201 and PL-1202 taken 1940 as Wing Commander. RCAF photo PL-32962 (ex UK-15021 dated 18 September 1944) is captioned as follows: "A/V/M Sully, G/C G. Will and G/C G.R. McGregor on a Belgian airfield after they landed with the returning Belgian government. The members of the government were flown back to their capital in an RCAF Dakota." RCAF photo PL-33057 (ex UK-15448 dated 29 September 1944 taken when he was visiting No.6 Bomber Group in England to discuss RCAF rehabilitation and personnel counselor programmes; PL-33058 (ex UK-15451) taken on same occasion. Photo PL-35867A is a wartime portrait. Governor General's Records (RG.7 Group 26, Volume 57, file 190-I) has citation.

Air Vice-Marshal Sully, after successful service as Officer Commanding of one of the largest permanent RCAF stations, subsequently served with distinction at Eastern Air Command. He was then appointed Deputy Air Member for

Personnel and later Air Member for Personnel. Passing through a very difficult period with its many personnel problems, this officer has displayed unbounded enthusiasm, determination and initiative. His outstanding devotion to duty, entailing continuous long hours of service and extensive travel, has encouraged the highest respect and co-ordination from the large staff under his jurisdiction resulting in the present high standing of efficiency maintained by personnel throughout the services. He is an energetic, untiring and very capable leader.

SULLY, A/V/M John Alfred, CB, AFC (C686) - **American Legion of Merit (Degree of Commander)** - effective 2 February 1944 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. NOTE: This was originally announced in AFRO 388/46 dated 12 April 1946, reference **Canada Gazette** dated 6 April 1946. AFRO 473/46 dated 10 May 1946 cancels and reinstates. Note, too, that at the same time, Major General H.F.G. Letson received the same award, and Lieutenant Colonel P.L. Debney was appointed to the Legion of Merit (Degree of Legionnaire) for essentially the same services in transfers from the Canadian Army to the American Army.

For exceptionally meritorious conduct in the performance of outstanding service while associated with an American-Canadian delegation for the transfer of United States citizens, serving in the Royal Canadian Air Force, to the armed forces of the United States. During the month of March 1942 he was responsible for the preparation of plans and policies to effect such transfers. His foresight, generous co-operation, and sympathetic knowledge of the problem resulted in the adoption of a plan which established an expeditious procedure, thus further cementing the friendship of Canada and the United States.

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SULPHER, F/O Felix Michael (J89793) - **Distinguished Flying Cross** - No.170 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 28 September 1922 in Renfrew, Ontario; home there (clerk); enlisted in Ottawa, 5 October 1942 and posted to No.5 Manning Depot. To Eastern Air Command, 15 January 1943. To No.2 SFTS, 12 February 1943. To No.5 ITS, 8 March 1943; graduated and promoted LAC. 15 May 1943; posted that date to No.10 EFTS; graduated 24 July 1943 when posted to No.1 SFTS; graduated and promoted Sergeant, 12 November 1943; to "Y" Depot, 26 November 1943; to No.1 OFF (not certain what this is), 14 January 1944; to "Y" Depot again, 27 February 1944; taken on strength of No.3 PRC, 30 March 1944. Commissioned 8 September 1944. Promoted Flying Officer, 8 March 1945. Repatriated 5 August 1945. Retired 5 September 1945. Award presented 11 August 1949. Died in Renfrew, Ontario, 30 May 1999. 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 6 June 1945 when he had flown 25 sorties (162 hours 50 minutes), 12 December 1944 to 1 May 1945.

12 December 1944 - Essen  
17 December 1944 - Ulm  
28 December 1944 - Bonn  
31 December 1944 - Osterfeld  
7 January 1945 - Munich  
14 January 1945 - Merseberg  
28 January 1945 - Stuttgart  
2 February 1945 - Weisbaden  
3 February 1945 - Bottrop  
7 February 1945 - Cleve  
8 February 1945 - Politz  
14 February 1945 - Chemnitz  
20 February 1945 - Dortmund  
12 March 1945 - Dortmund  
13 March 1945 - Gelsenkirchen  
15 March 1945 - Misburg  
18 March 1945 - Hanau  
22 March 1945 - Hildesheim  
24 March 1945 - Harpenerweg  
27 March 1945 - Paderborn  
3 April 1945 - Nordhausen  
14 April 1945 - Heligoland  
22 April 1945 - Bremen  
29 April 1945 - Yprenburg  
1 May 1945 - MANNA, Rotterdam

Flying Officer Sulpher of the Royal Canadian Air Force has successfully completed 25 sorties and 162 operational flying hours against the enemy.

Many of the targets which he was detailed to attack were Germany's most heavily defended cities such as Stuttgart, Munich and Essen. On all these sorties Flying Officer Sulpher pressed home his attacks with the utmost determination, thereby setting a magnificent example to his very gallant crew. He has at all times shown outstanding fortitude and skill and his cheerful confidence has inspired a high standard of morale in the squadron.

This officer possessed coolness and displayed exceptional fearlessness in the face of danger and was never once deterred by anti-aircraft fire. It is therefore recommended that his courage, skill and devotion to duty be recognized by the

award of the Distinguished Flying Cross.

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SUMAK, Sergeant (now P/O) Leonard Stephen (R186333/J85311) - **Distinguished Flying Medal** - No.576 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 2 June 1944 and AFRO 1444/44 dated 7 July 1944. Born 6 November 1921 (obituary notice); home in Hanover or Hannon, Ontario (mechanic and transport driver); enlisted in Hamilton, 2 September 1942 and posted to No.2 Manning Depot. To No1 BGS (guard duty), 22 October 1942. To No.1 Composite Training School, 6 March 1943. Promoted LAC, 18 April 1943 when posted to No.3 BGS; graduated and promoted Sergeant 11 June 1943. To "Y" Depot, 20 June 1943. To RAF Overseas, 28 June 1943. Commissioned 27 February 1944. Promoted Flying Officer, 27 August 1944. Repatriated 22 January 1945. To Mountain View, 7 March 1945. To Halifax, 19 May 1945. To Mountain View again, 30 May 1945. To Lachine, 3 August 1945. To No.2 Release Centre, 4 April 1946. Retired 8 April 1946. Obituary notice stated that he had flown 29 sorties with Bomber Command. Worked for Ford Motor Company for 25 years. Award presented 17 June 1945. Died in Peterborough, Ontario, 30 October 2007.

This airman has taken part in attacks on many strongly defended targets in Germany. While returning from Berlin in December 1943, his aircraft was attacked by two enemy fighters but his cool and efficient directions enabled his pilot to evade the attack. During the engagement Sergeant Sumak probably destroyed one of the hostile aircraft. At all times he has displayed a fine fighting spirit, skill and courage of a high order.

NOTE: Ian Tavender, **The Distinguished Flying Medal Register for the Second World War** (Savannah, 2000) reproduces the original recommendation from Public Record Office Air 2/9149, drafted 19 February 1944 when he had flown 16 sorties (121 operational hours):

Since commencing his tour in October 1943, Sergeant Sumak, a Canadian, has completed 16 operational sorties and 121 hours as mid-upper gunner in Warrant Officer Rollins' crew. He has taken part in nine attacks on Berlin. Whilst returning from one of these attacks on Berlin on the night of 29<sup>th</sup> December 1943, Sergeant Sumak's aircraft was attacked by two enemy night fighters. This Non-Commissioned Officer's cool and efficient directions enabled his pilot to evade the attacks whilst Sergeant Sumak hit one of the night fighters which went down out of control and was probably destroyed. By his skill, courage and coolness, this Non-Commissioned Officer extricated his crew from a perilous situation. For his persistent tenacity, skill and fine offensive spirit, he is recommended for the non-immediate award of the Distinguished Flying Medal.

This was endorsed as follows by the Station Commander:

Sergeant Sumak, throughout his operational tour, has shown the same firm devotion to duty and calm courage as he displayed on the night of 29<sup>th</sup> December 1943. His sure skill in directing his pilot on this occasion while in imminent danger undoubtedly saved his aircraft from disaster and enabled him to score against the enemy night fighters with decisive results. I very strongly recommend him for the non-immediate award of the Distinguished Flying Medal.

His pilot was Warrant Officer Cyril Charles Rollins, awarded DFC on 2 June 1944 with the following citation:

During his operational tour, this Warrant Officer has participated in attacks on many of the most heavily fortified objectives in enemy territory. These have included ten attacks on Berlin. During one of these in December 1943, Warrant Officer Rollins' aircraft was attacked by two enemy fighters. By great skill he evaded the fighters, without sustaining damage to his own aircraft, and enabled his mid-upper gunner to hit one of the attackers which was probably destroyed. Warrant Officer Rollins has always displayed calm efficiency and firm courage while on operations.

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SUMMERHAYES, P/O John Wilson (J89358) - **Belgian Croix de Guerre 1940 with Palm** (deceased) - No.426 Squadron. Awarded 17 July 1948 as per **Canada Gazette** of that date and AFRO 455/48 dated 23 July 1948. Born in Brantford, Ontario, 17 April 1921. Home in Brantford, Ontario (machinist). Served briefly in Dufferin and Haldimand Rifles, 1940. Enlisted in Hamilton, 31 August 1942 and posted to No.1 Manning Depot. To No.5 SFTS (guard), 21 January 1943. To No.18 Pre-Aircrew Education Detachment, 11 April 1943. To No.1 SFTS, 7 May 1943. To No.2 Air Gunner Ground Training School, 28 May 1943. To No.3 BGS, 24 July 1943. Graduated and promoted Sergeant (Air gunner), 3 September 1943; to "Y" Depot, 17 September 1943. Taken on strength of No.3 PRC, 8 October 1943 (date of embarkation from New York). Disembarked in United Kingdom, 16 October 1943. To No.82 OTU, 26 October 1943 (Wellington aircraft, flew 49.35 day, 43.45 night, spending nine hours in fighter affiliation ("Keen and very good worker; discipline fair"). To No.61 Base, 9 February 1944, attending No.1666 Heavy Conversion Unit, 27 February to 12 April 1944 where described as "An efficient and reliable air gunner - needs a little more work on theory.". To No.426 Squadron, 13 April 1944. Commissioned 11 May 1944; killed in action with No.426 Squadron, 12/13 May 1944 (Halifax LW682), having completed three sorties (11 hours 55 minutes); aircraft shot down by a night fighter. Name on Runnymede Memorial.

**Training Notes:** At No.2 Air Gunner Ground Training School, Trenton, he fired Vickers Gas Operated gun in air (Battle aircraft), that and Browning on ground, experienced Bristol turret in air, Bristol, Fraser-Nash and Boulton-Paul on ground. Described as "Good airman, neat

appearance, good discipline, slow in learning but a hard worker, low in Aircraft Recognition [he had scored 57/100] and Signals [failed] but shows every indication of making a good Air Gunner."

At No.3 BGS he experienced Anson as well as Battle aircraft; flew 25 hours ten minutes (all by day), fired 400 rounds air-to-ground and 3,500 rounds air-to-air. Ground courses in Guns, Pyrotechnics and Ammunition (170/200), Guns, practical (75/100), Sighting (205/250), Turrets, practical (130/200), Aircraft Recognition (134/150), Signals (90/100). "Average student, neat appearance, keen worker, good air gunner type."

At No.82 OTU was graded in the following ground courses: Aircraft recognition and Range estimation (176/200), Guns (136/200), Reporting, fighting control (140/200), Sighting including practice on G.T., S.T. (120/200), Turrets, drill and components (140/200). Air work graded under Cine-Camera Gun exercises (11 completed, all by day), Cine Camera Guns assessment (6/10), Air firing exercises completed (two by day, three by night), with one percent hits.

\* \* \* \* \*

SUMNER, W/C John Rohrer (C971) - **Officer, Order of the British Empire** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 13 August 1909 in Liverpool, England. Home in Thornhill, Ontario; enlisted in RCAF Auxiliary (No.119 Squadron), Hamilton, 11 August 1938. Qualified for pilots flying badge, 18 October 1939. Flying Officer, 1 October 1939; Flight Lieutenant, 1 December 1940; Squadron Leader, 1 September 1942; Wing Commander, 28 October 1940. Served at No.5 SFTS, 19 October 1940 to 28 August 1941; No.16 SFTS, 29 August 1941 to 10 February 1942. Arrived overseas, 6 March 1942; with No.415 Squadron, 14 March 1942 to 7 August 1942; No.423 Squadron, 7 August 1942 to 11 August 1943. Posted to Pensacola, Florida as RAF and RCAF Liaison Officer, 23 August 1943, serving to 28 July 1944; to RCAF Overseas, arriving in United Kingdom by sea, 25 September 1944; No.422 Squadron, 28 October 1944 to 12 September 1945. Repatriated 12 September 1945; released 15 October 1945. General List. RCAF photos PL-41239 and PL-41240 (ex UK-17332 and UK-19333, dated 6 January 1945) show him at his desk as Commanding Officer, No.422 Squadron. No citation. Award presented 9 April 1948.

\* \* \* \* \*

SUNSTRUM, F/O Valentine Courtenay (J28038) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 293/45 dated 16 February 1945. Born in Mattawa, Ontario, 14 February 1919. Educated there, 1925-1934, Noranda High School (1934-1935) and in Cochrane, Ontario (1938-1940). Bank and brokerage clerk. Served in Royal Canadian Artillery, 25 June 1940 to 20 February 1942, going overseas 14 December 1940 and being a member of 2 Light Anti-Aircraft Regiment. Transferred to RCAF in London, England, 27 February 1942 for aircrew. To No.13 Initial Training Wing,



Torquay, 20 March 1942. Promoted Corporal, 1 April 1942. To RAF Leicester, 15 August 1942 for ground school and twelve hours of flight training on Tiger Moths. Repatriated to Canada via No.31 Personnel Depot, 23 January 1943. To No.1 CNS, 19 February 1943. Graduated and commissioned, 9 July 1943. To "Y" Depot, 23 July 1943. Embarked from Halifax, 26 August 1943. Disembarked in Britain, 1 September 1943. To No.4 (Observer) AFU, 10 October 1943 (Anson aircraft, 48.15). To No.23 OTU, 21 December 1943 (Wellington aircraft, 95.20). Promoted Flying Officer, 6 January 1944. To No.61 Base, 15 March 1944. To No.1664 Heavy Conversion Unit, 19 April 1944 (Halifax aircraft, 25.15). To No.427 Squadron 14 May 1944 (Halifax aircraft 210 hours 40 minutes). Repatriated 1 May 1945. To No.1 Air Command, 16 May 1945. To No.10 EFTS, Pendleton, 17 June 1945. To No.4 Reserve Equipment and Maintenance Unit, Brantford, 12 August 1945. To No.4 Release Centre, 10 September 1945. Retired 19 September 1945. Award sent by registered mail 28 June 1949. See also F/O Hugh H. Campbell. Optometrist in postwar; Mayor of Cochrane for many years. When he left Cochrane in 1995 the town expressed public appreciation of many years in public service. Died at Orillia, Ontario, 26 June 1997 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1998.

Flying Officer Sunstrum and Flying Officer Campbell have taken part in numerous bombing sorties, many of which have been against major and heavily defended targets. In July 1944 their aircraft was detailed for an attack on Stuttgart. While over the target it was damaged to such an extent that the speed of the aircraft slackened and there was not enough petrol left to reach the English coast. Flying Officer Sunstrum navigated the crippled bomber the shortest way to the Normandy beachhead where the crew left the aircraft by parachute. During the operation, Flying Officer Campbell's spine was injured. Despite this trying experience both these officers have continued to evince undiminished keenness for operational flying. At all times their courage, skill and determination have proved them to be outstanding members of a gallant crew.

The recommendation is in DHH file 181.009 D.1729 (Library and Archives Canada RG.24 Volume 20607); drafted 14 September 1944 by W/C M.H. Bryson when Sunstrum had flown 23 sorties (114 hours 55 minutes) follows; he was evidently in the same crew as F/O H.H. Campbell:

24 May 1944 - Aachen  
27 May 1944 - Bourg Leopold (5.15)  
31 May 1944 - Au Feves (4.40)  
4 June 1944 - Calais (4.15)  
5 June 1944 - Mereville/Franceville (6.00)  
6 June 1944 - Conde sur Boireau (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 - Oisemont Neuville (4.00)  
21 June 1944 - Oisemont Neuville (5.00)  
4 July 1944 - Villeneuve (6.55)  
6 July 1944 - Siracourt (4.30)  
9 July 1944 - Ardouval (4.00)  
12 July 1944 - Acquet (4.45)  
18 July 1944 - Mondeville (4.45)  
18 July 1944 - Weseling (5.40)  
20 July 1944 - Anderwick (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 Navigator has completed 23 heavy operational bombings sorties against the enemy, eight of which have been on major targets.

His aircraft was detailed to attack Stuttgart on July 25th/26th, 1944 and was damaged by flak over target to such an extent that the airspeed dropped off and there was not enough petrol to reach the English coast. Flying Officer Sunstrum navigated the aircraft the shortest way to the Normandy beachhead where the captain ordered the crew to bail out behind the allied lines. All members of the crew parachuted to safety and are back on operations again.

Flying Officer Sunstrum's courage, skill and determination have proved him to be an outstanding member of a gallant crew. I strongly recommend that Flying Officer Sunstrum be awarded a non-immediate Distinguished Flying Cross.

**Notes:** Application for Operational Wing dated 25 November 1944 states he had flown 32 sorties (165 hours 55 minutes), 23 May to 21 November 1944.

\* \* \* \* \*

SUPERGIA, P/O Gus (J90611) - **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 18 February 1921 in Regina; home in Georgetown, British Guiana (crane operator). Served in Canadian Army. Enlisted in RCAF, Windsor, Ontario, 27 April 1943 and posted to No.1 Manning Depot. To No.23 Pre-Aircrew Education Detachment, 27 June 1943. To No.1 Air Gunner Ground Training School, 20 August 1943. Promoted LAC, 2 October 1943 when 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, Bournemouth, 13 December 1943. Commissioned 24 September 1944. Promoted Flying Officer, 24 March 1945. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To St. Hubert, 14 July 1945. Retired 27 August

1945. Award presented 31 August 1950 in Georgetown, British Guiana.

Pilot Officer Supergia, as rear gunner, has flown on numerous operational sorties, at all times displaying coolness and vigilance worthy of the highest praise. In December 1944, while returning from a mission to Osnabruck, his aircraft was attacked by a Junkers 88. This officer's excellent directions enabled his pilot to manoeuvre the aircraft into a favourable position. Handling his guns with cool determination, Pilot Officer Supergia then opened fire on the attacker, damaging it and forcing it to break off the engagement. Throughout this officer has shown outstanding courage and determination under fire and has set an inspiring example to the other members of his crew.

DHist file 181.009 D.5526 (RG.24 Vol.20667) has recommendation by W/C R.F. Davenport (undated) submitted when he had flown 29 sorties (150 hours 20 minutes), 5 June 1944 to 5 January 1945.

5 June 1944 - Houlgate (4.20)  
6 June 1944 - Coutrances (4.25)  
9 June 1944 - Le Mans (5.35)  
15 June 1944 - St. Pol (4.20)  
24 June 1944 - Bamieres (4.05)  
27 June 1944 - Foret d'Eawt (4.45)  
4 July 1944 - Villeneuve St. George (6.15)  
6 July 1944 - Siracourt (5.20)  
7 July 1944 - Caen (4.40)  
18 July 1944 - Caen (4.25)  
20 July 1944 - L'Hay (4.00)  
25 July 1944 - Stuttgart (9.45)  
28 July 1944 - Hamburg (5.55)  
3 August 1944 - Bois de Casson (5.00)  
5 August 1944 - St. Leu d'Esserent (5.25)  
7 August 1944 - Caen South (4.50)  
8 August 1944 - Foret Chantilly (5.20)  
9 August 1944 - Acquet (4.35)  
14 August 1944 - Falaise (4.05)  
18 August 1944 - Bremen (5.50)  
25 August 1944 - Brest (4.35)  
26 September 1944 - Calais (3.50)  
4 October 1944 - Bergen (6.35)  
14 October 1944 - Duisburg (5.35)  
16 November 1944 - Julich (5.35)  
30 November 1944 - Duisburg (7.00)  
6 December 1944 - Osnabruck (6.55)

24 December 1944 - Dusseldorf (6.15)

5 January 1945 - Hanover (6.05)

Pilot Officer Supergia has flown as a rear gunner on 29 operational sorties, at all times showing coolness and vigilance worthy of the highest praise. On 6<sup>th</sup> December 1944, whilst returning from Osnabruck, this officer's aircraft was attacked by a Ju.88 from the rear. In conjunction with the mid-upper gunner and pilot, Pilot Officer Supergia manoeuvred his aircraft into a favourable position and opened fire on the fighter, registering hits and damaging the enemy. This officer handled his guns with cool determination, making split second decisions to guide his pilot and mid-upper gunner. I strongly recommend that Pilot Officer Supergia's skill and courage be recognized by the award of the Distinguished Flying Cross.

RCAF Press Release No.7729 dated 6 December 1944 from Sergeant John Badger, New Westminster, reads:

WITH RCAF BOMBER GROUP IN BRITAIN: - The Iroquois Squadron Lancaster was homebound after bombing Osnabruck, and to the JU.88 pilot trailing it in the clouds, the unwieldy-looking giant seemed like easy revenge. At last, he manoeuvred into position and sped in to the attack from one side of the Canadian-built aircraft.

Immediately, the big machine dipped a wing and its nose in a corkscrewing movement of surprising agility. It was not for nothing that the pilot, Squadron Leader Harold Smith of New Westminster, B.C., commanded a flight of Iroquois aircrews.

At the same time, the tail gunner, Pilot Officer Gus Supergia of Regina (2165 Francis Street), sent a long burst of tracers riveting into the heavily armed night fighter. It never had a chance to fire. As Supergia gave it three more bursts, his mate in the mid-upper turret rotated his guns into position and contributed two short bursts. Both gunners saw strikes rattling on the Junkers.

A spot of fire, showed on one of its twin engines, spread swiftly. The Nazi sheered away in a dive, well aflame. Since it disappeared into thick cloud below, it has only been claimed as "probably destroyed".

\* \* \* \* \*

SURGENOR, F/O William Robert (J27987) - **Mention in Despatches** - No.9 TC, India - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 4 May 1924. Home in Cornwall; enlisted in Ottawa, 19 June 1942 and posted to No.5 Manning Depot. To No.8 SFTS, 14 August 1942. To No.5 ITS, 10 October 1942; graduated and

promoted LAC, 19 December 1942 but not posted to No.13 EFTS until 11 January 1943; may have graduated 5 March 1943 but not posted to No.13 SFTS until 20 March 1943; graduated and commissioned 9 July 1943. To No.31 GRS, 23 July 1943. To "Y" Depot, 9 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flying Officer, 25 December 1943. Repatriated by air in June 1945; to Greenwood, 23 July 1945. Retired 19 September 1945. Living in Ottawa as of 1950. Died in Ottawa, 20 October 1972.

\* \* \* \* \*

SURLES, WO1 (now P/O) Charles Pitman (R145092/J89305) - **Mention in Despatches** - No.420 Squadron (deceased) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. American in RCAF; born in Georgetown, Georgia, 6 December 1921. home in Lake Charles, Louisiana; enlisted in Windsor, Ontario, 5 December 1941. Posted to No.1 BGS, Jarvis, 22 December 1941; to No.5 ITS, Belleville, 15 March 1942; Promoted LAC, 25 June 1942 and posted to Composite Training School, Trenton. Posted to No.9 BGS, Mont Joli, 5 July 1942; graduated 14 August 1942 and promoted Sergeant but not struck off strength of that school until 23 October 1943, having been retained as an instructor). To "Y" Depot, 24 October 1943; to RAF Overseas Pool, 1 November 1943 Arrived in Britain, 9 November 1943. To No.23 OTU, 23 November 1943. To No.61 Base, 17 January 1944. Crewed up at No.1666 HCU, February and March 1944. To No.420 Squadron, 14 March 1944. Commissioned 15 August 1944. Killed in action 16/17 August 1944 (Halifax MZ687); buried in Germany.

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SUTHERLAND, P/O Clarence Bentley (J86114) - **Distinguished Flying Cross** - No.207 Squadron - Award effective 11 July 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Home in Truro, Nova Scotia, 26 June 1922; enlisted in Halifax, 29 July 1942 and sent to No.5 Manning Depot. Posted to No.9 BGS, 10 October 1942. Promoted LAC, 20 February 1943. Qualified as Air Gunner and promoted Sergeant, 2 April 1943. To "Y" Depot, Halifax, 16 April 1943. To RAF overseas, 3 May 1943. Promoted Flight Sergeant, 2 October 1943. Posted to No.207 Squadron from No.1654 Conversion Unit, 23 November 1943 as Sergeant. Commissioned 2 May 1944. A member of the crew of W/C J.F. Gray, whose tour included the following on 5 August 1944 (ORB excerpt) "Wing Commander Gray landed at Manston with two engines and hydraulics unserviceable. .Wing Commander Gray was hit en route to target and two engines were put out of action. With the possibility of another engine going unserviceable he jettisoned all equipment and eventually succeeded in landing at Manston." Posted away 30 August 1944 to training duties, with effect from 18 August, having completed 36 sorties with the crew of Wing Commander Gray. Promoted Flying Officer, 2 November 1944. Repatriated to Canada, 22 October 1944. Promoted Flying Officer, 2 November 1944. To Release Centre, 9 February 1945. Released from the service, 19 February 1945. Rejoined in rank of Leading Aircraftman (Photography Trade), 27 June 1946. Served at No.1 Photo Establishment, Ottawa, 30 June to 19 December 1946 when discharged

again. Died in Sebastian River, Nova Scotia, 23 May 2012. Cited with F/O Wallace McIntosh, DFM (RAF, awarded DFC and subsequently awarded Bar to DFC).

One night in June 1944, Flying Officer McIntosh and Pilot Officer Sutherland were rear and mid-upper gunners respectively of an aircraft detailed to attack Cerisy. Just after crossing the enemy coast, Flying Officer McIntosh sighted a Junkers 88 coming in to attack. He promptly warned his pilot who took the necessary combat manoeuvre. Both gunners then opened fire, hitting the enemy aircraft with well placed bursts, causing it to spin towards the ground with both its engines on fire. Almost immediately another Junkers 88 was sighted. As the enemy aircraft came into range, Flying Officer McIntosh and his co-gunner met the attacker with devastating bursts of fire which caused it to explode in the air. Half an hour later, these gunners engaged yet a third enemy aircraft. Following their accurately placed bursts of fire the enemy fighter fell away and was seen to catch fire before it hit the sea. Flying Officer McIntosh and Pilot Officer Sutherland defended their aircraft with great skill and resolution and undoubtedly played a large part in its safe return. Their achievement was worthy of high praise.

NOTE: Public Record Office Air 2/9157 has recommendation drafted 10 June 1944 when he had flown 28 2/3 sorties (189 hours 35 minutes).

On the night of 7/8 June, this officer was detailed to fly as mid-upper gunner in Lancaster M/207. At 0156 hours he and the tail gunner sighted a Ju.88 attacking from port quarter up; both gunners observed their fire hitting the enemy aircraft which closed in firing to 100 yards, when it turned over on its back and spun down 2,000 feet into the cloud emitting black smoke with both engines on fire. One minute later a second Ju.88 was sighted on the port quarter by both gunners. The enemy aircraft closed to 130 yards - both gunners observing their fire hitting it when it exploded and disintegrated in the air.

37 minutes later, just before crossing the English coast home, a Me.110 was sighted coming in from nearly astern - both gunners opened fire and the enemy aircraft came in firing to 250 yards when it turned over, and went down emitting a trail of smoke and was seen to catch fire just before hitting the sea. Three enemy aircraft claimed destroyed.

Pilot Officer Sutherland's courage, calmness and skill were a very large contributory factor in the destruction of these enemy aircraft and the safe return of the Lancaster unscathed to its base.

On 12 June 1944 the Officer Commanding, No.55 Base, wrote:

An exceptionally fine effort which will be an example to all air gunners. I support the recommendation for the Distinguished Flying Cross (immediate).

On 15 June 1944 Air Vice-Marshal Ralph Cochrane, Air Officer Commanding, No.5 Base, wrote:

This officer joined with Flying Officer Macintosh in the destruction of two and possibly three enemy aircraft during the course of a single sortie. He is a highly experienced air gunner and I recommend an immediate award of the Distinguished Flying Cross.

SUTHERLAND, P/O Clarence Bentley, DFC (J86114) - **Bar to Distinguished Flying Cross** - No.207 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 293/45 dated 16 February 1945. Bar presented 9 April 1948; not clear if DFC was presented earlier.

Pilot Officer Sutherland is an air gunner with a fine operational record. He has participated in the destruction of seven enemy aircraft and damaged one. Three have been destroyed since the award of the Distinguished Flying Cross. His aircraft have been in combat on other occasions and his accurate gunnery and coolness under fire have been outstanding. In July 1944 the bomber in which he was flying was attacked five times by enemy fighters near Stuttgart. This officer assisted in destroying two of them and driving off the remainder.

NOTE: Public Record Office Air 2/8881 has the original recommendation drafted 21 June 1944, at which time he had flown a total of 36 sorties (221 hours 20 minutes) of which six sorties (31 hours 45 minutes) had been since the recommendation for the Bar to his DFC. It also included his sortie list:

\* Unsuccessful sortie; coolant in starboard outer engine unserviceable

16 December 1943 - Berlin (7.45)  
23 December 1943 - Berlin (7.50)  
29 December 1943 - Berlin (7.05)  
2 January 1944 - Berlin (8.10)  
5 January 1944 - Berlin (8.45)  
20 January 1944 - Berlin (6.25)  
21 January 1944 - Magdeburg (2.45)\*  
27 January 1944 - Berlin (8.45)  
30 January 1944 - Berlin (6.05)  
15 February 1944 - Berlin (7.25)

19 February 1944 - Leipzig (7.40)  
20 February 1944 - Stuttgart (7.40)  
24 February 1944 - Schweinfurt (8.20)  
25 February 1944 - Augsburg (7.20)  
10 March 1944 - Clermont Ferrand (6.25)  
15 March 1944 - Stuttgart (8.05)  
18 March 1944 - Frankfurt (5.15)  
22 March 1944 - Frankfurt (5.10)  
24 March 1944 - Berlin (7.25)  
26 March 1944 - Essen (5.05)  
30 March 1944 - Nuremburg (7.25)  
5 April 1944 - Toulouse (7.25)  
18 April 1944 - Juvisy (4.55)  
20 April 1944 - La Chappelle (4.35)  
22 April 1944 - Brunswick (5.20)  
11 May 1944 - Bourg Leopold (3.10)  
26 May 1944 - GARDENING (4.35)  
4 June 1944 - Maisy (4.10)  
5 June 1944 - La Parnelle (4.15)  
7 June 1944 - Balleroi (4.10)  
9 June 1944 - Etamps (4.35)  
14 June 1944 - Anney-sur-Odon (4.30)  
27 June 1944 - Marquis (2.30)  
12 July 1944 - Charlindrey (8.35)  
28 July 1944 - Stuttgart (7.45)  
5 August 1944 - St.Leu d'Esserent (3.50)

Nine attacks on Berlin are included among the 35 successful sorties completed by this Air Gunner who has proved himself an invaluable member of his crew.

This officer has shared with the other gunner seven enemy aircraft destroyed and one damaged, three of these being destroyed since his last award for destroying three in one night.

On the 28th of July the aircraft in which he was flying was attacked five times by fighters near Stuttgart. Pilot Officer Sutherland assisted in destroying two of them and in driving off the remainder. This officer's coolness under fire and the accuracy of his shooting has been an example to the remainder of the squadron.

Pilot Officer Sutherland has proved himself a keen and reliable gunner whose outstanding coolness and courage in the air have been a great asset to his captain.



Further notes on combats: DHH file 181.003 D.1999 has summaries of Bomber Command combats. Those relevant here are as follows:

### **7/8 June 1944**

5 Group aircraft Lancaster "M" of 207 Squadron, 4904N 0134W at 0156 hours, height 8,000 feet, when a Ju.88 was sighted against the moon on the port quarter coming in to attack. Both gunners kept firing whilst the E/A was attacking, which was seen to break away with both engines on fire and spiral down out of control, vanishing into cloud still on fire. The Ju.88 is claimed as destroyed. Then at 40906N0137W at 0157 hours, height 8,000 feet, the W/Op gave warning of an E/A. Both gunners sighted a Ju.88 and opened fire. The E/A kept coming in, and at 150 yards was seen to explode under the tail of the Lancaster. The Ju.88 is claimed as destroyed. Again, at 0231 hours, position 5040N 0245W, height 7,500 feet, the Rear Gunner sighted a Me.410 dead astern. The E/A opened fire which was returned by both gunners, observing strikes, and a fire in the E/A, which dived down and was seen to hit the sea and disappear. The Me.410 is claimed as destroyed.

### **12/13 July 1944**

5 Group aircraft Lancaster "M" of 207 Squadron, position 4740N 0526E, at 0157 hours, height 4,000 feet, when Rear Gunner sighted a Me.109 on starboard quarter up. The E/A was seen to bank and attack on a curve of pursuit. Both Rear Gunner and Mid Upper Gunner fired scoring hits on the E/A's nose and starboard wing; they continued firing at the E/A until it burst into flames, dived down, hit the ground and exploded. The Me.109 is claimed as destroyed.

### **28/29 July 1944**

5 Group aircraft Lancaster "K" of 207 Squadron, position 4859N 0732E, at 0135 hours, height 17,500, when Rear Gunner and Mid Upper Gunner sighted a Me.109. Both gunners opened fire, scoring hits and setting fire to the E/A which dived to earth and exploded. The Me.109 is claimed as destroyed. At 0145 hours, position 4853N 0820E, height 17,000 feet, when a Ju.88 was seen by both gunners. They opened fire, hitting the E/A and setting it on fire, which caused to dive down and explode just above cloud. The Ju.88 is claimed as destroyed. At 0152 hours, position 4858N 0835E, height 17,000 feet, when Rear Gunner sighted another Ju.88. Both gunners opened fire, registering hits on the E/A, which caught fire, dived down and exploded on the ground. The Ju.88 is claimed as destroyed.

The following obituary appeared in the Halifax **Herald**:

A Nova Scotia native who was the last of an elite group of airmen has died.

Clarence Bentley (Larry) Sutherland was one of only three aces who flew with the Royal Air Force's Bomber Command during the Second World War. He died Wednesday in his Sebastian, Florida, home, one month before his 90th birthday.

Sutherland was among the many men from Commonwealth air forces who squeezed into thousands of heavy bombers that took part in tens of thousands of raids over Europe. Despite the number of raids and planes involved, the trio were the only ones in Bomber Command to be declared aces.

An ace is someone who shoots down a minimum of five enemy aircraft.

Sutherland ended up with seven kills in 35 raids while manning the tail gun and mid-upper gun on Lancaster bombers, Gary Chisholm, his nephew, said Friday.

He flew on nine of the 19 bombing raids on Berlin, in which 2,600 airmen lost their lives.

"He was a remarkable man," Chisholm said, a resident of Pictou County.

Born in East Mountain, Colchester County, Sutherland worked as a Toronto subway foreman after leaving the Royal Canadian Air Force following the war. He later moved to Deerfield, Ill., in 1954 to ply his trade before opening a successful ornamental brickwork laying business of his own. He retired to Florida in 1985.

He was also the manager and coach of Deerfield's little league baseball team for 25 years, receiving a letter recognizing his efforts from former American president John F. Kennedy.

But it was his exploits in the air that earned him his ace designation and the Distinguished Flying Cross — twice.

Chisholm published *The One Eyed Gunner*, a book about his uncle's life in the air force, last fall.

The title comes from the fact that during Sutherland's physical to join the air force, it was discovered that his left eye couldn't move because of a birth defect.

While he should have failed his physical, he was put through to gunner training and found that the bad eye meant he had exceptional night vision. That would turn out to be a big advantage during nighttime bombing runs.

Sutherland never shared his wartime experiences with his family until five years ago, when he asked Chisholm to write his life story.

Chisholm said he was glad he was able to get his uncle's story published before he died.

"He was really pleased with how it turned out," he said.

Sutherland escaped death on several occasions, including a training flight crash, a malfunctioning oxygen mask at 5,500 metres and having his plane hit by enemy fire on several occasions.

On his last mission, the Lancaster he was on landed with only one of four engines operating.

Sutherland is survived by a son and two daughters.

Funeral arrangements are not complete, but a memorial service is planned for Valley Cemetery just outside Truro.

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SUTHERLAND, FS (now P/O) Frank Alexander (R85849/J17496) - **Distinguished Flying Medal** - No.102 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 13 August 1943 and AFRO 1849/43 dated 10 September 1943. Born 15 July 1914. Home in Toronto; enlisted there 20 December 1940 and posted to No.1 Manning Depot. To No.3 ITS, 15 May 1941; graduated and promoted LAC, 30 June 1941; posted that date to No.16 EFTS; ceased training and posted elsewhere, graduated 25 July 1941; to No.1 AOS, 28 September 1941; to No.1 BGS, 3 January 1942; graduated and promoted Sergeant on 14 February 1942. To No.2 ANS, 14 February 1942; to "Y" Depot, 17 March 1942; to RAF overseas, 24 April 1942. Commissioned 1 March 1943. Promoted Flying Officer, 1 September 1943. Invested with award by King George VI, 28 March 1944. Repatriated to Canada, 16 June 1944. To No.1 AOS, 18 July 1944; to No.1 Central Navigation School, 25 August 1944. To No.168 (Heavy Transport) Squadron, 22 September 1944. Promoted Flight Lieutenant, 1 March 1945. To No.1 CNS, 23 March 1945. To No.2 Air Command, 15 May 1945. Retired 5 December 1945.

Flight Sergeant Sutherland, who has served with both Coastal and Bomber

Command, has taken part in attacks against such heavily defended targets as Essen, Hamburg, and Berlin. On several occasions his aircraft has been damaged by anti-aircraft fire and attacked by night fighters. An outstanding member of a gallant crew, Flight Sergeant Sutherland has consistently set a high standard of efficiency, confidence and devotion to duty.

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SUTHERLAND, F/L George Thomas (C3180) - **Mention in Despatches** - No. 407 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in Woodstock, Ontario, 17 July 1900. Attended London Normal School, 1920-1921. Employed by Chatham Board of Education, 1922-1928 and a teacher and Niagara Falls Board of Education, 1928. Then with GMAC, Toronto (Credits, Collections, Sales Promotions). Lieutenant, the Kent Regiment, 15 December 1921 until he resigned that commission, 8 November 1940. Home in Toronto; enlisted there 9 November 1940 and commissioned with rank of Flying Officer. To Station Trenton, 16 November 1940 for Administration Course. To Recruiting Centre, Hamilton, 21 December 1940. To Recruiting Centre, Toronto, 7 September 1941. To No.1 Manning Depot, Toronto, 31 January 1942. Promoted Flight Lieutenant, 15 December 1942. To "Y" Depot, 30 December 1942. To RAF Trainee Pool overseas, 25 January 1943. To No.415 Squadron, 15 February 1943. To Headquarters, No.6 Group, 27 April 1943. To No.434 Squadron, 15 June 1943. To Station Middleton St. George, 10 February 1944. To No.64 Base, supernumerary, 1 April 1943. To RCAF Overseas Headquarters, 29 May 1944. To Repatriation Depot, 30 August 1944. To RCAF Overseas Headquarters, 22 September 1944. To No.407 Squadron, 23 November 1944. Repatriated 8 August 1945. Retired 22 October 1945 and settled in Toronto. Died in Toronto, 16 March 1981, aged 81 as per **Legion Magazine** which also noted he had served with Nos.407, 415 and 434 Squadrons; also recorded in **Airforce Magazine**, Summer 1981.

**Training:** The course in RCAF Administration was 18 November to 14 December 1940. Courses and marks were: Air Force Law (86/100), Central Registry and Orderly Room Procedure (68/100), Organization (80/100), Letter Writing, including preparation of Courts of Inquiry, Boards of Officers, Actioning of Files, etc (71/100), Administration of messes, canteens and equipment (90/100), Drill and oral (70/100). Also assessed on Initiative (140/200), Reliability and Judgement (70/100), Personality including force of character and leadership (70/100), and Zeal and Energy in performance of duties (72/100). "An industrious and good type of officer who should be able to carry out Administrative work in a satisfactory manner." (W/C F.J. Mawdesley, Officer Commanding School of Administration, 16 December 1940).

**Selected Assessments:** "This officer is very hard working and willing to assist in every way. Has a very good knowledge of Recruiting and should be adaptable in most any branch of administration or instructional work." (F/L C.S. Dunn, Hamilton Recruiting Centre, 21 May 1941).

"A very reliable, efficient officer deserving of promotion. He has been employed at recruiting duties for some time. He is keen to be posted to an SFTS or EFTS." (S/L G.L. Lumsden, Toronto Recruiting Centre, 22 November 1941).

"Hard working, painstaking. Good type of sincere and conscientious officer. Presently engaged in Mobile Recruiting, being more suited to outside work than office routine. Did good work in cooperation with Works and Buildings in recent move of this Centre to present premises." (S/L C. McNicoll, Recruiting Centre, Toronto, 15 December 1941).

"This officer has been commanding a squadron in the Training Wing for the last month. He has improved considerably since his arrival at this Depot from a Recruiting Centre. He is very keen and most anxious to do a good job, but his lack of training experience, together with the excessive amount of walking and marching necessary, which he seems physically incapable of doing, prevents him from becoming a first class drill instructor for a Manning Depot. He is being transferred from the Training Wing to an Administrative appointment which will not call for so much drill, where he should be most valuable to the Service. It is stressed that the above noted officer has shown a great deal of interest in his work and in no way is this to be considered an adverse report as to his capabilities generally." (S/L C.A. Hore, No.1 Manning Depot, 21 April 1942).

"Flight Lieutenant Sutherland served for a period as Adjutant of No.434 Squadron, which is now at this station. He was one of the first members of the squadron and helped materially to organise it. As time went on, however, when the Squadron Commander was posted to this squadron, it was found that the administration of the squadron left much to be desired. A careful investigation has been made of the factors involved and it has been discovered that this sloppiness of administration originated from sources other than Flight Lieutenant Sutherland's ability. It would seem that he lacked the necessary direction from his Commanding Officer plus his cooperation in getting urgent matters attended to. When the new Squadron Commander was posted to No.434 Squadron, Flight Lieutenant Sutherland was posted from the squadron to the position of Station Adjutant. After a fair trial it has been found that his Squadron associations are too real and as a Station Adjutant on this station he has not been the success it was hoped he would be. Flight Lieutenant Sutherland is a hard working officer and has made an earnest effort to recapture the broader administrative knowledge which he once had before his squadron tour. However, in all fairness to him and to the Station it is considered it would be advisable to have him moved to another locality where these factors mentioned above do not exist. (G/C D. Edwards, Station Croft, 22 April 1944).

"Flight Lieutenant Sutherland is a hard, conscientious and self-sacrificing worker. He enjoys the confidence, respect and popularity of all personnel of the unit." (W/C .C. Wilson, No.407 Squadron, 18 July 1945).

**Notes:** On 29 January 1957, writing from Sutherland Motors (Beamsville) to RCAF Headquarters, he inquired about why he had been Mentioned in Despatches. His letter read, in part:

Now it has always been a matter of curiosity to me as to the reason for the award as although I always tried to do as good a job as possible on any assignment, I could think of nothing in the way of outstanding service that would merit special attention. In fact my stock answer during the last ten years to inquiring friends has been that the award was for Helping the Padre with the Hymn Books on Sunday mornings.

The answer from AFHQ (1 February 1957) was that they had not been provided with the necessary citations either.

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SUTHERLAND, WO2 Gordon Alexander (R115196) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 27 March 1923 in Woodstock, Ontario; home there (furniture sander); enlisted in Southampton, Ontario, 24 April 1942. To No.1 Manning Depot, 11 May 1942. To No.9 BGS (guard duty), 10 July 1942. To No.3 ITS, 12 September 1942; graduated and promoted LAC on 6 November 1942; to No.11 EFTS, 5 December 1942; course completed 5 February 1943 but not posted until 21 February when he went to No.9 SFTS. Ceased training and returned to Manning Depot, 24 March 1943; to No.4 BGS, 17 April 1943; to No.9 AOS, 10 July 1943; graduated and promoted Sergeant, 20 August 1943. To "Y" Depot, 3 September 1943. To RAF overseas, 12 September 1943. Repatriated 23 March 1945. To No.1 Air Command, 3 April 1945. To No.16 SFTS, 6 May 1945. To Release Centre, 13 May 1945. Released 1 June 1945. Award presented 14 June 1949. Worked in Fisher Controls (Woodstock) for 25 years. Died in Toronto, 21 December 2015; buried in Woodstock. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty". Public Records Office Air 2/9060 has recommendation dated 10 January 1945 when he had flown 28 sorties (145 hours 24 minutes), 22 June to 21 December 1944.

22 June 1944 - Marquis Minoyecques

24 June 1944 - Fleures

28 June 1944 - Domleger

28 June 1944 - Saintes

2 July 1944 - Domleger

12 July 1944 - Revigny

16 July 1944 - Sannerville

20 July 1944 - Wizernes

24 July 1944 - Stuttgart

25 July 1944 - Stuttgart  
29 July 1944 - Caumont  
2 August 1944 - Le Havre  
4 August 1944 - Pauillac  
7 August 1944 - 6 miles south of Caen  
12 August 1944 - Brunswick  
8 September 1944 - Le Havre  
16 September 1944 - Reine-Hopsten  
20 September 1944 - Calais  
25 September 1944 - Calais  
5 October 1944 - Saarbrucken  
19 October 1944 - Stuttgart  
29 October 1944 - Domberg  
30 October 1944 - Cologne  
6 November 1944 - Gelsenkirchen  
11 November 1944 - Dortmund  
14 December 1944 - Karlsruhe  
14 December 1944 - Kategatt  
21 December 1944 - Bonn

Warrant Officer Sutherland, a Canadian air bomber, has now completed 28 most successful operations against the enemy, including attacks on many such targets as Stuttgart, Brunswick, Saarbrucken, Domberg, Cologne, Gelsenkirchen, Dortmund, Karlsburg and Bonn. In addition he has bombed many small but vital tactical targets in France demanding the utmost accuracy and skill on the part of the bomb aimer.

He has proved himself more than equal to his tasks, pressing home every attack with exceptional skill, which has only been equalled by his courage and devotion to duty.

I strongly recommend that this Canadian Warrant Officer's unconquerable spirit and complete disregard for enemy opposition coupled with his devotion to duty merit the award of the Distinguished Flying Cross.

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SUTHERLAND, FS (now P/O) Gordon Grant (R86095/J16044) - **Distinguished Flying Medal** - No.108 Squadron - Award effective 12 January 1943 as per **London Gazette** dated 22 January 1943 and AFRO 272/43 dated 19 February 1943. Born Calgary, 14 October 1916; son of a CPR railway superintendent, he grew up travelling in private railway cars and living in expensive hotels. When his parents died he was sent to boarding school where he showed a rebellious streak. Home in

Winnipeg (oil refinery worker); enlisted in Winnipeg, 16 December 1940 and sent to No.2 Manning Depot. To No.7 Equipment Depot, 15 January 1941. To No.2 ITS, 27 January 1941; graduated and promoted LAC, 17 March 1941; to No.14 EFTS that same day. To No.7 SFTS, 3 May 1941; graduated and promoted Sergeant, 15 July 1941. To Embarkation Depot, 16 July 1941. To RAF overseas, 9 August 1941. Commissioned 24 August 1942. Promoted Flying Officer, 24 February 1943. Award presented by George VI, 18 May 1943. Repatriated 16 June 1944. To No.2 Training Command, 19 July 1944. To No.5 OTU, 3 October 1944. Promoted Flight Lieutenant, 20 January 1945. To Release Centre, 3 July 1945. Released 7 September 1945. Worked postwar for Husky Oil, owned an automobile rental firm and leased an Esso station in Abbotsford. Later worked for provincial government, negotiating expropriation values for land. Died in Abbotsford, 3 January 2002. The **Globe and Mail**, 14 February 2002, had an extensive obituary. Reported to have flown 59 bomber sorties. On one mission, "coned" by searchlights, his aircraft took 70 hits and he bell-landed at base. RCAF photo PL-15937 (ex UK-3948 dated 20 May 1943) taken after investiture at Buckingham Palace - F/O G.G. Sutherland (Winnipeg), P/O A.W. Stewart (Noranda, Quebec) and P/O J.R. Burton (Billings, Montana). RCAF photo PL-22372 (ex UK-6069 dated 11 November 1943) shows a crew who have assembled ducks for egg supply - Back row are F/O G.G. Sutherland, DFC (Winnipeg), F/O J.P. Greco (Toronto), F/L J.R. Beggs (Winnipeg), F/O D.E. Rosenroll (Moose Jaw); Front row are N.R. McGregor (Unity, Saskatchewan) and P/O W.J. Sheppard (Montreal). RCAF photo PL-28228 (ex UK-9011 dated 22 March 1944) is captioned as follows: "A veteran of many trips over enemy territory, Flight Lieutenant Gordon 'Suds' Sutherland of Winnipeg has just completed his second tour of operations. He won the DFM as an NCO pilot and completed his second tour with the RCAF Bomber Group's Ghost squadron." Photo PL-28230 (ex UK-9013 dated 22 March 1944) shows W/C D.T. French (right, from Hamilton, CO of No.428 Squadron) congratulating F/L Gordon Sutherland on completion of his second tour.

As captain of aircraft Flight Sergeant Sutherland has been detailed for operational duties over many heavily defended targets and has invariably acquitted himself with courage and determination. On several occasions when his aircraft has been damaged with consequent failure of apparatus he has, with complete disregard of danger, persisted in his mission and successfully secured hits on the target. This airman is a pilot of exceptional ability whose daring and tenacity are worthy of the highest praise.

NOTE: Public Record Office Air 2/9612 has recommendation for a non-immediate award sent by Group Captain W.J.M. Akerman, Headquarters, Royal Air Force, Middle East to Air Ministry on 14 December 1942:

The above-named Non-Commissioned Officer has completed 36 operational sorties covering a period of 250 hours. He is a captain of outstanding merit who has always instilled the greatest confidence in his crews and his name has been put forward for consideration for a commission.



On his second raid as captain he was detailed for a double sortie over the battle area, immediately before the evacuation of the Advanced Landing Grounds; on this occasion the refuelling arrangements broke down, but ## agreed to carry out the second sortie without refuelling, knowing that he would have a bare half-hour's fuel left on the return journey.

A further incident in this pilot's operational tour was on the night of 19/20 July 1942, when his artificial horizon failed during violent evasive action over Tobruk. His aircraft was badly caught in searchlights and under intense and accurate heavy anti-aircraft fire the aircraft went out of control and turned completely on its back. This commenced at 8,500 feet and it was not until he was down to 4,000 feet that the aircraft was eventually righted, after which ## took his aircraft outside the target area, climbed to 9,000 feet and returned to make two further bombing runs, obtaining hits in the target area.

This Non-Commissioned Officer is undoubtedly a pilot of exceptional merit and it is considered that the success of his present operational tour, combined with the confidence he has always instilled in his crew, make him worthy of the highest praise.

SUTHERLAND, F/L Gordon Grant, DFM (J16044) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 18 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1020/44 dated 12 May 1944. Award presented 30 October 1948.

This officer has completed a very large number of sorties, many of them against targets in the Middle East. He has proved himself to be a resourceful and skilful pilot whose determination in pressing home his attack has set a fine example.

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SUTHERLAND, P/O James Robert (J89942) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 26 June 1917 in Westville, Nova Scotia; home there; educated there and New Glasgow. School teacher. Served in Royal Canadian Army Medical Corps, 26 August to 15 November 1940; enlisted in Sydney, Nova Scotia, 16 November 1940 as Nursing Orderly. Promoted LAC, 26 February 1941. Postings uncertain until 2 January 1942 when he remustered to aircrew and was posted to No.5 ITS, reverting to AC2; graduated 28 March 1942 and regained rank of LAC; to No.22 EFTS, 28 March 1942; described as "nervous and over controls during the take-off and landing. Lacks air sense. He has been found definitely unsafe for solo." Ceased training and posted elsewhere, 20 May 1942; to No.3 Manning Depot, 17 July 1942; to No.2 AOS,

15 August 1942; ceased training and posted to Composite Training School, 9 October 1942; to No.8 BGS, 7 November 1942; to No.2 AOS, 6 February 1943; graduated and promoted Sergeant, 19 March 1943. To No.7 BGS, 2 April 1943. To "Y" Depot, 17 May 1943; to RAF overseas, 26 May 1943. Taken on strength of No.3 PRC, Bournemouth, 5 June 1943. To No.5 AIS, 3 July 1943. To No.1476 Air-Sea Rescue Flight, 31 July 1943. To No.19 OTU, 24 August 1943. To No.41 Base, 25 January 1944. Attended No.4 Group Battle School, 25 January to 10 March 1944. Attached to No.1663 Conversion Unit, 10 March to 15 April 1944. To No.158 Squadron, 15 April 1944. Commissioned 22 September 1944. To No.1658 Conversion Unit, 17 October 1944. To No.74 Base, 6 January 1945. Promoted Flying Officer, 22 March 1945. To No.1652 Conversion Unit, 28 March 1945. To No.1659 Conversion Unit, 24 June 1945. Repatriated, 26 September 1945. Released 3 November 1945. Award presented 9 July 1949. Died 12 November 1993 in Edmonton as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March 1994. Photo PL-37130 shows him with family 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 2/8830 has recommendation dated 16 November 1944 when he had flown 40 sorties (171 hours 41 minutes), 30 April to 27 September 1944. Warrant Officer (R88107) when drafting began; document bears pencilled note that letter of appointment of 26 October 1944 made him a Pilot Officer with effect from 22 September 1944.

\* denotes daylight sortie

30 April 1944 - Acheres (4.57)  
1 May 1944 - Malines (4.06), damaged FW.190 in combat  
6 May 1944 - Mantes-Gassicourt (4.49)  
11 May 1944 - Colline Beaumont (3.45)  
27 May 1944 - Bourg Leopold (4.38)  
1 June 1944 - Ferme d'Urville (3.43)  
2 June 1944 - Trappes (4.45)  
5 June 1944 - Maisy (4.46)  
6 June 1944 - Chateaudun (5.30)  
7 June 1944 - Versailles (4.15) cloud over target  
12 June 1944 - Amiens (early return)  
14 June 1944 - Evrecy (4.31)  
16 June 1944 - Sterkrade (3.54)  
23 June 1944 - Oisemont (4.21)  
24 June 1944 - Le Grand Rossignol (3.37)  
27 June 1944 - Marquis Mimoyecques (3.40)  
28 June 1944 - Wizernes (3.19)  
30 June 1944 - Villers Bocage (4.21)\*  
4 July 1944 - Domleger (3.48)

6 July 1944 - Marquise Mimoyecques (2.58)  
7 July 1944 - Caen (3.50)  
12 July 1944 - Ferme de Forestel (3.56)  
13 July 1944 - Les Landes (3.50)  
18 July 1944 - Paris/Vaires (4.25)\*  
20 July 1944 - Ardouval (3.44)  
23 July 1944 - Les Catelliers (3.48)  
24 July 1944 - Stuttgart (8.19)  
12 August 1944 - Brunswick (5.35)  
14 August 1944 - TRACTABLE (3.47)  
16 August 1944 - Kiel (4.37)  
25 August 1944 - Brest/Pointe des Espagnols (5.13)  
3 September 1944 - Soesterberg (2.42)  
9 September 1944 - Le Havre (3.20)  
11 September 1944 - Le Havre (4.24)  
12 September 1944 - Gelsenkirchen (4.21)  
13 September 1944 - Gelsenkirchen/Nordstern (4.08)  
15 September 1944 - Kiel (5.48)  
23 September 1944 - Neuss (4.32)  
25 September 1944 - Calais (4.13)  
26 September 1944 - Calais (3.40)  
27 September 1944 - Calais (3.46)

On the night of 1st/2nd May, 1944, Warrant Officer Sutherland was Air Bomber in a Halifax III aircraft detailed to attack Malines railway centre. As the aircraft neared the target area an FW.190 was reported positioning for an attack. Combat action was taken by the pilot and it was no easy task to prepare for bombing.

The enemy fighter followed the bomber in to the target, but in spite of this Warrant Officer Sutherland coolly went on with his job and with skill guided his weaving aircraft into a bombing run and dropped his bombs on the target. The target indicators which came out on his photograph proved the accuracy of his aim. While the bomb doors were still open the FW.190 came in to attack with all guns firing but again he was defeated, and damaged, by able airmanship.

Throughout this action the courageous calm of Warrant Officer Sutherland was an inspiration to the rest of the crew. His course corrections over the target were clearly and coolly given and served admirably to maintain the morale of his colleagues at a trying time.

Keen to fly against the enemy at all times, this Warrant Officer has completed a

tour of 40 operations and has an impressive record of aiming point photographs to prove the accuracy of his bombing. It is recommended that his excellent work, unflinching courage under fire and devotion to duty at all times be recognized by the award of the Distinguished Flying Cross.

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SUTHERLAND, P/O Norman (J19842) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 21 July 1920 in LaFleche, Saskatchewan; enlisted in Regina, 14 November 1941 when sent to No.3 Manning Depot. To No.15 SFTS (guard duty), 31 January 1942. To No.7 ITS, 28 March 1942; graduated and promoted LAC on 22 May 1942 but not posted to No.6 EFTS until 4 July 1942; graduated 28 August 1942 and posted next day to No.7 SFTS; graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 1 January 1943. To RAF overseas, 25 January 1943. Disembarked in Britain, 4 February 1943. Attached to No.51 Group and No.7 EFTS, 16-29 April 1943. To No.15 (Pilots) AFU, 3 May 1943. Promoted Flight Sergeant, 18 June 1943. Attached to No.1516 Flight, 1-8 June 1943; took course at No.23 OTU, 8 June to 24 September 1943 although other lists indicate he went to Pershore, 22 June 1943 and to No.62 Base and No.1679 Conversion Unit, 11 September 1943. To No.408 Squadron, 13 September 1943. Attached to No.1629 Conversion Flight, 18 September to 7 October 1943 and then returned to No.408 Squadron. Commissioned 23 January 1944. To No.1666 Conversion Unit, 26 June 1944. To No.61 Base (sick), 13 July 1944 (surgery for ulcer). Promoted Flying Officer, 23 July 1944. To No.1666 Conversion Unit again, 17 September 1944. Repatriated 28 December 1944. To No.2 Air Command, Winnipeg, 6 January 1945. To No.6 Release Centre, Regina, 22 March 1945. Released 23 March 1945. Died 26 January 1991 in LaFleche, Saskatchewan as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of May 1991. Award presented 22 April 1950. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Recommendation found in DHist file 181.009 D.1658 "Honours and Awards, Linton-on-Ouse" (PAC RG.24 Vol.1658); dated 24 June 1944 when he had flown 192 hours 52 minutes on operations (31 sorties):

Pilot Officer Sutherland has completed his first tour of operations, consisting of numerous sorties against distant and heavily defended targets. These included seven to Berlin and nine others to distant targets in southwest Germany. Throughout his past tour with the squadron, Pilot Officer Sutherland has set a very high example as an operational captain. He has carried out all his duties in a most efficient and cheerful manner, and his courage and devotion to duty have been of a very high order.

**Note:** Application for operational wing dated 26 June 1944 stated he had flown 31 sorties (204 hours 40 minutes), 18 October 1943 to 9 June 1944.

Form signed on repatriation, 3 December 1944, repeated 31 sorties but gave operational time as 200 hours 20 minutes; non-operational time given as 315 hours 20 minutes.

**Training:** Interviewed 17 October 1941 by F/O D.L. Murchison - "Rather reserved. Seems a trifle slow, but very sincere and should make good."

At Initial Training School he was 48<sup>th</sup> in a class of 163. W/C L.C. Russell wrote, "Sincere but does not appear exceptionally bright or alert. Poor personality. Not too confident."

At EFTS flew 31.15 dual and 42.55 solo by day and 4.00 dual by night (Tiger Moths); took eight hours dual to first solo, logged ten hours on instruments and ten hours in Link. Placed sixth in a class of 27; "Rather slow; inferiority complex; tries hard; requires more practice in instrument flying."

At SFTS flew Anson aircraft - 63.40 day dual (3.45 dual to first solo), 76.35 day solo, 9.40 night dual and 7.10 night solo. Of this, 12.35 in formation, 26.05 on instruments, 20 hours in Link. Was 29<sup>th</sup> in a class of 55. "Just average in Ground School and average as a pilot. Nothing outstanding. Recommended that he remain an NCO until more Service experience is gained."

Course at No.15 (P) AFU was 11 May to 21 June 1943, Anson aircraft - 4.55 day dual to first day solo, further 18.00 day dual, 22.45 day solo, 4.35 night dual, 14.15 night solo; of these times, 3.50 on instruments and 2.30 in formation. The reports of his progress include the following: "19 May 1943 - D/N I.F. - instrument flying good in bumpy conditions. Found goggles strange at first but coped well. Lets course wander a little but should be OK with more practice." - "30 May 1943 - DR Exercise 6 - As navigator - good effort - plotting and log keeping good - map reading very good. Alterations of course, OK." - "12 June 1943 - 27 [formation] - Very good station keeping, especially on inside of turns."

Course at No.23 OTU was described on a form dated 3 September 1943. Flew in Wellington III aircraft - 5.45 day dual to first day solo and 6.55 total day dual; 29.10 day as captain, 8.20 day as second pilot; 2.25 night dual to first night solo, 4.35 total night dual, 35.50 night solo, 4.55 night as second pilot. Flew 3.40 in formation, 20.15 on instruments, and spent 15.25 in Link. Carried out six day cross-country exercises and five by night (average height, 7,500 feet); one daytime fighter affiliation exercises; dropped 34 bombs by day and 24 by night. Attempted 23 Infra-Red Photography drills and succeeded in 14. "Fairly keen and efficient and converted normally on to Wellington aircraft, although a little slow to start with. Average as a captain and displays common sense in the air. He has managed his crew in a capable manner both in the air and on the ground and should prove to be a steady operational pilot." (W/C J.K.M. Cooke). Flying tests in General Flying (300/400), Applied Flying (125/200), Instrument Flying (150/250), Night Flying (70/100) and Link (35/50). Ground tests in Airmanship (240/300), Armament (261/300), Meteorology (76/100),

Navigation (155/200), and Signals (75/100). His crew at OTU were J20961 F/O R.W. Butcher (navigator, later DFC), 1334909 Sergeant R.K. Hobbs (WOP), R166130 Sergeant C.A. Boulton (air bomber), and R186751 Sergeant A.M.E. Demille air gunner). "A fairly strong crew in all respects. All members have done well throughout training, show improvement and should become a good operational crew."

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SUTHERLAND, Sergeant Robert (R51528) - **Mention in Despatches** - No.1666 Conversion Unit - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 625/45 dated 12 April 1945. Born 16 May 1918. Home in Toronto. Enlisted in Fort William, Ontario, 19 October 1939 as Airframe Mechanic. To Technical Training School, St. Thomas, 12 January 1940. Promoted AC1, 29 February 1940. To No.2 SFTS, 31 July 1940. Promoted LAC, 1 October 1940. To No.9 SFTS, 26 December 1940. Promoted Corporal, 15 December 1940. To "Y" Depot, 27 November 1941. To RAF overseas, 12 December 1941. Promoted Sergeant, 1 July 1942. Repatriated 28 December 1944. Released 13 February 1945. DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation dated 27 July 1944 when he was Fitter and NCO in charge of A Flight; submission noted he had served 26 months in Canada, 43 months overseas.

Ever since the establishment of this station, Sergeant Sutherland has shown untiring energy in the building up of the Flight of which he is in charge. His outstanding qualities of leadership and cheerful manner, together with his excellent technical ability, enabled him to maintain an outstanding degree of efficiency and high morale during a trying period of opening a new station under most adverse winter conditions.

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SUTHERLAND, FS Vernon Alexander (Can 2317A) - **Air Force Medal** - No.122 Squadron (Canada) - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born at Revelstoke, British Columbia, 29 January 1919. Enlisted in Vancouver, 5 April 1938 as Carpenter and posted to No.111 (Coastal Artillery Cooperation) Squadron. Apparently trained with that unit. Remustered to General Duties, 27 September 1938. Remustered to Wireless Electrical Mechanic, 16 November 1938. Promoted AC1, 17 October 1939. Various memos indicate that late in 1940 he completed courses in Signals, "Message picking up and supply dropping, ground and air", photography (air and ground) and gunnery. To No.3 Coastal Artillery Cooperation Detachment, 31 January 1941. Reclassified as Wireless Operator/Air Gunner (Special) and promoted Sergeant, 1 September 1941. To No.122 (Communications) Squadron, 11 January 1942. To No.122 Squadron Coastal Artillery Cooperation Detachment, 1 February 1942. Promoted Flight Sergeant, 1 March 1942. Promoted WO2, 1 March 1943. To No.122 Squadron, 31 March 1943. Award presented 16 April 1943. To No.166 Squadron, 15 September 1943.

Commissioned 23 September 1943. To No.4 ITS, 10 December 1943. To No.24 EFTS, Abbotsford, 10 March 1944. To No.13 SFTS, North Battleford, 30 June 1944. Graded as pilot, 26 January 1945 and retained at the unit as Maintenance Test pilot. Promoted Flying Officer, 24 March 1945. To "Y" Depot, 15 April 1945. Arrived in United Kingdom, 28 April 1945. Repatriated 10 July 1945. To Greenwood, 22 July 1945. To No.6 OTU, Comox, 16 October 1945, moving with that unit to Greenwood. To AFHQ, 28 June 1946. Remained in postwar RCAF (27177), retaining rank of Flying Officer as of 1 October 1946. To No.1 Composite Training School, Toronto, 3 January 1947. To Northwest Air Command, Edmonton, 2 March 1947. To NWAC Composite Flight, Edmonton, 1 April 1947. To Instrument Flying School, Centralia, 27 December 1947. To NWAC Communications Flight, Edmonton, 29 February 1948. Promoted Flight Lieutenant, 1 January 1950. To NWAC Headquarters, 15 August 1950. Formation became Tactical Air Group, 1 August 1951. To Recruiting Unit, Vancouver, 1 September 1951. Awarded Queens Coronation Medal, 23 October 1953. Promoted Squadron Leader, 1 July 1953. To No.104 Communications Flight, St. Hubert, 5 July 1954. To Station Dawson Creek, 12 March 1957. To No.1 Ground Observer Corps Unit, 18 March 1960. To Station Vancouver, 2 August 1960. To No.1 (Fighter) Wing, Marville, 1 September 1960. To No.5 Air Movements Unit, Marville, 2 March 1962. To AFHQ Practice Flight, Rockcliffe, 5 September 1963. To AFHQ, 5 May 1964. Retired 29 January 1966. Died in Surrey, British Columbia, 19 March 1975 as per British Columbia Vital Statistics. Photo PL-39603 is a portrait.

This NCO since joining his squadron in June 1941, as a Wireless Operator Air Gunner, has carried out his duties in a highly efficient manner and his work has been outstanding. His cheerful devotion to duty and to the welfare of his squadron has set an inspiring example to others. In the course of his duties during the past year he has flown 422 operational hours, a great deal of which has been under adverse weather conditions.

This recommendation was raised on 8 December 1942, wording almost identical to above. The speed with which it was processed is remarkable.

**Notes:** The earliest comprehensive summary of his flying is dated 27 June 1949 when he was with NWAC "K" Flight - it lists 280 hours on single-engine aircraft, 1,601 hours ten minutes on multi-engine flying, and types listed are Expeditor, Norseman, Harvard and Dakota. On 25 July 1949, S/L W.C. Klassen (OC Communications Flight) wrote of him:

This officer has been captain of the AOC's aircraft for approximately a year and he has handled these duties with efficiency and reliability at all times. This officer can be given responsibility with confidence that the work will be satisfactorily completed. He has a knack in meeting strangers with ease and pleasantness and with his personality he has proven popular with all ranks. He has an active nature and takes it upon himself to learn at every opportunity, other phases of service life. He is always willing to accept any additional duties and with his excellent service

attitude he is an asset to any flying unit.

The assessment of W/C W.F. Parks (AFHQ/AMP/DPM) of 12 March 1952 is also striking:

Flight Lieutenant Sutherland is Commanding Officer of the Recruiting Unit in Vancouver, B.C., and has gained the reputation of "master recruiter of the RCAF". His unit produced 236 recruits for the RCAF during the month of January 1952. F/L Sutherland has an abundance of energy and devotes it all to his RCAF duties. He is an excellent organizer and administrator and has made his unit one of the best in Canada. He has a most pleasant personality and is well liked by his many associates. Subordinates and superiors all have the same high regard for him personally and in connection with his duties, He is a first-class officer, more than qualified to assume the responsibilities of higher rank. He is strongly recommended for promotion to the rank of Squadron Leader effective 1 June 1952.

A summary of his flying as of 31 December 1956 listed the following types and hours: DH.82 (7.15), Cornell (81.00), Harvard (203.35), Anson (23.45), Mitchell (4.10), Lancaster (4.30), Norseman (4.25), Expeditor (395.55), North Star (55.10), Silver Star (11.00), C-119 (118.30) and Dakota (4,448.20). In the previous year with No.104 Communications Flight he had flown Expeditors and Dakotas.

On 21 September 1956 he was second pilot in a C-119 (22113, Captain F/O G.W. Payne) which developed a fire in the air and crash-landed. Sutherland was the only one of seven aboard injured (fractures when jumping from aircraft to the ground). This appears to have curtailed his subsequent flying career.

On 31 July 1957, Air Commodore E.M. Reyno wrote:

Squadron Leader Sutherland has been commanding the Mid-Canada Line Station at Dawson Creek for the past four months, and has done a first rate job in an extremely tricky assignment. In spite of the fact that the Station is about 95 % civilian, a completely RCAF atmosphere permeates his Station. He is extremely popular, yet can be firm when the occasion demands. He could easily discharge the responsibilities of next higher rank.

There were more favourable assessments of his work at Dawson Creek, notably in promoting base and community harmony. At No.1 Wing he applied his talents in another field as noted by G/C D.P. Hall on 24 November 1961.

During the past year, Squadron Leader Sutherland has gained an excellent grasp of his unusual job of Protocol Officer and has displayed a decided flair for this type of



work. His job primarily entails arranging for, meeting and dealing with distinguished visitors from many Canadian and foreign government departments, but he is also most helpful and thoughtful in arranging and ensuring that other visitors, high or low, receive the best possible treatment. By his polished and sympathetic manner of performing his duties he has brought a good deal of credit to 1 Air Division and the RCAF, as evidenced by the many spontaneous expressions of appreciation, both oral and written, received from visitors of all ranks and organizations.

The last assessment on his file, composed by G/C R.A. Ashman, 30 March 1965, speaks to events of the day:

S/L Sutherland has filled his present appointment as Senior Controller, CFHQ Operations Centre, for the past nine months. During this period it was necessary due to integration to combine and relocate three former Operations Centres, i.e. Army, Navy and Air Force, into one entity. This officer was responsible in the main for the smooth transition of this major reorganization.

As Senior Controller he is responsible for maintaining up to the minute operational data for the Chief of Operational Readiness. In addition, this Centre is the focal point for direct communication between Defence Council and the Joint Chiefs of Staff in Washington, in the event of an emergency. S/L Sutherland carries of these duties in an efficient manner.

Although Sutherland was due to retire in ten months, G/C Ashman still considered him worthy of promotion.

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SUTHERLAND, W/C William (C1820) - **Member, Order of the British Empire** - No.1 Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Montreal; enlisted there 21 March 1940 in Administration. Attained rank of Squadron Leader, 1 May 1941. Overseas as of 20 October 1941. Promoted Wing Commander, 1 August 1943. Repatriated 5 November 1943. To No.3 Training Command, 20 January 1944 (redesignated No.1 Air Command, 15 January 1945). To Release Centre, 1 September 1945; released 24 September 1945. Award presented 29 April 1948.

During the recent very difficult period of re-adjustment caused by the merging of two Training Commands, reductions in training requirements, the disbandment of units and the general decrease in the strength of the Royal Canadian Air Force, this officer's work as Staff Officer Organization has been onerous. By encouragement to

his staff and by personal example, he has created a highly efficient branch to which belongs much credit for the successful completion of the great amount of detailed organization involved in meeting the changing commitments. This officer's work is always of an excellent calibre and is far superior to the normal requirements of the Service.

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SUTHERLAND, F/O William Ronald (J38728) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 18 November 1913 in Bradford, Ontario; home there (pharmaceutical assistant). Enlisted in Toronto, 27 July 1942. To No.1 Manning Depot, 25 August 1942. To No.6 ITS, 6 February 1943; promoted LAC, 16 April 1943 but not posted to No.9 EFTS until 15 May 1943. Ceased training and returned to Manning Depot, 16 June 1943; to No.1 AOS, 10 July 1943; graduated and commissioned on 26 November 1943. To "Y" Depot, 10 December 1943; to No.2 Aircrew Graduate Training School, 16 January 1944; to "Y" Depot again, 11 February 1944; taken on strength of No.3 PRC overseas, 5 March 1944. Promoted Flying Officer, 26 May 1944. Repatriated 5 August 1945. Released 14 September 1945. 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 2/8750 has recommendation dated 11 April 1945 when he had flown 28 sorties (195 hours 15 minutes), 28 October 1944 to 27 March 1945.

28 October 1944 - Cologne  
11 November 1944 - Dortmund  
18 November 1944 - Wanne Eickel  
29 November 1944 - Dortmund  
4 December 1944 - Karlsruhe  
12 December 1944 - Essen  
17 December 1944 - Ulm  
2 January 1945 - Nuremburg  
7 January 1945 - Munich  
14 January 1945 - Merseberg  
16 January 1945 - Zeitz  
28 January 1945 - GARDENING, Kattegat  
1 February 1945 - Ludwigshaven  
3 February 1945 - Bottrop  
7 February 1945 - Cleve  
13 February 1945 - Dresden  
14 February 1945 - Chemnitz  
23 February 1945 - Pforzheim

1 March 1945 - Mannheim  
2 March 1945 - Cologne  
5 March 1945 - Chemnitz  
8 March 1945 - Kassel  
15 March 1945 - Misburg  
16 March 1945 - Nuremburg  
18 March 1945 - Hanau  
21 March 1945 - Bruchstrasse  
23 March 1945 - Bremen  
27 March 1945 - Paderborn

Flying Officer Sutherland, a Canadian, has navigated a Lancaster aircraft on 28 successful bombing missions against the enemy. Included amongst the targets he has attacked are many such distant and heavily defended ones as Karlsruhe, Munich, Merseburg, Dresden, Chemnitz, Pforzheim and Nuremburg.

By his skilful navigation, coupled with his coolness under fire and unshaken efficiency in most difficult circumstances, he has contributed, to a very large extent, to the success of his crew, in whom he has instilled the greatest confidence.

I consider his magnificent work together with his excellent fighting spirit and courage merit the award of the Distinguished Flying Cross.

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SUTHERLAND-BROWN, F/L Atholl (J14722) - **Distinguished Flying Cross** - No.177 Squadron - Award effective 9 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 20 June 1923; home in Oak Bay, or Victoria; enlisted in Vancouver, 17 September 1941 and posted to No.3 Manning Depot. To No.4 Training Command, 10 October 1941. To No.8 BGS (guard duty), 10 October 1941. To No.4 ITS, 8 November 1941; graduated and promoted LAC on 2 January 1942; posted that date to No.18 EFTS; course completed 10 April 1942 but not posted to No.3 SFTS until 25 April 1942; graduated and commissioned, 9 October 1942. To No.1 GRS, 6 November 1942. To "Y" Depot, 30 January 1943; to RAF overseas, 18 February 1943. Promoted Flying Officer, 9 April 1944. Promoted Flight Lieutenant, 9 October 1944. Repatriated 8 June 1945. To Western Air Command, 20 June 1945. To No.8 Release Centre, 20 August 1945. Released 22 August 1945. Obtained a Ph.D. in geology (Princeton) and became chief geologist for British Columbia Geological Survey. Died in Victoria, 9 December 2016. Award presented 29 January 1947. A long memoir is in his DHist biographical file, **Indian Days - Burmese Nights**, by Dr. A. Sutherland-Brown, 546 Newport Avenue, Victoria, British Columbia, V8S 5C7. See also "Low Down Over Burma" **Flypast**, September 2004, and his book **Silently Into the Midst of Things** (1997). Also published **Searching for the Origins of Haida Gwaii: Adventures While Mapping the Geology of**

**the Islands, 1958-1962**, which described not only his geological work but included character sketches of people he met there. He also wrote a book about his father, who was known as Buster, **A Canadian Patriot and Imperialist — The Life and Times of Brigadier James Sutherland Brown.**

This officer has completed many operations over Burma and Siam. He has attained outstanding results and has inflicted most severe damage against enemy technical transport. He has at all times shown the utmost determination and courage in low level attacks. His unfailing keenness and devotion to duty have been most praiseworthy.

The following is transcribed from The Memory Project:

I was in Maple Bay sailing small boats and racing. We would gather at Maple Bay – [the invasion of Poland] started on the first of September [1939] I think and the war started I think on the 4th [Canada declared war on Germany on September 3rd, 1939]. I was in fact a member, a boy soldier with the Canadian Scottish Regiment, so I returned [to Victoria]. But as I was underage, I was turfed out at that time. Went back to high school, completed high school, one year at Victoria College and then I was 18, so I joined up in the air force, hoping to be a pilot and I became one. My father was a military man and although there weren't extensive discussions in the family, I was old enough to read the papers and I knew quite a bit about it, I followed it, it was a time of great stress in the Western world. You would have had to have been kind of dull not to have known what was going on. Well, Japan was looked on as a potential enemy and it was a great problem for the defence of this coast if we came to war with Japan. But after the naval treaties of the mid-1930s I guess, people thought that that was less likely. But they were a potential threat and they turned out to be a real threat. I joined because, two things: and it's hard to weigh which they were. One, I wanted to learn to fly, I wanted to fly and two, I was imbued by my family with a sense of duty and service to my country. And so it was the most natural thing in the world to join up. And beyond that, I'd had a brother who was killed in the air force just maybe six months before I joined up. So there was an element of that in it too. My oldest brother was already in the army and he was overseas in England at the time. Getting your wings as a pilot took about, well, more than a year and so I joined up, I went to Edmonton and Manning Depot and then did guard duty for a month or two in Lethbridge and then back to initial training in Edmonton. Then Primary Flying [Training School] in Boundary Bay, B.C. and then EFTS [Elementary Flying Training School] in Calgary. Got my wings there in, I guess it would be September 1942. Then I went to Prince Edward Island where I took a pilot's navigation course and then I went overseas. And in - overseas, I took operational training in Scotland and Yorkshire [England] and then I picked up a plane from the factory at Bristol, Bristol Beaufighter, and I was assigned to take it to

India. And as a youth of just barely 20, so I flew a plane out to India and I served, most of my war service was in the India and Burma [campaigns]. I returned to Canada from Burma in August I think 1945. And immediately was de-mobbed [demobilized] and went back to UBC [University of British Columbia]. At the end of the war, 25 percent of the pilots on the Burma theatre with the Commonwealth air forces, RAF [Royal Air Force] and RCAF [Royal Canadian Air Force], were Canadians. There were a tremendous number of Canadian pilots out there, far more than other air crew. It's a very little known fact but there were several thousand Canadian pilots on the Burma front. And I had no choice but I was pleased to go out there. It was an adventure. Flying a plane out to India, then serving out there first of all with a communications squadron and later on with an RAF squadron, 177 Beaufighter Squadron. When you joined up, you were an Aircraftsman. And then when you're in pilot training, you're AC2, Aircraftsman, Second Class. And you stay that until you graduate and you either graduate as a Sergeant Pilot or as a Pilot Officer. I was made a Pilot Officer right away. A year later, I was a Flying Officer. At the end of the war, I was, well, before then, I was a Flight Lieutenant, which is the equivalent of a Captain nowadays. Flying was very exciting, especially the type of flying we were doing in Burma, at very low level. The air war was a little different than being in the [British] Fourteenth Army for instance, brutal war in the jungles. It was less so but there were lots of distressing memories in India. There was a famine on then, out of the hands of the British who were not in control of the government at the time, although they were in control of the war. The famine was the result of a number of things and I can tell you coming through Haora Station in Calcutta, with people dead and dying on the ... And the railway station was pretty upsetting. And if you read something of history, you could read the various estimates of how the famine happened, why people starved to death in such large numbers when there was food available in India. So it, it's less war memories than memories of a thing like that were shocking. The Indian population of course was very divided between rich and poor with abundant beggars and that could be very distressing. As far as war went and we were attacking trains and Japanese motor transports and ships, they were the enemy and they attacked the western countries and we knew what happened to you if you were shot down over Burma and became a prisoner of war, it was a most terrible event. You were better off to die than be a prisoner of war of the Japanese. In Europe, the reverse was the case. If you were a prisoner of war and you were in a Luftwaffe - in a prisoner-of-war camp operated by the German air force, it may have been tough but it wasn't like it was in Burma. Our squadron was made up of British, Australian, Canadian and about equal numbers of Australians and Canadians. And the odd New Zealander. And between us, the Commonwealth air crew, we were, oh, about a third to a half - depending on what time you're talking about - of all the pilots were from the Commonwealth in a British Royal Air Force squadron. Our squadron had 40 percent casualties. So if you did a tour of

duty there, which was 50 trips, your chance of being killed or shot down were four out of ten. VJ-Day [Victory in Japan] was when I was on leave in Victoria after having returned from Burma. VE-Day [Victory in Europe], I was in England at the time so you know, the newspapers were full of it and I took part in celebrations for VE-Day in London and it would be hard not to know that the war was over. The Second World War was a war in the Western world [that] was completely justified. Although we declared war on Germany, it was because they attacked Poland which we had a treaty with. But basically, they were building up to take over the, Western Europe and get "living room", Lebensraum. And the war was thrust upon us, we were ill-prepared, the Western world, although preparing, was still very ill-prepared. Japan attacked the United States in Hawaii, having already invaded China and having the 'Rape of Nanjing' [the massacre of Chinese civilians by the Imperial Japanese Army in 1937-1938] and other atrocities there, the Western world was fully justified in its effort to defend itself against the dictatorial powers.

A biographical obituary published in the **Times-Colonist**, 13 December 2016, included the following:

Airmen flew at low levels as they targeted rail lines and bridges. Sutherland Brown was wounded when his own cannon shell exploded. "We had high losses," he said in a 1997 interview with the Times Colonist. "There were 40 per cent casualties."

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SUTTON, P/O Harold Ransom Harold (J3722) - **Distinguished Flying Cross** - No.104 Squadron - Award effective 2 September 1941 as per **London Gazette** of that date and AFRO 1292/41 dated 7 November 1941. Born in Winnipeg, 2 May 1916; home in Edmonton (accountant); enlisted there 21 June 1940. He had at least three siblings in the forces - Flight Sergeant Robert Simpson Sutton (RCAF), Provisional Lieutenant Kenneth Roger Sutton (RCN) and Muriel E. Thompson (WRNS). Posted to No.2 ITS, 30 June 1940; graduated and promoted LAC, 15 August 1940; to No.8 EFTS, 17 August 1940; to No.4 SFTS, 3 November 1940; graduated and promoted Sergeant, 28 January 1941. Commissioned 29 January 1941. To RAF overseas, 17 February 1941 (No.3 Personnel Reception Centre, Bournemouth). To No.10 OTU, 12 March 1941; to No.104 Squadron, 2 July 1941. Promoted Flying Officer, 29 January 1942. Promoted Flight Lieutenant, 29 January 1943. Invested with award by King George VI, 11 May 1943. Posted to Middle East, 12 September 1941 for service with No.148 Squadron. To No.205 Group, 8 April 1942. Returned to Britain, 20 May 1942. Repatriated to Canada via Rockcliffe, 27 June 1942. To Composite Training School, Trenton, 15 July 1942; to Aircrew Re-Selection Centre, 14 September 1942 (President of Re-Selection Board, in which he was assessed as doing very good work). Requested overseas posting again, 17 November 1942 and inquired about delivering a bomber via Ferry Command. As of 13 December

1942 he was reported as having flown 670 hours (all types) and 360 operational hours on Wellingtons. To "Y" Depot, Halifax, 29 December 1942; disembarked in Britain, 12 February 1943. To No.1655 Mosquito Training Unit, 20 March 1943. To No.139 Squadron, 29 April 1943. Killed in action with No.139 Squadron, 27 May 1943. Six aircraft despatched at 1914 hours to attack Schott Glass Works, Jena. Near Helminghausen Dam his Mosquito DZ381 collided at 50 feet with Mosquito DZ602; his navigator was 134363 P/O J.E. Morris, DFC; crew of DZ602 were A.N. Stonestreet and F. Openshaw. Buried in Germany. RCAF photo PL-1533 has LAC H. Sutton (Edmonton), LAC J. Small (Vancouver), LAC C. Westwood (Vancouver) and LAC W. Walkinshaw (Edmonton). Also shown in RCAF photo PL-2576 - P/O H.R. Sutton (Edmonton, P/O J.A. Maxwell (Edmonton) and P/O D.G.E. Bell (Edmonton). See also PL-3077 taken 1941. The award was one of several which had the following general citation which covered (besides Sutton), P/O James Paul Erly and P/O John Appleton Duncan.

In July 1941, large-scale attacks were made on German warships at Brest and La Pallice, including the **Gneisenau**, **Scharnhorst** and **Prinz Eugen**. A smaller attack was made on Cherbourg. The operations were carried out in daylight and extremely heavy and accurate anti-aircraft fire and fighter opposition were encountered by all aircraft when approaching the targets, which at Brest were protected by a balloon barrage. The aircrews engaged succeeded, nevertheless, in securing direct hits on their objectives and inflicting very severe damage in the target area. During the combats with enemy fighters, 21 hostile aircraft were destroyed and others were severely damaged. The precise timing of attack by the varied formations of aircraft and their correct approach to and accurate bombing of the objectives in the face of such powerful opposition demanded great skill and courage. The great success of these operations was largely due to the bravery, determination and resources displayed by the following officers and airmen, who participated in various capacities as leaders and members of the aircraft crews.

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SUTTON, F/O Warren Waugh (J8420) - **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. American in RCAF; born 12 April 1920 at Gibsland, Louisiana; home there. Attended Louisiana Polytechnical Institute, 1935-1937; salesman, 1938-1941. Enlisted in Toronto, 14 February 1941. To No.1 Manning Depot, Toronto, 16 February 1941; to No.1 BGS, Jarvis, 24 March 1941 (non-flying duty). To No.1 ITS, Toronto, 16 May 1941; graduated and promoted LAC, 21 June 1941; posted that date to No.1 EFTS, Malton (Tiger Moth aircraft, 26 hours 50 minutes dual and 30 hours 50 minutes solo; graduated 8 August 1941, placed 16<sup>th</sup> in a class of 31); to No.5 SFTS, Brantford, 8 August 1941 (Anson aircraft; flew 29 hours 20 minutes day dual, 43 hours 35 minute day solo, one hour 20 minutes night dual, eight hours 40 minutes night solo, 20 hours 25 minutes on instruments, 20 hours in Link; graduated and commissioned, 24 October 1941, placing second

in a class of 35). Posted to No.31 GRS, Charlottetown, 15 November 1941; to No.31 OTU, Debert, 18 January 1942, training there until 23 April 1942 when posted to United Kingdom, by air. Posted from No.3 PRC, Bournemouth to No.7 OTU, 11 May 1942; to No.1446 FT Flight, 11 August 1942; to Station Portreath, 31 August 1942; to No.221 Squadron, 14 September 1942; to No.38 Squadron, 15 September 1942; promoted Flying Officer, 1 October 1942; to No.69 Squadron, 6 November 1942. Transferred to American forces, 22 March 1943. Killed near Kanbalu, Burma, 13 August 1944 (strafing at low altitude, aircraft hit in engine by ground fire, mashed into trees and exploded).. Invested with award by King George VI. Cited with F/O R.E. Cline (see above).

NOTE: Public Record Office Air 2/8940 has recommendation forwarded 12 February 1943 from Headquarters, RAF Middle East to Air Ministry; copy provided by Sean Morrison.

The following recommendation for the non-immediate award of the Distinguished Flying Cross to Pilot Officer Warren Waugh Sutton (CAN/J.8420) of No.69 Squadron is forwarded.

This officer arrived in Malta on 6<sup>th</sup> November 1942, and has flown as pilot of Wellington aircraft on shipping reconnaissance during his tour in Malta.

On one night in December 1942, he carried out an operation in conjunction with naval forces. As a result of his outstanding work the naval force was placed in contact with an enemy convoy and thus contributed largely to the almost total destruction of the enemy force. He has made many operational sorties in Wellingtons from Luqa, and has always accomplished his tasks in an exemplary manner.

He is a skilful and courageous officer, and he has contributed largely to the many successes achieved by the squadron in locating enemy convoys.

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SVOS, Sergeant Michael George (R117297) - **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 26 September 1919. Home in Timmins, Ontario; enlisted in North Bay, 1 August 1941 when posted to No.2 Manning Depot. To No.34 SFTS (guard), 30 August 1941. To No.2 ITS, 10 October 1941; graduated and promoted LAC, 6 December 1941 when posted to No.15 EFTS; ceased training, 24 December 1941 when posted to Trenton. Remustered as a clerk, 19 January 1942 when he reverted to AC1. To AFHQ, 19 February 1942. Promoted LAC, 14 September 1942. Promoted Corporal, 1 November 1942. Promoted Sergeant, 1 June 1943. To No.3 Repair Depot, 25 May 1944. To No.21 Staging Unit, 16 June 1944. To No.3 Repair Depot, 26 August 1945. To No.5 OTU, 29 August 1945. To No.9 Construction and Maintenance Unit, 31



October 1945. To Maintenance Command Headquarters, 3 February 1946. To No.2 Release Centre, 24 July 1946. Retired 1 August 1946. Cited with Sergeants Edward H. Baker, Felix Londeau, Henry A.J. Rosko, Larus Scheving, Ronald J. Ward and Frederic J. 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.

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SWAIN, LAC (now Sergeant) Frank William Scott (R100287) - **Mention in Despatches** - No.7 Squadron (AFRO gave 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 26 January 1905 in Morris, Manitoba. Home in Winnipeg (ledger keeper and store clerk); enlisted there 4 April 1941 in trade of Radio Mechanic (reclassified Radar Mechanic, 21 May 1942. At No.2 AMD, Penhold, 15 May to 5 June 1941; University of Manitoba, 6 June to 29 September 1941 (promoted LAC 13 September 1941). To OAC, Guelph, 29 September 1941; to No.1 Manning Depot, Toronto, 1 November 1941; to No.31 Radio School, Clinton, 14 November 1941. Embarked for overseas, 27 February 1942. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 10 March 1942. Detached to Hastings, 19 March 1942. To No.1453 Flight, 11 May 1942 (this became No.532 Squadron). Promoted Corporal, 1 July 1942. To No.7 Squadron, 30 October 1942. Attached to No.405 Squadron, 10 February to 8 August 1943. Promoted Sergeant, 1 April 1943. Taken on strength of Station Oaklington, 24 February 1945. Repatriated to Canada, 13 August 1945. Released 3 October 1945. No citation in AFRO.

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SWAN, P/O George Alexander (J14452) - **Mention in Despatches** - No.4 (BR) Squadron - Award effective 28 May 1943 as per **London Gazette** of that date, **Canada Gazette** dated 2 June 1943, AFRO 1459/43 dated 30 July 1943. Born at Brigham, Quebec, 9 April 1912. Royal York Hotel employee. Enlisted at Toronto, 15 November 1940. To No.1A Manning Depot, 9 December 1940. To Rockcliffe, 2 January 1941. To No.1 ITS, 6 April 1941; graduated and promoted LAC, 14 May 1941 when posted to No.19 EFTS; graduated 15 July 1941 when posted to No.12 SFTS; graduated and promoted Sergeant, 25 September 1941. To No.13 (Operational Training) Squadron, 26 September 1941. To Western Air Command, 23 December 1941. To No.4 (BR) Squadron, January 1942. Promoted Flight Sergeant, 25 March 1942. Promoted WO2, 26 September 1942.

Subsequently commissioned with effect from 1 July 1942. Promoted Flying Officer, 1 April 1943. Promoted Flight Lieutenant, 1 October 1943. To No.160 (BR) Squadron, 6 May 1944. To No.116 (BR) Squadron, 31 August 1944. To No.4 Release Centre, 23 July 1945. Retired 25 July 1945.

Pilot Officer Swan, by his leadership and devotion to duty, his readiness to accept responsibility, together with a capacity for hard work, has been a source of inspiration to his associates and has contributed, in a large measure, to the splendid esprit de corps which exists in his squadron. He is an outstanding Flying Boat pilot with 855 hours of operational flying to his credit.

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SWAN, F/O John Valentine (J27753) - **Commended for Valuable Services in the Air** - No.1 AOS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 25 June 1914. Home in Hamilton; enlisted there 7 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940 when posted to No.1 WS; to No.1 BGS, 23 November 1940; graduated and promoted Sergeant, 21 December 1940. To Trenton, 22 December 1940. To Eastern Air Command, 5 May 1941. To RAF overseas, 2 March 1941. Promoted Flight Sergeant, 1 September 1941. Repatriated via No.31 Personnel Depot, 27 July 1942. To No.38 SFTS, 27 September 1942. Promoted WO2, 1 November 1942. Commissioned 13 April 1943. Promoted Flying Officer, 13 October 1943. To No.1 AOS, 10 March 1944. Promoted Flight Lieutenant, 13 April 1944. To No.4 Release Centre, 30 April 1945. Retired 15 June 1945. RCAF photo PL-1960 show Sergeant J.V. Swan (Hamilton), Sergeant A.S. Hatherley (Hamilton), Sergeant D.L. Pickard (Hamilton), Sergeant H.A. Lee (Simcoe, Ontario), and Sergeant P. Comroe (Hamilton).

Since repatriation, this officer served for nineteen months as a wireless air gunner instructor at No.34 Operational Training Unit and since March 1944 has acted as signals leader at No.1 Air Observer School. He has shown on all occasions the utmost conscientious regard for duty, supervising and ensuring the smooth running of briefing and flying detail even when not officially on duty. His tact and methods of dealing with the staff wireless air gunners have been of the highest order and he enjoys the confidence and respect of all.

\* \* \* \* \*

SWAN, H/S/L William John Minto (C9101) - **Mention in Despatches** - No.22 OTU (AFRO gave unit only as "Overseas" - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 16 May 1900 in Toronto. Educated in Toronto including University of Toronto and Wycliffe College, 1917-1924 for BA and theological courses; finally obtained Bachelor of Divinity, University of Toronto, 1927. Attended University of Toronto COTC,

1 October 1917 to 4 March 1919. Chaplain to 2<sup>nd</sup> Divisional Train, Royal Canadian Army Service Corps, 1927; Chaplain to Manitoba Mounted Rifles, 1931; Chaplain to 6<sup>th</sup> Division, Royal Canadian Army Service Corps, 1937. Had been a clergyman in Toronto, Portage la Prairie and Vancouver. Enlisted in Vancouver, 5 December 1941. Served at No.3 SFTS, Calgary, 5 December 1941 to 27 April 1942; No.3 Manning Depot, Edmonton, 28 April 1943 to 19 May 1944; to "Y" Depot, Lachine, 20 May 1944; embarked from Halifax, 25 May 1944 (promoted Honorary Squadron Leader that same day).; arrived in UK, 2 June 1944; taken on strength of RCAF Overseas Headquarters, 16 June 1944; to No.22 OTU, Wellesbourne, 27 June 1944; to RCAF Overseas Headquarters, 21 March 1945; to Repatriation Depot, 30 October 1944. Repatriated 12 March 1946. To No.1 Air Command Headquarters, Trenton, 23 April 1946; to Station Trenton, 25 April 1946; released 16 September 1947 but retained on Class "E" Reserve. Resigned Honourary Commission, 19 March 1949. Applied for continued RCAF service but ultimately released. Awarded Efficiency Decoration as per AFRO 334/47 dated 28 May 1948. Published a memoir, **Props, Bars and Pulpits**, in 1965. Died in Victoria, 8 October 1981. Although no recommendation for an award has been found, the following assessments make clear his value to the service at that time:

A man in every sense of the word, and one who lives his religion as he preaches it. His work at this station as a Padre, Friend and Companion to all ranks has been of inestimable value.

Padre Swan is my idea of a Service Padre. Big hearted, kind and helpful with a great sense of humour and lots of personality. His posting from this station will leave a gap which in my opinion can never be completely filled. (Group Captain F.E. Nuttall, Officer Commanding, No.22 OTU, 20 March 1945)

A good natured, efficient officer. Definitely promotes good will and harmony wherever he goes. An excellent mixer. Always cheerful and ready to help others. Very tactful. Strongly recommended for retention in the Service. (F/L J..M. Murray, "R" Depot, Torquay, 3 December 1945).

The Commanding Officer, RCAF Station Trenton, reports that S/L Swan has demonstrated singularly outstanding force of personality, strength of character, and ability to participate in Service and Station life. During the four months that he has been on the Station, he has participated actively and given excellent leadership in various activities concerning the welfare and morale of Command Headquarters and Station personnel. In addition he is most active in the work of visiting groups of RCAF personnel in Kingston and Peterborough DVA hospitals, suffering from tuberculosis, and activating interest in local RCAF institutes and organizations to provide comforts and remembrances for these groups of personnel. (A/V/M E.E. Middleton No.1 Air Command Headquarters, 8 July 1946).

\* \* \* \* \*

SWANBERGSON, F/L Einor Ingeberg (C692) - **Commended for Valuable Services in the Air** - No.20 EFTS - Award effective 26 October 1943 as per **London Gazette** of that date and AFRO 2386/43 dated 19 November 1943. Born 13 November 1907 in Geysler, Manitoba. Educated there, Arborg High School (1922-1925) and University of Manitoba (1925-1930). Enlisted at Camp Borden, 4 June 1928 as Provisional Pilot Officer and attended three summers of training while a COTC cadet at University of Manitoba. Awarded wings, 27 August 1930. Also obtained Commercial License No.771. Struck off RCAF strength, 28 August 1930. Working thereafter on father's farm and in construction with various firms including Dominion Bridge. Applied unsuccessfully to join RAF, 1931. Assigned to Reserve, 5 October 1932. From 1933 onwards was working for Accurate Distributing (Toronto), concerned with advertising and surveys; Branch Manager in Hamilton (1936-1939) and Vancouver (1940). Re-engaged on 23 December 1940. To No.1 Manning Depot, Toronto, 27 January 1941. To No.12 EFTS, Goderich, 22 February 1941 and assessed as excellent instructor material. Promoted Flying Officer, 1 May 1941. To No.1 SFTS, Camp Borden, 15 May 1941. To Trenton, 1 August 1941. Attended Central Flying School, 10 September to 22 October 1941 and assessed as "B" Instructor. To No.16 SFTS, Hagersville, 24 October 1941. To No.20 EFTS, Oshawa, 24 November 1941. To No.9 EFTS, St. Catharines, 13 November 1942. Promoted Flight Lieutenant, 15 November 1942. Returned to No.20 EFTS, 18 December 1942. To No.12 EFTS, 11 August 1943. Attended Administration Course, 20 September to 21 October 1943. To No.9 SFTS, Centralia, 14 July 1944. To No.102 Aircraft Holding Unit, 15 July 1944. Promoted Squadron Leader, 1 August 1944. To No.7 EFTS, 6 August 1944. To No.1 Training Command, 15 November 1944. To Trenton, 28 December 1944. To No.4 Release Centre, 14 February 1945. Retired 5 March 1945. Living at Steep Rock Lake, Ontario as of July 1950. Died in Little Falls, Rainy River District, 27 May 1986.

This officer, employed as a flying instructor and Assistant Chief Flying Instructor for approximately two and a half years, has demonstrated outstanding qualities of leadership and devotion to duty. His excellent ability, sound judgement and reliability have been predominant in the execution of his duties.

This began as a recommendation for an AFC, raised 1 July 1943 by S/L C.H. Carscadden, No.20 EFTS, as follows:

Flight Lieutenant Swanbergson has been employed as flying instructor since October 1941 and as Assistant Chief Flying Instructor since December 1942. At all times he has demonstrated outstanding qualities of leadership and, by exercising unusual tact, has preserved an atmosphere of cooperation and good will. On many occasions his duties have required him to work for longer than might normally be expected and this he has done cheerfully. He has shown marked ability as an instructor and has flown a total of 1,062 hours of which 655 have been on

instructional duties, During the last six months he has instructed for a total of 164 hours on elementary types.

This was endorsed at the level of No.1 Air Training Command (6 September 1943) but on 24 September 1943 it was reduced at AFHQ to a King's Commendation for Valuable Services in the Air.

SWANBERGSON, S/L Einor Ingeberg (C692) - **Air Force Cross** - No.20 EFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 8) has citation. When recommended he had flown 1,062 hours (as of September 1943), of which 655 were instructional, 164 in previous six months. Award sent by registered mail 28 June 1949.

This officer has been employed on flying instructional duties for over two years. At all times he has demonstrated outstanding qualities of leadership and, by exercising unusual tact, has preserved an atmosphere of co-operation and good will. On many occasions his duties have required him to work for longer than might normally be expected and this he has done cheerfully. He has displayed outstanding ability as an instructor and has made a valuable contribution to successful flying training.

**Selected Assessments:** "Flying Officer Swanbergson is definitely in the top brackets, He was in the Service before. He is experienced, mature, steady, reliable, most willing and efficient. His personality commands respect." (G/C G.S. O'Brian, 22 November 1941)

"Has proved very competent as a supervisory officer. Quiet and unassuming but very dependable and thorough. Hard working, mature officer." (F/L H.L.Kay, No.20 EFTS, 16 November 1942).

"A very capable and well qualified officer with plenty of tact. Mature, quiet and gets things done." (S/L C.H. Carscadden, 15 July 1943).

**Training:** Attended No.12 EFTS, 24 February to 13 May 1941. Finch II aircraft - 30.30 dual, 33.55 solo. Was 6.55 on instruments. Logged 12 hours in Link. Tested at No.12 EFTS, 7 April 1941.

"Needs practice on precision turns and aerobatics, slow on spin recovery." Then, "This officer although older, having received wings in 1930, has a very good air sense, with good judgement, quite capable and keen." (F/L G. Folkins). Ground courses in Airmanship (170/200), Airframes (76/100), Aero Engines (90/100), Signals, practical (86/100), Theory of Flight (89/100), Air Navigation (184/200) and Armament, oral (182/200). Placed first in a class of 27. "Pilot Officer Swanbergson has proved to be a keen student. It is recommended that he be given a SFTS flying course with the object of proceeding to Central Flying School." (F/L F.W. Ball).

Attended No.1 SFTS, 16 May to 30 July 1941. Yale and Harvard aircraft - 36.35 day dual, 43.20 day solo, 3.40 night dual, 6.20 night solo. Was 20.15 on instruments; logged 18.45 in Link. "Has made

satisfactory progress to make a high average pilot; inclined to be weak in instrument flying.”  
Wrote tests in Airmanship and Maintenance (141/200), Armament, written (75/100), Armament, practical (70/100), Navigation and Meteorology (134/200), Signals, written (85/100) and Signals, practical (48/50). Rated above average in formation flying and exceptional in navigation, average in night flying, above average in determination and initiative. Placed ninth in a class of 57.  
“Satisfactory - above average.”

Attended Central Flying School, 10 September to 22 October 1941. Previous flying experience listed as 80 hours single engine dual, 160 hours single engine solo, one hour twin engine dual, two hours twin engine solo. Course involved single engine elementary (Moth), nine hours day dual, six hours 15 minutes day solo; single engine advanced (Harvard), 9.20 day dual, 2.00 night dual, one hour night solo, 9.20 day dual, 7.40 day solo; twin engine advanced aircraft (Anson), 6.50 day dual, 8.45 day solo, one hour night dual and one hour night solo. “This pilot’s flying is of a good average type with a good average instrument flying. Voice is very clear and manner very good but at times hesitant. Should make capable instructor.” (Sergeant R.S. McCloskey). Tested in Airframes (98/100), Airmanship (90/100), Engines (92/100) and Air Navigation (80/100). “A student of outstanding ability.” (F/L W.M.E. Chester). Tested by Chester in a Harvard, 22 October 1941. Described as follows - Sequence (High Average), Voice (Excellent), Manner (Instructive), Ability to Impart Knowledge (High Average), Ability as Pilot (Above Average), and generally, “This officer’s demonstrations and knowledge of sequence merits the ‘B’ Category.” Rated “B”.

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SWANN, F/O Gordon Wilfred (J23907) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 4 November 1923 in Ontario; home in Hamilton; enlisted there 4 March 1942. Granted Leave Without Pay until 12 April 1942 when posted to No.1 Manning Depot. To No.4 Manning Depot, 3 June 1942. To No.5 Manning Depot, 7 August 1942. To No.5 ITS, 29 August 1942; graduated and promoted LAC, 24 October 1942 when posted to No.4 AOS; graduated and commissioned 19 February 1943. To “Y” Depot, 5 March 1943. To RAF overseas, 19 March 1943. Promoted Flying Officer, 19 August 1943. Promoted Flight Lieutenant, 19 February 1945. Repatriated 13 June 1945. To Trenton that date. To No.431 Squadron, 8 August 1945. Retired 1 September 1945. Employed for 35 years by 3M of Canada. Died in Ottawa, 31 May 2006. Award sent by registered mail 18 January 1949. No citation other than "completed ...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9276 has recommendation dated 8 June 1944 when he had flown 23 sorties (129 hours).

18 March 1944 - Frankfurt  
22 March 1944 - Frankfurt  
24 March 1944 - Berlin

26 March 1944 - Essen  
30 March 1944 - Nuremburg  
18 April 1944 - GARDENING (Prorer)  
20 April 1944 - Cologne  
22 April 1944 - Dusseldorf  
24 April 1944 - Karlsruhe  
26 April 1944 - Essen  
27 April 1944 - Friedrichshaven  
30 April 1944 - Maintenon  
1 May 1944 - Lyons (factory)  
3 May 1944 - Mailley  
7 May 1944 - Rennes  
9 May 1944 - Caen  
11 May 1944 - Hasselt  
22 May 1944 - Dortmund  
24 May 1944 - Aachen  
31 May 1944 - Tergnier  
4 June 1944 - Sangatte  
5 June 1944 - Grisbecq  
6 June 1944 - Acheres

Flying Officer Swann, a Canadian, has now completed twenty-three operational flights as Navigator of a Lancaster aircraft. He has navigated his aircraft with exceptional skill on many long distance bombing and mining missions, and contributed largely to the outstanding success achieved by his crew. His remarkable ability, cheerful courage and calm efficiency in the most adverse circumstances are an inspiration to all navigators and other aircrew. I feel this officer's magnificent work fully merits the award of the Distinguished Flying Cross.

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SWANSON, Sergeant Berthan Cecil (R210846, later J88903) - **Distinguished Flying Medal** - No.12 Squadron - Award effective 15 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. RCAF Pay Card indicates his name as Berthan Carl Swanson. Born 21 November 1918 in Winnipeg; home in St.Thomas, Ontario (time keeper, former Canadian Fusiliers); enlisted in Vancouver, 29 December 1942 and posted to No.3 Manning Depot. To No.2 Pre-Aircrew Training Detachment, 21 February 1943. To No.10 SFTS (guard), 6 March 1943. To No.9 Pre-Aircrew Training Detachment, 16 May 1943; to No.1 Air Gunner Ground Training School, 11 June 1943; promoted LAC, 24 July 1943; to No.9 BGS, 29 July 1943; graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 17 September 1943. Taken on strength of No.3 PRC, 8 October 1943. Commissioned 7 August 1944. Repatriated 1 January 1945. Promoted Flying

Officer, 7 February 1945. To Mountain View, 12 February 1945. To No.4 Release Centre, 28 February 1945. Retired 19 March 1945. Award presented 29 May 1947.

Sergeant Swanson, as rear gunner, has displayed a fine fighting spirit throughout a notable tour. In June 1944, when returning home from an attack on Vierzon, his aircraft was twice attacked by enemy fighters. By his good shooting and excellent directions to his captain, Sergeant Swanson played a good part in driving off the attackers. His coolness and confidence in the face of the enemy have set a worthy example.

NOTE: Public Record Office Air 2/9159 has recommendation drafted 9 July 1944 when he had flown 22 sorties (99 hours 25 minutes).

Sergeant Swanson, a Canadian, was the rear gunner in an aircraft engaged in the attack on Vierzon on the night of 30<sup>th</sup> June 1944. Whilst returning home from the target his aircraft was twice attacked by enemy fighters. In the first combat he was attacked by a Junkers 88. Immediately he sighted the enemy aircraft he opened fire and gave his captain the necessary information to enable the appropriate combat manoeuvres to be effected. By his very accurate fire he succeeded in setting one engine of the fighter on fire and forcing him to break off the attack. The fighter, however, persisted and came in to attack a second time. After further accurate fire from both gunners, the enemy aircraft became enveloped in flames and crashed.

In the second combat, which occurred approximately half an hour later, only one attack was made by the fighter and prompt return fire and directions to the pilot prevented any damage to the Lancaster.

In addition to the above encounters with enemy fighters, this crew had received four other attacks at night, destroying one other enemy fighter during the attack on the marshalling yards at Tergnier on the night of 31<sup>st</sup> May 1944.

On every occasion Sergeant Swanson has displayed superb skill and fearlessness which has instilled the utmost confidence in the crew. By his prompt actions and exceptional skill he has on all occasions prevented any damage being done to his own aircraft and has on two occasions shared in the destruction of enemy fighters.

I strongly recommend that this Non-Commissioned Officer's inspiring example of bravery and calm efficiency should be rewarded by the immediate award of the Distinguished Flying Medal.

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SWANSON, FS Murray Laurence (R77522, later J15610) - **Distinguished Flying Medal** - No.419 Squadron - Award effective 7 July 1942 as per **London Gazette** dated 10 July 1942 and AFRO 1097/42 dated 17 July 1942. Born in Calgary, 5 June 1920; home in Edmonton (furniture salesman); enlisted in Calgary 26 October 1940. To No.4 Training Command, 9 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 promoted Sergeant, 15 July 1941. To Embarkation Depot, 16 July 1941. To RAF overseas, 9 August 1941. Promoted Flight Sergeant, 15 January 1942. Commissioned 4 July 1942. Promoted Flying Officer, 4 January 1943. Invested with award by King George VI, 24 November 1942. Repatriated 31 November 1944. To No.2 Air Command, 20 December 1944. Retired 5 February 1945.

One night in June 1942, Flight Sergeants Swanson and Crosby were captain and wireless operator respectively of an aircraft detailed to attack Essen. Whilst over the target area the aircraft was hit by anti-aircraft fire. Despite this, bombs were released. On the return journey the aircraft was hit on several occasions by shell fire from the ground defences. On nearing Antwerp it was attacked by an enemy fighter, the fire from which set the underside of the fuselage on fire. Flight Sergeant Crosby rendered valuable assistance in extinguishing the fire, then attended to the second pilot who had been seriously wounded. Meanwhile the aircraft had lost height from 15,000 to 200 feet. The bomb doors had dropped open and the landing wheels were in the down position. With great resolution Flight Sergeant Swanson continued on his course and succeeded in flying the damaged aircraft back to its base. His skill and devotion to duty were largely responsible for the safe return journey, while the conduct and coolness of Flight Sergeant Crosby in harassing circumstances were highly commendable.

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SWARTZ, S/L Raymond William (J10572) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 30 September 1920 in Kitchener, Ontario (information from obituary); home in Waterloo, Ontario (salesman); enlisted in Hamilton, 5 June 1941 and posted to No.1 Manning Depot. To No.5 SFTS (guard), 3 July 1941. To No.5 ITS, 6 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.12 EFTS; graduated 21 November 1941 and posted next day to No.5 SFTS; graduated and commissioned, 13 March 1942. To Trenton, 29 March 1942. To No.16 SFTS, 17 May 1942. Promoted Flying Officer, 15 November 1942. Promoted Flight Lieutenant, 15 March 1943. To "Y" Depot, Lachine, 10 January 1944. Taken on strength of No.3 PRC, Bournemouth, 21 January 1944. Repatriated 14 June 1945. Retired 14 July 1945. Re-engaged as Chipmunk Instructor at Hamilton in rank of Squadron Leader (207114), serving 10 October 1952 to 20 February 1953. Award presented in Hamilton, 27 July 1949. Served as President, No.404 (Waterloo) Wing, RCAF Association. Died in Waterloo, Ontario, 11 February 2003, aged 82 as per

Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2003. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 21 March 1945 when he had flown 25 sorties (175 hours 25 minutes), 27 September 1944 to 12 March 1945. Of these, 17 sorties were with No.419 Squadron (27 September 1944 to 4 January 1945) and eight were in No.428 Squadron (7 January to 12 March 1945).

In the air Squadron Leader Swartz has displayed intrepid courage and coolness together with great ability as a captain of aircraft. On every occasion he has pressed home the attack with a fine disregard for opposition and has contributed largely to the operational efficiency of the unit.

As a Flight Commander he has proved himself an ideal leader with great devotion to duty and unselfish loyalty. He has worked unceasingly for the betterment of the unit and has set a fine example for all crews to follow.

The sortie list was as follows:

27 September 1944 - Bottrop (5.45)  
4 October 1944 - Bergen (6.25)  
6 October 1944 - Dortmund (6.15)  
9 October 1944 - Bochum (6.15)  
15 October 1944 - Wilhelmshaven (5.25)  
19 October 1944 - Stuttgart (7.10)  
30 October 1944 - Cologne (6.55)  
1 November 1944 - Oberhausen (6.25)  
2 November 1944 - Dusseldorf (6.20)  
4 November 1944 - Bochum (5.20)  
6 November 1944 - Gelsenkirchen (5.10)  
30 November 1944 - Duisburg (6.30)  
2 December 1944 - Hagen (7.25)  
5 December 1944 - Soest (6.50)  
21 December 1944 - Cologne (6.55)  
28 December 1944 - Opladen (6.00)  
30 December 1944 - Cologne (6.35)  
2 January 1945 - Nuremberg (8.40)  
7 January 1945 - Munich (8.25)  
2 February 1945 - Wiesbaden (7.15)  
13 February 1945 - Dresden (9.30)  
27 February 1945 - Mainz (7.30)  
28 February 1945 - Neuss (2.55, recalled)

1 March 1945 - Ludwigshaven (7.25)  
7 March 1945 - Dessau (5.15)  
12 March 1945 - Dortmund (6.50)

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SWARTZ, F/L Reginald Arthur (J26343) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born West Lorne, Ontario, 8 September 1917; home there (student, construction labourer). Enlisted in Toronto, 9 March 1942. To No.1 Manning Depot, 26 April 1942. To No.1 Training Command, 20 June 1942. To No.1 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942; posted next day to No.1 AOS; to No.5 BGS, 8 January 1943. To No.1 Central Navigation School, 3 April 1943. Graduated and commissioned, 14 May 1943. To "Y" Depot, 22 June 1943. Embarked from Canada, 23 June 1943. Disembarked in Britain, 1 July 1943. To No.10 (Observer) AFU, 12 July 1943. To No.23 OTU, 17 August 1943. To No.405 Squadron, 12 November 1943. Promoted Flying Officer, 14 November 1943. Promoted Flight Lieutenant, 17 May 1944. To Repatriation Depot, 8 September 1944. Repatriated, 28 October 1944. To No.1 Training Command Headquarters, 12 December 1944. To No.4 BGS, Fingal, 13 December 1944. To Mountain View, 18 February 1945 for duty at Air Armament School. To No.1 Air Command Headquarters, Trenton, 9 June 1946. Reverted to Flying Officer, 1 October 1946 on acceptance into postwar RCAF as Bombing Officer (service number 20194). To Station Toronto, 21 March 1947. To Air Armament School, Trenton, 18 May 1947. To Institute of Aviation Medicine, Toronto, 23 August 1947. To Centralia, 13 September 1947. Qualified as pilot, 21 June 1948. To Trenton, 23 June 1948. To Northwest Air Command Communications Flight, Edmonton, 20 September 1948. Much time spent at Norman Wells, but he requested transfer to more active role to advance RCAF career. To Air Armament School, Trenton, 7 January 1950. Promoted Flight Lieutenant, 14 June 1951. To AFHQ (VCAS), 1 May 1952. To No.2 (Maritime) OTU, Summerside, 8 January 1955. To No.404 Squadron, Greenwood, 29 May 1955. Promoted Squadron Leader, 1 January 1958. To No.2 (Maritime) OTU, 4 March 1958. To Downsview, 19 August 1962. Retired 20 March 1965. Died 28 July 1985. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9276 has recommendation dated 22 June 1944 when he had flown 32 sorties (177 hours 15 minutes,

27 October 1943 to 15 June 1944.  
27 October 1943 - NICKELLING Paris (4.20)  
20 December 1943 - Frankfurt (5.40)  
24 December 1943 - Berlin (7.30)  
29 December 1943 - Berlin (6.15)  
2 January 1944 - Berlin (7.05)  
3 January 1944 - Berlin (6.30)

6 January 1944 - Stettin (8.30)  
20 January 1944 - Berlin (7.00)  
21 January 1944 - Magdeburg (6.25)  
27 January 1944 - Berlin (7.15)  
28 January 1944 - Berlin (7.45)  
15 February 1944 - Frankfurt (7.05)  
25 February 1944 - Augsburg (6.55)  
2 March 1944 - Stuttgart (6.55)  
15 March 1944 - Stuttgart (6.40)  
18 March 1944 - Frankfurt (4.35)  
22 March 1944 - Frankfurt (5.20)  
24 March 1944 - Berlin (6.50)  
30 March 1944 - Nuremburg (6.50)  
18 April 1944 - Tergnier (3.00)  
20 April 1944 - Lens (3.00)  
24 April 1944 - Karlsruhe (5.45)  
27 April 1944 - Friedrichshaven (7.00)  
8 May 1944 - Haine St.Pierre (2.35)  
10 May 1944 - Ghent (2.35)  
11 May 1944 - Boulogne (2.15)  
19 May 1944 - Le Mans (4.00)  
22 May 1944 - Le Mans (3.30)  
27 May 1944 - Rennes (3.40)  
28 May 1944 - Mardyck (1.40)  
11 June 1944 - Tours (4.55)  
12 June 1944 - Amiens (2.40)  
14 June 1944 - Cambrai (2.45)  
15 June 1944 - Lens (2.40)

This officer is a very keen and capable Bomb Aimer who has completed 32 operational sorties against such strongly defended enemy targets as Berlin, Frankfurt, Stuttgart and Stettin. Throughout his operational career Flight Lieutenant Swartz has displayed a keenness for operations and a high sense of devotion to duty which has been a decided factor in influencing not only the successes attained by his crew, but in inspiring confidence in his other fellow comrades.

SWARTZ, F/L Reginald Arthur, DFC (J26343) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 293/45 dated 16 February 1945.

Flight Lieutenant Swartz has completed two tours of operational duty. He has participated in many sorties since the award of the Distinguished Flying Cross. He has always shown the utmost tenacity and determination to complete all his missions with success. His high standard of efficiency, skill and devotion to duty is most commendable.

NOTE: Forced to abandon his aircraft on 8 September 1944, 0800 hours, north of Le Havre. Subsequently made the following statement, found in Volume 1 of file 45-19-15A, "Prisoners of War - Escape of - Interrogations", National Archives of Canada, RG.24 Volume 5372.

After baling out I landed very close to the 51<sup>st</sup> Division British Headquarters and personnel of that unit came out with a stretcher and picked me up. I had slight facial injuries and a sprained knee. The parachute, harness and Mae West were taken by British soldiers and I did not see them again.

I was taken to the Headquarters Building and there met the Colonel commanding the unit and also met two members of the crew, F/L Baroni and Flight Sergeant Benabe, who had landed some distance away and had been brought in by the British troops. Their parachutes, etc. had been buried. We stayed with the 51<sup>st</sup> Division until 1200 hours and then were taken by jeep to First Canadian Army Headquarters a few miles away and there met W/C Morrison, F/L Queale, WO1 Darcy and WO1 Matcham, RAF, the other members of the crew, except for WO2 Kulrak who had been taken prisoner by the Germans on landing. He was later released by the advancing Allied Forces.

From First Canadian Army Headquarters we were all taken by truck to the Headquarters of 2<sup>nd</sup> Tactical Air Force, arriving there about 1630 hours 8<sup>th</sup> September. W/C Morrison was interrogated at both First Canadian Army Headquarters and at 2<sup>nd</sup> TAF Headquarters and sent messages to the United Kingdom.

We remained overnight and through the following day at 2<sup>nd</sup> TAF Headquarters and at 1000 hours on 10<sup>th</sup> September were taken by truck to Cruelly where we arrived at 1930 hours. We were there placed in the hospital and the following day we were flown to England, landing at Northolt Airfield, London at 1700 hours.

The website "Lost Bombers" provides the following information respecting his career. Lancaster PA970 (LQ-Y), had previously been involved in the following sorties: Caen, 7 July 1944; Courtrain, 20/21 July 1944; Kiel, 23/24 July 1944; Stuttgart, 24/25 July 1944; Stuttgart, 28/29 July 1944; Normandy Battle Area (Tactical), 7/8 August 1944; Kiel, 26/27 August 1944. On 8 September 1944 the target was Le Havre. It was airborne at 0657 hours from Gransden Lodge to bomb

strong-points near the beleaguered garrison. W/C H.A. Morrison was to be Master Bomber. Aircraft crashed just inside the enemy perimeter. The crew consisted of W/C H.A.Morrison, (RCAF, evaded, awarded Bar to DFC), Flight Sergeant R.A.W.Matsham (evaded), F/L L.W.Queale, (RCAF, evaded), F/L R.A.Swartz, (RCAF, evaded, awarded Bar to DFC), F/L R.B.Baroni, (RCAF, evaded, awarded Bar to DFC), WO2 G.J.Darcy, (RCAF, evaded), Flight Sergeant R.Benabo, (RCAF, evaded), WO2 W.Kuviak, (RCAF, evaded), The association of this eight-man crew and the position as Master Bomber probably indicates an extra H2S Operator.

**Notes:** On repatriation he stated he had flown 250 operational hours (52 sorties).

Summary of flying dated 1 May 1951 listed types as Harvard (201.25), Norseman (19.50), Expeditor (157.05), Dakota (140.05), Canso (34.20), Ventura (304.25), Mitchell (80) and Lancaster (96.35).

Summary of flying to 31 December 1957 listed types as Harvard (228.25), Norseman (19.50), Expeditor (507.05), Dakota (210.40), Canso (34.20), Ventura (408.05), Mitchell (183.25), Lancaster (549.10), Neptune (741.35) and Argus (1.30).

Summary of flying to 31 December 1960 listed types as Harvard (228.25), Norseman (19.50), Expeditor (536.25), Dakota (513.25), Canso (34.20), Ventura (360.50), Mitchell (183.25), Lancaster (697.00), Neptune (1,139.20). Did not list Argus this time and hours for other types are inconsistent.

**Selected Assessments:** "Flight Lieutenant Swartz is an excellent officer who enthusiastically and capably carried out assigned and volunteered tasks. His personality is outstanding, and consequently he is very well liked by all personnel with whom he is acquainted. He is employed as a flight commander and a Maritime tactics check pilot in the squadron [404] and has proven to be very capable in these capacities. He was selected to captain a crew on a recent special anti-sub training exercise in Cuba and he and his crew produced excellent results. He is capable and suited for any task that may be assigned to him in the air force. His interest and participation in community affairs are very commendable. In addition to being Chairman of the Scouts Committee, he is a Sunday School Teacher and he assists in handling sports for the youngsters of the community." (S/L E.Q. Semple, No.404 Squadron, 25 February 1957).

"Squadron Leader Swartz, in his capacity as Chief Flying Instructor, has the ability of getting the complete cooperation of the pilots under his command. Since, owing to weather factors, a great deal of the OTU flying must be done over weekends, this is a great asset. The morale of his staff remains high in spite of this problem area. He is a well qualified Maritime Captain and maintains his proficiency by flying regularly. You can never give this officer too much work. He will accept any job willingly and will complete it successfully. As PMC of the Officers Mess he has closely supervised the large scale renovations which have recently taken place and has made many suggestions to improve the Mess. As Mayor of the local Service community he did an outstanding

job and tackled and solved many touch problems. Both S/L Swartz and his wife are very well liked and they mix well in community and mess functions. He has not attempted staff college entrance examinations owing to his age. He would do well in an administrative appointment, however, he is ideally suited to his present job. Highly recommended for promotion." (G/C J.E. Creeper, Summerside, 22 June 1961).

"S/L Swartz has also been in charge of the flying display for Air Force Day at RCAF Station Summerside for the past four years and his organization of these displays has been a major contribution to this annual event" (except from assessment by W/C W.J. Lewis, 10 January 1962).

\* \* \* \* \*

SWAYZE, P/O Charles Richard (J85720) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 25 August 1923 in London, Ontario (obituary notice); home there; enlisted in Hamilton, 11 June 1942 and posted to No.1 Manning Depot. To No.4 Manning Depot, 6 August 1942. To No.6 ITS, 10 October 1942; graduated and promoted LAC, 7 November 1942 when posted to No.9 BGS; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 24 June 1943; to RAF overseas, 29 June 1943. Commissioned 5 April 1944. Promoted Flying Officer, 5 October 1944. Repatriated 21 December 1944. To No.1 Air Command, 14 January 1945. To No.4 BGS, 31 January 1945. To Mountain, 5 March 1945. To No.4 Release Centre, 6 September 1945. Retired 13 September 1945. Award presented 28 May 1947. Photo PL-33727 (ex UK-15726, 11 October 1944) shows S/L Jack May (left), P/O Bert Clarke (navigator, London, Ontario) and P/O C.R. Swayze (air gunner, London, Ontario). RCAF photo PL-33728 (ex UK-15727) shows a group of No.426 Squadron personnel, described as having 190 sorties among them - on top of Halifax are P/O George Simpson (pilot, graduate of London Technical School), P/O C.R. Swayze (gunner, London Central Collegiate and former Bell Telephone employee); in front are P/O Bert Clarke (navigator, London Central Collegiate), F/O Jack Taylor behind Clarke, and Flight Sergeant Hugh Galarneau, DFM (gunner). PL-33806 (ex UK-16121, 1 November 1944) taken at wedding of F/L Ken Pulham (Vancouver, No.426 Squadron gunnery leader) to Miss Ethel Seale of Yorke; Swayze on extreme left; bridesmaid Dorothy Seale on right. Rear gunner in F/L J.M. Hollingworth's crew. Died in Brantford, March 2004. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.4431 (RG.24 Vol.20649) has recommendation dated 26 August 1944 when he had flown 29 sorties (141 hours 30 minutes), 27 January to 6 June 1944.

Pilot Officer Swayze has completed 29 sorties as a rear gunner in a heavy bomber, four of which were to the capital city, Berlin. On a number of occasions, by his skilful direction to his pilot in evasive action, enemy night fighters have been forestalled. He has continually shown a complete disregard of personal danger and his coolness has been an inspiration to all members of the squadron. He has also

set a fine example to other gunners in the squadron by his untiring efforts in his section to ensure the maximum efficiency of all crews.

The sortie list was as follows:

27 January 1944 - Berlin (7.35)  
15 February 1944 - Berlin (7.40)  
20 February 1944 - Stuttgart (7.35)  
24 February 1944 - Schweinfurt (7.45)  
15 February 1944 - Berlin (8.10 - it is difficult to reconcile this with earlier item listed)  
7 March 1944 - Le Mans (7.05)  
22 March 1944 - Frankfurt (incomplete, leak in rear turret)  
24 March 1944 - Berlin (7.20)  
26 March 1944 - Essen (5.05)  
30 March 1944 - Nuremberg (7.40)  
10 April 1944 - Laon (5.05)  
18 April 1944 - Noisy-le-Sec (4.55)  
20 April 1944 - Cologne (4.15)  
8 May 1944 - Haine St. Pierre (4.20)  
9 May 1944 - Calais (3.05)  
12 May 1944 - Louvain (3.50)  
19 May 1944 - Franceville (4.40)  
24 May 1944 - Trouville (3.40)  
27 May 1944 - Leopold (4.05)  
31 May 1944 - Au Fevre (4.30)  
2 June 1944 - Neufchatel (3.30)  
5 June 1944 - Houlgate (4.25)  
6 June 1944 - 9/Q3 (4.20 - an odd way to identify target)  
7 June 1944 - 48.58N 02.06E (5.30 - another odd way to identify target)  
8 June 1944 - Mayenne (5.45)  
17 June 1944 - Neuville (4.10)  
23 June 1944 - Bientques (3.40)  
24 June 1944 - Bamieres (3.40)  
23 July 1944 - Donges (5.55)

The same file has a recommendation dated 14 August 1944. This also mentions 29 sorties but gives flying time as 149 hours 25 minutes. Text is also slightly different:

Pilot Officer Swayze has completed 29 sorties as rear gunner, both as part of crew and as spare gunner. On many occasions his skilful direction of his pilot in evasive action has forestalled enemy night fighters. He has always set a fine example to



other gunners in the squadron, by his untiring efforts to ensure that nothing was left undone to provide the maximum efficiency as a fighting unit of all crews. He has shown complete disregard of personal danger and his coolness has been an inspiration to members of the squadron. He has also set a fine example to other gunners in the squadron. He is recommended for the award of Non-Immediate DFC.

\* \* \* \* \*

SWEANY, F/O George Andrew (J9783) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1338/43 dated 16 July 1943. Born 17 June 1909 in Lockwood, Saskatchewan; home in Myrtle, Manitoba or Toronto; enlisted in North Bay, 10 February 1941. To No.1 Manning Depot, 17 February 1941. To No.4 Manning Depot, 2 April 1941. To No.119 (BR) Squadron, 19 April 1941 (non-flying duties). To No.3 ITS, 27 May 1941. Graduated and promoted LAC on 4 August 1941. To No.9 AOS, 4 August 1941; to No.6 BGS, 25 October 1941; promoted Sergeant, 6 December 1941 and posted that date to No.2 ANS. Commissioned 11 January 1942. To "Y" Depot, 12 January 1942. To RAF overseas, 23 February 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 June 1943. Promoted Squadron Leader, 26 February 1944. Award presented 21 March 1944. Repatriated 6 February 1945. To No.1 Air Command, 14 February 1945. To Release Centre, 26 March 1945. To No.1 Air Command, 6 April 1945. To Western Air Command, 16 August 1945. Released 30 October 1945. Photo PL-28363 (ex UK-9185 dated 23 March 1944) shows S/L G.A. Sweany (Toronto) and F/L H. Thorpe (Winnipeg) following investiture at Buckingham Palace. Photo PL-32440 shows S/L G.A. Sweany, DSO, DFC, 63 sorties (seated) with S/L Con Massey, DFC (bombing leader ast an RCAF bomber base); PL-32441 shows S/L G.A. Sweany, DSO, DFC, described as No.6 Group Bombing Leader; PL-32442 shows S/L Lawrence MacKinnon, DFC of Pokoka, Alberta (50 sorties) and S/L George Sweany (63) sorties. Photo PL-43444 (ex UK-20470, 13 April 1945) shows him as Squadron Leader at time of repatriation.

As navigator of outstanding ability this officer has taken part in attacks on the most heavily defended targets in Germany and Italy. In October 1942, he participated in a low level attack on Flensburg. The following month, while on an anti-submarine patrol, an attack was made on an enemy submarine and two minesweepers in the Bay of Biscay and despite heavy opposition from anti-aircraft fire, the submarine suffered severe damage in consequence. Flying Officer Sweany has flown on eleven anti-submarine patrols during which his fine navigational skill has earned the complete confidence of his captain and crew and very materially contributed to the successes achieved.

NOTE: Public Record Office Air 2/8955 has recommendation drafted when he had flown 18 sorties (198 hours 56 minutes). Sortie list and submission as follows:

Previous unit time - four hours 25 minutes

8 September 1942 - Frankfort (8.11)  
10 September 1942 - Dusseldorf (6.27)  
13 September 1942 - Bremen (5.13)  
26 September 1942 - Flensburg (6.09)  
1 October 1942 - Flensburg (7.01)  
13 October 1942 - Kiel (7.16)  
23 October 1942 - Genoa (8.37)  
27 October 1942 - Anti-submarine patrol (10.25)  
31 October 1942 - Anti-submarine patrol (11.07)  
7 November 1942 - Anti-submarine patrol (11.10)  
10 November 1942 - Anti-submarine patrol (8.25)  
17 November 1942 - Anti-submarine patrol (9.50)  
21 November 1942 - Anti-submarine patrol (11.25)  
27 November 1942 - Anti-submarine patrol (11.05)  
1 December 1942 - Anti-submarine patrol (10.00)  
11 December 1942 - Anti-submarine patrol (7.42)  
4 January 1943 - Anti-submarine patrol (8.30)  
23 January 1943 - Anti-submarine patrol (9.50)  
11 March 1943 - Stuttgart (8.55)  
26 March 1943 - Duisburg (4.55)  
27 March 1943 - Berlin (7.57)  
3 April 1943 - Essen (4.25)  
4 April 1943 - Kiel (5.36)

This officer is a navigator of outstanding ability who has partaken in eleven attacks on the most heavily defended targets in Germany and one in Italy. On October 1s, 1942, he and his crew participated in a low level attack on Flensburg. On 27<sup>th</sup> November 1942, on anti-submarine patrol, attack was made on a submarine and two minesweepers in th Bay of Biscay and credit given for badly damaged submarine. Heavy flak opposition was encountered. In eleven anti-submarine patrols, his navigation has been faultless and he has earned the complete confidence of his captain and crew.

SWEANY, S/L George Andrew, DFC (J9783) - **Distinguished Service Order** - No.405 Squadron - Award effective 29 September 1944 as per **London Gazette** of that date and AFRO 2373/44 dated 3 November 1944. NOTE: His training record, as given with DFC citation, is a bit longer. Moreover, the DFC citation describes him as a **navigator**. Award presented 24 May 1946.

Squadron Leader Sweany has participated in a very large number of sorties against

well defended targets. Throughout he has displayed outstanding keenness and has been unsparing in his efforts to attack the enemy on every possible occasion. He is a highly efficient air bomber whose excellent work has contributed materially to the successes obtained.

NOTE: Public Record Office has recommendation drafted by W/C R.J. Lane on 21 July 1944 when he had flown 57 sorties (399 hours ten minutes), of which 33 sorties (187 hours 25 minutes) had been since his previous award. Sortie list and submission as follows:

28 July 1943 - Nickel (4.05)  
8 September 1942 - Frankfort (8.10)  
10 September 1942 - Dusseldorf (6.30)  
13 September 1942 - Bremen (5.15)  
26 September 1942 - Flensburg (6.10)  
1 October 1942 - Flensburg (7.00)  
13 October 1942 - Kiel (7.15)  
23 October 1942 - Genoa (8.35)  
27 October 1942 - Anti-submarine patrol (11.35)  
31 October 1942 - Anti-submarine patrol (10.25)  
7 November 1942 - Anti-submarine patrol (11.10)  
10 November 1942 - Anti-submarine patrol (8.25)  
17 November 1942 - Anti-submarine patrol (9.50)  
21 November 1942 - Anti-submarine patrol (11.25)  
27 November 1942 - Anti-submarine patrol (11.05)  
1 December 1942 - Anti-submarine patrol (10.00)  
11 December 1942 - Anti-submarine patrol (7.40)  
4 January 1943 - Anti-submarine patrol (8.30)  
23 January 1943 - Anti-submarine patrol (9.50)  
11 March 1943 - Stuttgart (8.55)  
26 March 1943 - Duisburg (4.35)  
27 March 1943 - Berlin (7.55)  
29 March 1943 - Berlin (4.20)  
3 April 1943 - Essen (4.25)  
4 April 1943 - Kiel (5.35)  
30 April 1943 - Essen (5.15)  
13 May 1943 - Bochum (5.05)  
25 May 1943 - Dusseldorf (4.05)  
21 June 1943 - Krefeld (3.45)  
28 June 1943 - Cologne (4.30)  
13 July 1943 - Aachen (5.05)  
15 July 1943 - Mont Beliard (7.15)

9 August 1943 - Mannheim (5.30)  
10 August 1943 - Nuremburg (7.20)  
12 August 1943 - Turin (7.45)  
5 September 1943 - Mannheim (5.45)  
6 September 1943 - Munich (7.45)  
22 September 1943 - Hanover (5.05)  
23 September 1943 - Mannheim (6.10)  
27 September 1943 - Hanover (4.15)  
2 October 1943 - Munich (7.25)  
3 October 1943 - Kassel (5.10)  
7 October 1943 - Stuttgart (5.50)  
8 October 1943 - Hanover (4.35)  
10 October 1943 - Hanover (4.25)  
20 October 1943 - Leipzig (4.45)  
22 October 1943 - Kassel (5.10)  
10 November 1943 - Modane (7.10)  
17 November 1943 - Mannheim (2.25, duty not carried out, no operation)  
18 November 1943 - Berlin (8.10)  
22 November 1943 - Berlin (6.05)  
20 December 1943 - Frankfurt (4.45)  
24 February 1944 - Schweinfurt (6.35)  
25 February 1944 - Augsburg (6.45)  
15 March 1944 - Nuremburg (6.540)  
18 March 1944 - Frankfurt (5.25)  
19 April 1944 - Paris (3.45), counted as 1/3 operation  
20 April 1944 - Lens (2.55), counted as 1/3 operation  
27 April 1944 - Friedrichshaven (6.40)  
11 May 1944 - Boulogne (2.25)  
31 May 1944 - Mont Couple (1.40)  
6 June 1944 - Conde-sur-Noireau (4.00)  
7 June 1944 - Acheres (3.00)  
14 June 1944 - Cambrai (2.50)  
28 June 1944 - Metz (5.15)

Squadron Leader Sweany has been on operational duty since 28<sup>th</sup> July 1942, and has completed 57 operational sorties against the enemy. Both as a Bombing Leader and in operational duty, the work of this officer has been outstanding. He has worked untiringly both on his ground duties and operational duties, never sparing himself in his efforts to strike at the enemy at every available opportunity. His magnificent powers of leadership and organization have contributed greatly towards the successes attained by this squadron. The targets he has attacked range

from Turin to Berlin, including the main targets in Germany. Strongly recommended for the award of the Distinguished Service Order.

This was endorsed by G/C C.R. Dunlop (Officer Commanding, Station Gransden Lodge) on 23 July 1944, by A/V/M Donald Bennett (Air Officer Commanding, No.8 Group) on 29 July 1944, and by Air Chief Marshal Sir Arthur Harris on 17 August 1944.

RCAF Press Release No.6318 dated 22 August 1944 from S/L T.C. McCall, transcribed by Huguette Mondor Oates, reads:

WITH RCAF BOMBER GROUP OVERSEAS: -- Squadron Leader George Sweany, DSO, DFC, would be a good bet in any competition to pick Canada's ace air bomber. The diminutive, 35-year-old officer, a former school teacher in Manitoba, is bombing leader of Canada's famed heavy bomber group.

When Canadian air bombers, high over enemy territory in a Halifax or Lancaster, press the release that sends tons of high explosive and incendiaries crashing down on Hitlerland, the overwhelming percentage find their mark. The fact that they do is in large measure the result of the painstaking and expert training that Canadian airmen receive. The training never ceases. Men who have logged twenty and thirty trips are still training constantly to keep their efficiency at its peak. To them is imparted a steady flow of know-how from the great reservoir of experience built up during nearly five years of war.

In the case of the air bomber, he looks to his squadron bombing leader for guidance and assistance in mastering his trade. And the squadron bombing leader looks to the group bombing leader, which in this case is George Sweany. Squadron Leader Sweany has flown 63 sorties and has piled up considerably more than 400 hours over enemy territory. He is a Canadian who learned his exacting job on training stations of the Joint Air Training Plan, and later with Canada's first heavy bomber squadron. His operational flying completed, he now directs the training and operational routine of hundreds of air bombers in the RCAF Group.

A pedagogue's job should be a fairly easy one for a chap who started as a school teacher at Roland, Manitoba. After living at Langenburg, Saskatchewan and Lockwood, Saskatchewan where his father was a farmer, he attended high school at Myrtle, Manitoba. An all-round athlete specializing in baseball and hockey, he found a school-teacher life too prosaic and gave it up after a short time working at various jobs throughout the Canadian West where his athletic ability placed a premium on his services. In 1937, he went to Sudbury and worked with the International Nickle Company doing various types of mechanical repair work. He

also played for the Coniston hockey team and was an outstanding performer at centre ice.

Upon enlisting in the RCAF early in 1941, he trained as a navigator at St. John's, Quebec, Mountain View, Ontario, and Pennfield Ridge, N.B., arriving overseas in February, 1942. His first operational experience came while he was still at an Operational Training Unit when, as a pilot officer navigator, he took part in one of the early heavy raids on Dusseldorf. He later switched to air-bomber.

Posted to the first all-Canadian bomber squadron, he was crewed up with the present Wing Commander Charles Palmer, DFC, of Dundalk, Ontario. He flew with Wing Commander Palmer on 20 sorties, one of them being the mission he remembers best of his entire tour. "It was by far the hottest," he recalls. "We were after the docks at Flensburg and went in at 700 feet to bomb; we were at 250 feet when we came out."

It is a matter of some pride with S/L Sweany that their Halifax came back with only five holes in the fuselage in spite of a curtain of flak put up to defend the important target. Hanover appears most frequently in his logbook, although he has three entries under "Berlin". He has two post-war ambitions: One to get back to Canada to see the girl he married just before winning his wing in 1942; the other, to fly his own aircraft for pleasure after the war. (Note: Perhaps the International Nickle Co. trade journal would be interested in this).

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SWEENEY, F/L Ronald James (J8426) - **Air Force Cross** - No.10 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Winnipeg, 7 August 1918 (RCAF press release announcing award); educated at St. Edward Public School and St. Paul's Collegiate. Home in Winnipeg, Manitoba where he was on staff of **Free Press**; enlisted there 4 February 1941 and posted to No.1 Manning Depot. To No.6 SFTS (guard duty), 24 March 1941. To No.1 ITS, 16 May 1941; graduated and promoted LAC, 21 June 1941 when posted to No.3 EFTS; graduated 8 August 1941 when posted to No.5 SFTS; graduated and commissioned, 24 October 1941. To No.10 SFTS, date uncertain. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 15 June 1943. To No.2 Release Centre, 16 April 1945. Retired 10 May 1945. Award sent by registered mail 2 May 1946. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 7) has citation. When recommended he had flown 1,689 hours, 1,489 as instructor, 161 in previous six months.

This officer has been attached to this unit as a navigation instructor for the past three years. His hard and conscientious work earned him the position of navigation

flight commander, which position he has held for some eighteen months. An excellent organizer, much credit is due him for the excellent record his section holds. As an officer and flight commander he has displayed all the qualities of a capable leader requisite of the highest traditions of the service.

\* \* \* \* \*

SWEIGARD, Sergeant Cloyd Milton (R70822) - **British Empire Medal** - No.1659 Heavy Conversion Unit (AFRO gave unit only as "Overseas" - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 4 December 1913 in Minnesota. Home in Eyebrow, Saskatchewan (farmed with his father to 1937, then became a mechanic and welder); enlisted in Regina, 28 September 1940. Attended Technical Training School, St.Thomas, 22 November 1940 to 4 June 1941 (airframe mechanic. promoted Aircraftman 1st Class, 5 April 1941); served at No.6 Repair Depot, Trenton, 5 June 1941 to 16 May 1942 where he was an airframe fitter and welder (promoted LAC, 5 July 1941, Corporal on 1 August 1941; described as working on maintenance of heavy aircraft, "outstanding on Battles"; at Station North Sydney, 17 May 1942 to 13 February 1943, chiefly with No.117 (BR) Squadron (promoted Sergeant, 1 October 1942); posted overseas March 1943, arriving 17 March 1943; to No.1659 CU, 27 March 1943; attended A.V. Roe course on Lancaster airframes, 24 January to 4 February 1944 and obtained 74 percent pass; to No.61 Base, 5 May 1944; attended Propeller Course at de Havilland, 22 October to 4 November 1944; repatriated 7 August 1945; released 6 September 1945. Award presented 14 February 1948. Died in Oshawa, 3 December 1998. No citation. On 7 February 1945 he was assessed as "A very keen and much better than average Non-Commissioned Officer". On repatriation he was described as having been "Non-Commissioned Officer in charge air frame mechanics".

A document from No.76 Base (copied from a source that H.A. Halliday cannot now identify) has the recommendation for this award, dated 19 June 1945. He was the the Non-Commissioned Officer in charge of Auxiliary Sections, Station Topcliffe.

Sergeant Sweigard was posted to this unit on 27<sup>th</sup> March 1943 and since that time had proved that he possesses every quality of leadership. He has tackled the most difficult tasks with cheerfulness and enthusiasm, and has at all times displayed the utmost tenacity and devotion to duty.

Sergeant Sweigard has an outstanding technical knowledge, and he has proved invaluable to the unit by his originality in designing and manufacturing specialised equipment for use in the various sections on the stations.

His enthusiasm for his work has never lagged, and his own personal efforts and high standards have been an inspiration to all the men working with him, and have

proved of inestimable value to his section.

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SWENERTON, F/O Lyman Douglas (J22543) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 1/45 dated 5 January 1945. Born 31 August 1917 in Vancouver; home there; enlisted there 4 July 1941 and posted to No.2 Manning Depot. To No.3 SFTS (guard), 14 August 1941. To No.4 ITS, 13 September 1941; graduated and promoted LAC, 4 November 1941; to No.18 EFTS, 8 November 1941; ceased training, 11 December 1941 and posted to Trenton; to No.4 AOS, 3 January 1942; graduated 11 April 1942 and posted to No.4 BGS; graduated and commissioned 3 July 1942. To No.31 OTU, 23 July 1942 but appears to have been assigned that date to Ferry Command. To RAF overseas, 11 December 1942. Promoted Flying Officer, 3 January 1943. Promoted Flight Lieutenant, 3 July 1944. Repatriated 13 August 1945. To No.8 Release Centre, 21 August 1945. Retired 4 October 1945. Rejoined RCAF at Sea Island, 11 May 1950 (50154) and served with No.442 (Auxiliary) Squadron. Appears to have retired 15 June 1950 but remained in Supplementary Reserve until 1 June 1962. Died 4 February 2007. Award presented 5 March 1949. No citation other than that he had "completed numerous operations against the enemy in the course of which he has invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation by W/C W.P. Pleasance dated 24 June 1944 when he had flown 30 sorties (202 hours 35 minutes), 23 June 1943 to 27 April 1944.

Flying Officer Swenerton has completed a tour of 28 night operations against the enemy [Sea Search on 23 June 1943 and recalled mission of 22 February 1944 are clearly subtracted]. Throughout his tour of operations he invariably showed remarkable calmness and coolness. Although he thoroughly understood his work, he was invariably searching for ways to improve his knowledge and efficiency. With his devotion to duty and his exceptional knowledge, he was of invaluable help to his captain and crew and constantly instructed his pilot, irrespective of defences, to press home his bombing runs in the most effective manner. During his operational tour, he secured no less than eleven plotted photographs within the target area.

I consider that this officer's continuous gallantry, his constant determination to press home his attack to the best advantage and the high example he has shown fully merits the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

23 June 1943 - sea search (4.25, Wellington aircraft)  
29 July 1943 - Hamburg (6.00)  
30 July 1943 - Remscheid (5.35)



2 August 1943 - Hamburg (7.00)  
9 August 1943 - Mannheim (8.00)  
10 August 1943 - Nuremberg (9.00)  
31 August 1943 - Berlin (8.20)  
6 September 1943 - Munich (10.10)  
15 September 1943 - Mont Lucon (6.45)  
16 September 1943 - Modane (9.45)  
4 October 1943 - Frankfurt (7.05)  
8 October 1943 - Hanover (6.50)  
3 November 1943 - Dusseldorf (6.10)  
25 November 1943 - Frankfurt (7.35)  
29 December 1943 - Berlin (7.15)  
20 January 1944 - Berlin (7.25)  
21 January 1944 - Magdeburg (7.50)  
5 February 1944 - Gardening, Oslo (7.35)  
10 February 1944 - Gardening, St. Nazaire (6.50)  
22 February 1944 - Gardening, Heligoland Bight (2.50, recalled)  
24 February 1944 - Gardening, Flensburg (6.55)  
3 March 1944 - Gardening, Bordeaux (7.15)  
6 March 1944 - Trappes (5.00)  
13 March 1944 - Le Mans (5.20)  
18 March 1944 - Gardening, Heligoland Bight (4.50)  
25 March 1944 - Aulnoye (5.55)  
29 March 1944 - Vaires, Paris (6.05)  
19 April 1944 - Sea Search (4.10)  
20 April 1944 - Lens (4.45)  
24 April 1944 - St. Malo (5.30)  
27 April 1944 - Montzen (4.25)

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SWENT, P/O William Harold (J88458) - **Distinguished Flying Cross** - No.15 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 8 December 1921 in Rainham Centre. Ontario; home in Selkirk, Manitoba (welder); enlisted in Toronto, 5 February 1943 and posted to No.1 Manning Depot. To No.1 BGS, 11 May 1943. To No.1 Manning Depot again, 27 June 1943. To No.1 Air Gunner Ground Training School, 23 July 1943. To No.9 BGS, 4 September 1943; promoted LAC, 11 September 1943; graduated and promoted Sergeant, 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, Bournemouth, 23 January 1944. Commissioned 25 July 1944. Promoted Flying Officer, 25 January 1945. Repatriated 13 August 1945. Retired 2 October 1945. Award sent by registered mail from Government House, 1 April 1949.

This officer includes Stuttgart, Bremen and Stettin among his targets. In July 1944, when on a mine-laying sortie, his aircraft was attacked by a Junkers 88 just before reaching the allotted position. Pilot Officer Swent opened fire at short range and the enemy aircraft was seen to be hit. It broke away and exploded in the air. In May 1944, when detailed to attack railway installations at Trappes, his aircraft was four times attacked by enemy aircraft. Although in one of these encounters it was severely damaged, Pilot Officer Swent maintained accurate fire throughout and succeeded in forcing all four enemy aircraft to break off their attacks. He is an enthusiastic air gunner displaying a high standard of efficiency and determination both in the air and on the ground.

NOTE: Public Records Office Air 2/9038 has recommendation dated 9 October 1944 when he had flown 29 sorties (138 hours 15 minutes), 27 May to 17 September 1944.

27 May 1944 - Boulogne (2.30)  
31 May 1944 - Trappes (5.25)  
2 June 1944 - Wissant (2.00)  
5 June 1944 - Caen (3.40)  
7 June 1944 - Massy (3.30)  
23 June 1944 - Le Hay (3.00)  
27 June 1944 - Biennais (3.30)  
30 June 1944 - Villers Bocage (3.50)  
2 July 1944 - Beauvoir (3.50)  
5 July 1944 - Wizernes (2.50)  
7 July 1944 - Vaires (4.30)  
10 July 1944 - Nucourt (3.40)  
15 July 1944 - Chalons-sur-Marne (6.30)  
17 July 1944 - Caen (3.55)  
20 July 1944 - Homburg (3.40)  
21 July 1944 - GARDENING, Kattegat (6.30)  
24 July 1944 - Stuttgart (7.35)  
28 July 1944 - Stuttgart (7.55)  
3 August 1944 - Bois de Cassan (4.30)  
4 August 1944 - Bordeaux (8.05)  
18 August 1944 - Bremen (5.45)  
25 August 1944 - Russelheim (8.10)  
29 August 1944 - Stettin (9.50)  
3 September 1944 - Eindhoven (3.30)  
5 September 1944 - Le Havre (4.05)  
6 September 1944 - Le Havre (4.00)

10 September 1944 - Le Havre (4.05)

11 September 1944 - Kamen (4.40)

17 September 1944 - Boulogne (3.15)

Pilot Officer Swent has now completed a successful tour of operations consisting of 29 sorties totalling 138.15 hours, including such targets as Stuttgart (twice), Bremen, Stettin and Russelheim.

On the night of 21st July 1944, when detailed to lay mines off the German coast, just before reaching the allotted position, the aircraft was attacked by a Ju.88 from starboard down at about 600 yards. Pilot Officer Swent opened fire at short range and the enemy aircraft was seen to be hit, broke away, and exploded in the air.

On the night of 31st May/1st June 1944, when detailed to attack marshalling yards at Trappes, the aircraft was four times attacked by enemy aircraft. Although in one of these encounters our aircraft was hit, causing damage to [the] port inner engine, port inner mainplane and fuselage, Pilot Officer Swent maintained accurate fire throughout all the encounters and succeeded in causing all four enemy aircraft to break off their attacks.

Pilot Officer Swent is an enthusiastic air gunner, displaying a high standard of efficiency and determination, both in the air and on the ground. He is recommended for the award of the Distinguished Flying Cross.

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SWETMAN, F/L William Herbert (J15176) - **Distinguished Flying Cross** - No.405 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, 6 May 1920; home in Kapuskasing, Ontario. Enlisted in Ottawa, 21 September 1940. To No.1 WS, 11 October 1940. To No.1 ITS, 13 November 1940. Promoted LAC, 22 December 1940 and posted that date to No.3 EFTS; to No.6 SFTS, 9 February 1941. Promoted Sergeant, 22 April 1941. To Embarkation Depot, 1 May 1941. To RAF overseas, 8 May 1941. Commissioned 27 January 1942. Promoted Flying Officer, simultaneous to Flight Lieutenant and to Squadron Leader, 1 October 1942. Repatriated 12 September 1944. Promoted Wing Commander, 1 October 1944. Remained in postwar RCAF. Awarded Queen's Coronation Medal, 1953 while with No.1 Air Division. Promoted Group Captain, 1 July 1953. Retired 1967. Concluded his professional career as Business Administrator for Havergal College, Toronto. Died in Toronto, 30 August 2014. 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 49<sup>th</sup> 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). RCAF photo PL-28111 (ex UK-8315 dated 24 February 1944) shows him with reporter Roy McLean of Kelowna after an attack on Leipzig. RCAF photo PL-28440 (ex UK-9422 dated 1 April 1944) has A/V/M McEwen congratulating W/C W.H. Swetman on award of DSO. RCAF photos PL-28441 (ex UK-9423) and PL-28442 (ex UK-9424) dated 1 April 1944 shows W/C W.H. Swetman with A/V/M C.M. McEwen. RCAF photo PL-28447 (ex UK-9429 dated 1 April 1944) is mail call time at No.426 Squadron; Sergeant Jim Watson ((Edmonton) prepared to distribute letters to ground crews; W/C W.H. Swetman (third from left) seems to anticipate some; A/V/M C.M. McEwen (third from right), visiting dispersal, looks on. Shown singly in the follow photos - PL-28449 (ex UK-9369), PL-28450 (ex UK-9370), PL-28451 (ex UK-9371), PL-28452 (ex UK-9372), PL-28453 (ex UK-9373), PL-28454 (ex UK-9374), PL-28455 (ex UK-9375), PL-28456 (ex UK-9376) and PL-28457 ex UK-9377). Photo PL-28458 (ex UK-9378 dated 1 April 1944) shows W/C Swetman shaking hands with Sergeant Jack McKellar (Radisson, Saskatchewan) in appreciation of his record of servicing Swetman's Lancaster. 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 (Kapusksing); Ratcliffe was navigator on Swetman's "A-Apple" Lancaster. RCAF photo PL-28461 (ex UK-9381 dated 1 April 1944) shows two-tour veterans - F/L J.J. Devan, DFC (RAF, flight engineer), W/C W.H. Swetman, DSO, DFC, and F/O H.J. Thomas, DFC (RAF, rear gunner). 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.

Flight Lieutenant Swetman, a bold and resolute captain, has inspired the confidence of all crews with whom he has flown. He has participated in attacks on the Ruhr area and other targets both in Germany and German occupied territory. Throughout his operational tour he has performed excellent work.

Public Records Office Air 2/9598 has detailed recommendation by W/C J.E. Fauquier dated 12 July 1942 when he had flown 27 sorties (118 hours three minutes).

11 October 1941 - Essen (5.40)  
17 October 1941 - Duisburg (5.00)  
31 October 1941 - Hamburg (6.35)  
30 November 1941 - Ostend (3.13, no attack))  
7 December 1941 - Dunkirk (3.50, no attack 10/10 clouds), - )  
17 December 1941 - Wilhelmshaven (4.42)  
26 January 1942 - Hanover (6.42)  
31 January 1942 - Brest (6.16, bombs brought back)  
14 February 1942 - Mannheim (7.13, large fire started at target)  
9 March 1942 - Essen (6.36)  
26 March 1942 - Essen (5.07)  
26 March 1942 - Lubeck (.30, bombs brought back)  
30 May 1942 - Cologne (5.41, bombed Dusseldorf)

1 April 1942 - Poissy (5.42)  
8 April 1942 - Hamburg (5.56)  
10 April 1942 - Essen (5.24)  
12 April 1942 - Essen (4.29, bombs brought back)  
1 June 1942 - Essen (5.06)  
2 June 1942 - Essen (4.44)  
6 June 1942 - Emden (4.26)  
8 June 1942 - Essen (5.22)  
16 June 1942 - Essen (5.47)  
20 June 1942 - Emden (4.36)  
25 June 1942 - Bremen (5.05)  
2 July 1942 - Bremen (4.59)  
8 July 1942 - Wilhelmshaven (4.42)

Flight Lieutenant Swetman is a very courageous and able pilot. He has completed 27 operational sorties with this squadron and his ability and confidence has added considerably to their success. He has continually been a leader to his fellow squadron members. It is recommended that Flight Lieutenant Swetman's excellent work should be recognized by the award of the Distinguished Flying Cross.

These notes are seconded (13 July 1942) by the Station Commanding Officer who write more than Fauquier:

A bold and resolute captain who has now completed 27 operational sorties. By his ability and unshakable determination Flight Lieutenant Swetman has always inspired the confidence not only of his own crews but also of the whole squadron. He is the hardest hitting member of a hard hitting squadron and their success is due in no small measure to his excellent example. I have pleasure in strongly recommending Flight Lieutenant Swetman for the award of the Distinguished Flying Cross.

SWETMAN, W/C William Herbert, DFC (J15176) - **Distinguished Service Order** - No.426 Squadron - Award effective 25 March 1944 as per **London Gazette** dated 7 April 1944 and AFRO 921/44 dated 28 April 1944.

This officer has completed two tours of operations during which he has attacked most of the enemy's heavily defended targets in Germany, including six on the capital city. He has always endeavoured to press home his attacks with the greatest determination and his example of courage and devotion to duty has inspired all. Wing Commander Swetman is a dauntless leader whose able and untiring efforts have been reflected in the fine fighting qualities of the squadron he commands.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600) has original recommendation by the Officer Commanding, Station Linton-on-Ouse, drafted 20 March 1944 when he had flown 52 sorties (316 hours 50 minutes) of which 19 sorties (158 hours 20 minutes) had been since his previous award; no sortie list but text as follows:

Throughout two operational tours, Wing Commander Swetman has, at all times, shown courage and tenacity of purpose of the very highest order. The phrase "turn back" is simply not in his vocabulary and on many occasions he has pressed home his attack and successfully bombed the target under extremely difficult and hazardous circumstances. In the performance of his operational duties this officer has always shown a complete disregard for his own personal safety and his outstanding courage and skill have already been recognized by the award of the Distinguished Flying Cross. As a captain of aircraft and Flight Commander, and latterly as Squadron Commander, he has shown a rare capacity for operational leadership which has inspired all serving with him and has been a prime factor in the outstanding record which his squadron has established under his command. At all times, and particularly since assuming the duties of Squadron Commander, he has deliberately selected the most dangerous and difficult targets and has flown on operations with his squadron whenever possible, which policy has immeasurably increased the esprit de corps, confidence and morale of his aircrews, especially new crews just embarking on an operational career. Wing Commander Swetman's whole operational record is a saga of outstanding bravery, diligence and high devotion to duty. His courageous and efficient performance of his duties at all times has been a credit to the service. I strongly recommend that he be granted the immediate award of the Distinguished Service Order.

This was supported by the Officer Commanding, No.62 Base (Air Commodore C.L. Annis) who wrote on 21 March 1944:

Wing Commander Swetman has had an outstanding operational record, characterized by keenness, exceptional efficiency and great courage and devotion to duty. During two tours of operations he has successfully bombed some of the most dangerous and heavily defended targets on the continent, including six raids on Berlin since he assumed command of the squadron and on his second tour. His confidence, enthusiasm and efficiency, together with the courageous leadership he has at all times displayed have contributed in no small degree to the successful operational record of his squadron, which is second to none in this Group. I recommend that his services be recognized by the immediate award of the Distinguished Service Order.

An RCAF Press Release, circa 10 October 1943, reads as follows:

If Horatio Alger were living today he would find excellent material for another story in the person of young Wing Commander Bill Swetman, Kapuskasing, Ontario, commander of the famous "Thunderbird" squadron of the RCAF Bomber Group in England.

In September 1940 he was just one of the boys sitting around in Ottawa recruiting centre waiting for an interview. Today he is still Bill Swetman but he is a Wing Commander; he has finished one complete tour of operations and is working on a second. He commands one of the finest squadrons in England; he has got the lives and destinies of several hundred-odd young men as his responsibility; he is just 23 years old.

This is a tall order when you are just 23 but Bill Swetman learned his trade the hard way and from the ground up. What is more he is not so long removed from the rank of AC2 that he forgets you have problems that loom pretty large at that stage of the game.

Bill attended Initial Training School in Toronto and then toted a rifle with the rest of the boys doing guard duty at St. Hubert. He took his pilot training at London and Dunnville and was posted overseas in May 1941 with the rank of Sergeant.

He flew a Wellington in the first all-Canadian Bomber Squadron and was commissioned in February 1942. Things happened quickly after that and, after various stretches of training and "converting to four-engine bombers" he wound up with the rank of Squadron Leader with the job of Flight Commander of what is now the Thunderbird Squadron. In August 1943 he was made Wing Commander and put in charge of the squadron.

The grim business of warfare, which he has seen first-hand, has not made him lose his sense of humour. He is young but he knows the score. The boys he commands know he never asks them to go anywhere he has not been or would not go. He is one of the young "Operational Wingcos" who are helping weld the RCAF Bomber Group in England into the formidable outfit it is today.

RCAF Press Release No.4329 dated 27 March 1944 from S/Ldr. T. C. McCall, transcribed by Huguette Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- When the commanding officer of No.6 Service Flying Training School at Dunnville, Ontario, pinned a pair of pilot's

wings on the tunic of LAC Swetman, W.H. in May, 1941, he probably had little idea of the dose of unhappiness that he was turning loose on the Nazis.

Since that time --- first as Sergeant Swetman and latterly as Wing Commander Swetman, DFC – the young man who graduated in the fourth class to leave the school has become one of Canada’s outstanding airmen, a magnificent pilot himself who has logged more than 50 trips to the most heavily defended targets on the continent, and a leader who has made his squadron --- the Thunderbirds --- one of the finest units in Bomber Command.

On March 22nd, Wingco Swetman donned his flying kit and, with his veteran crew, went out to the Lancaster “A for Apple” to undertake his 53rd bombing mission against the enemy. Target was Frankfurt and the trip was made without event, although the 23-year-old Wing Commander remarked afterward that it was one of the “most interesting” of his entire career. After returning from Frankfurt, he was informed that he had been “screened” from further flying operations and would be assigned to new duties of a non-operational nature.

Three days later Air Vice Marshal C.M. McEwen, M.C., DFC and Bar, Air Officer Commanding the Canadian Bomber Group, summoned him to Group Headquarters to offer congratulations on the “immediate” award of the Distinguished Service Order which had just been made. The award --- one of the most coveted in the gift of His Majesty --- paid tribute to the courage, energy and outstanding leadership of the young Wing Commander.

It was a brilliant climax to a career which had begun to assume legendary proportions. Coming overseas in the summer of 1941 as a sergeant-pilot, “Bill” Swetman, as he is known throughout the Bomber Group, was assigned to the first Canadian bomber squadron and earned his commission as a pilot officer in February of the following year. Completing his first tour, he was awarded the Distinguished Flying Cross and assigned to Group Headquarters where he was given duties of an important nature connected with operations.

Returning to ops, he became a flight commander in the Thunderbird squadron --- first Canadian squadron to operate on Lancaster bombers --- under the command of Wing Commander L. Crooks, DSO, DFC, a member of the Royal Air Force who was posted missing following a sortie last summer. The young squadron leader was selected to succeed W/C Crooks and promoted to his present rank.

Since that time, he has carried on in brilliant fashion, inspiring those under his command by his example and leadership. Six of his trips on his second tour have



been to Berlin during the period when the Bomber Command offensive against the Nazi capital was stepped up to a crescendo. During January of this year, he logged three sorties against the capital, and on several occasions operated on successive nights, a very considerable physical strain in addition to the task of commanding a large squadron. In the 35 days which preceded his final trip, he made nine sorties, these including Berlin, Leipsig (twice), Stuttgart (twice), Schweinfurt, Frankfurt (twice) and Le Mans in France. All but the last-mentioned come within the category of "hot" targets in the lexicon of airmen.

The slim, fair-haired bomber ace is modest to the point of taciturnity except where his squadron and the men who man it are concerned. He is proud of the crew which flew with him. Two of them, F/O "Taffy" Thomas, DFC, his rear gunner, and F/L "Jimmie" Devan, DFC, his flight engineer --- both of them English lads --- finished their second tour at the same time as their skipper, and also made their first tour with him. The other four members of his crew, Flight Lieutenant R.E. "Ted" Ratcliffe of (375 Alfred Street), Kingston, Ontario, the navigator; F/O "Con" Massey of (7 Killarney Gardens), Pointe Clare, Quebec, the bomb-aimer; F/O I.N. "Art" Peterson of Grassy Lake, Alberta, the wireless operator; and P/O Jelley of the R.A.F., the mid-upper gunner, have also been "screened" with their captain after completing their first tour.

The only point on which Wingco Swetman will wax at all voluble is in connection with the unsung heroes of the Air Force --- the groundcrew lads who are responsible for the maintenance and the flying efficiency of the huge and complicated apparatus which is today's heavy bomber. "You can't give them enough credit," he says.

Two members of his squadron whom he singled out for a special praise for their work in looking after his own and other aircraft, are Sergeant Jack McKellar of Radisson, Saskatchewan, and Sergeant Jim Watson of Edmonton, Alberta. To them, he assigns a good share of the credit for the job which he and his fellow-airmen of the Thunderbirds have been able to do. Born in Kapuskasing, Ontario, he is the son of H.J. Swetman who holds the rank of honorary captain and has been in Great Britain for a considerable length of time with one of the overseas war service organizations. His mother is residing in Toronto at the present time. After graduating from High School at Kapuskasing, he attended Sir George Williams College at Montreal for a year and was studying for a degree in commerce at the time of his enlistment in the R.C.A.F.

He is the second member of the Canadian Bomber Group to be awarded the Distinguished Service Order for his work while in the Group. The other was Wing

Commander M.M. "Merv" Fleming, DSO, DFC, of Ottawa, Ontario, who formerly commanded the "Moose" squadron and is now attached to the United States Eighth Air Force in a liaison capacity. The Group's other DSO winner is Group Captain John Fauquier of Ottawa who was recently awarded a bar to the DSO in recognition of his outstanding services as commander of a Canadian squadron in the Pathfinder Force. Group Captain Fauquier has recently been appointed to headquarters of the Canadian Group as "Air 1", a position entailing the planning and supervision of operations.

His biographical file includes a newspaper clipping dated 9 May 1944, AIR ACE DISLIKES BEING A SALESMAN WHILE ON LEAVE. It represents a startling departure from standard article about service-civilian relations.

Toronto, May 8 (CP) - Wing Commander Bill Swetman, DSO, DFC of Kapuskasing, Ontario told a crowd at Victory Loan exercises at the city hall today that Canadian citizens might think it "an even break - us to fight your battles and perhaps die; you to buy war bonds and get your money back - but we don't think so."

The airman said he wasn't trained to make fancy speeches but to fight. When he did and other s like him come home on leave after a tour of operations they wanted to spend it with relatives - not making speeches in persuade people to buy bonds.

He said his colleagues overseas were not pleased to know that high-priced movie actors and actresses were brought from Hollywood to persuade people to buy bonds to supply the materials to keep the troops fighting. He also said his friends who came back after overseas service were not too pleased to see do many young men of their own age not yet in uniform.

The Canadian people were complacent but they were on the eve of having the war really brought home to them. "When the invasion starts there will be more Canadian casualties in a few days than all the combined services up to date", he said for an interview.

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SWINGLER, P/O John Earle (J15119) - **Distinguished Flying Cross** - No.38 Squadron - Award effective 30 June 1942 as per **London Gazette** dated 7 July 1942 and AFRO 1097/42 dated 17 July 1942. Born in Port Arthur, 17 November 1919; home there; enlisted in Fort William, 29 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 16 September 1940 when posted to No.2 EFTS; to No.2 SFTS, 18 November 1940; graduated and promoted Sergeant, 28 January 1941. To Rockcliffe, 18 February 1941. To Embarkation Depot, 22 February 1941. To RAF overseas,

26 March 1941. Commissioned 15 December 1941. Repatriated 21 June 1942 for duty with Ferry Command. To AFHQ, 23 July 1942. To Eastern Air Command, 23 October 1942 to attend Hudson OTU at Yarmouth. To No.149 (BR) Squadron, 30 November 1942 (Venturas on anti-submarine operations). Promoted Flying Officer, 15 December 1942. To Terrance, British Columbia, 17 January 1944. To Prince Rupert, 31 March 1944. To "Y" Depot, Lachine, 23 May 1944. Taken on strength of No.3 PRC, Bournemouth, 2 June 1944. Obituary said he flew a tour with No.435 Squadron, Burma. Promoted Flight Lieutenant, 1 July 1944. Repatriated via Debert, 23 July 1945. Retired 17 September 1945. Returned to Trail, and worked at the Consolidated Mining & Smelting Co.. Moved back to Port Arthur in 1949 where he built several homes. From the late 1950's until the early 1960's he was Branch Manager of Western Plywood (Weldwood Westply), travelling extensively in Northwestern Ontario during that time. Purchased Everest Funeral Chapel Limited in 1964, and graduated from Humber College in 1967, working as an embalmer and funeral director until retirement in 1979. DHist file 181.009 D.1636 (RG.24 Vol.20604) has application for Operational Wings dated 1 February 1944. Stated that he had joined No.218 Squadron (Wellingtons) in February 1941 and flew 16 sorties (79 hours 55 minutes). Flew two deliveries of Wellingtons to Malta, August 1941, before joining No.38 Squadron on 28 August 1941; flew 21 sorties (192 hours, which seems rather high) on night bombing, minelaying, and torpedo dropping; claimed torpedo hit on ship in Patras Harbour. Lost in sand storm in desert, 19 November 1941, baled out, and spent four days walking 15 miles to safety. Tour ended 15 May 1942 when he was posted to No.5 Middle East Training School. Award presented 25 February 1944. Appointed Honourary Colonel, No.18 Service Battalion, Thunder Bay, 1982 to 1994. Died in Thunder Bay, 15 June 2009 as per **Legion Magazine**, "Last Post" column, March-April 2010.

This officer has completed numerous sorties which include raids on targets in Germany, Italy, Greece, and Libya. He has always pressed home his attacks to the greatest advantage. In March 1942 he was detailed to attack shipping off Patras Harbour. In spite of heavy defensive fire, both from the ship selected for attack and the land defences, Pilot Officer Swingler pressed home his attack at 60 feet above sea level.

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SWINSON, P/O (now F/O) Kenneth George (J37360) - **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 4 April 1920. Home in Midland, Ontario; enlisted in Toronto, 13 November 1940. To No.1A Manning Depot, 9 December 1940. To Rockcliffe, 2 January 1941. To No.1 ITS, 6 April 1941; graduated and promoted LAC, 16 May 1941 when posted to No.9 EFTS; ceased training, 3 June 1941; to No.2 WS, 20 July 1941; may have graduated 7 December 1941 but not posted to No.3 BGS until 3 January 1942; 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 6

September 1943. Promoted Flying Officer, 6 March 1944. To No.149 (BR) Squadron, 10 August 1944. To No.1 (Communications) Detachment, 16 November 1944. To No.121 (Communications) Squadron, 8 July 1945. To No.4 Release Centre, 1 October 1945. Retired 12 October 1945. Died in Oshawa, 7 July 2016.

This officer has at all times proved himself to be a loyal and efficient wireless operator air gunner while on flying operations in the North Atlantic.

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SWITZER, Sergeant Arthur William (R87620, later J90112) - **Distinguished Flying Medal** - No.18 Squadron - Award effective 22 October 1943 as per **London Gazette** dated 29 October 1943 and AFRO 2457/43 dated 26 November 1943. Born 23 November 1915 in Revelstoke, British Columbia; enlisted in Vancouver, 23 December 1940 and posted to No.2 Manning Depot. To No.32 SFTS (guard), 5 February 1941. To No.2 WS, 30 March 1941; promoted LAC, 1 May 1941; to No.2 BGS, 15 August 1941; to No.2 WS again, 13 September 1941. Promoted Sergeant and classified as Wireless Air Gunner, 30 September 1941. To Embarkation Depot, 22 October 1941; to RAF overseas 1 October 1941. Promoted Flight Sergeant, 30 March 1942. Promoted WO2, 1 November 1942. Promoted WO1, 1 May 1943. Commissioned 10 October 1944. Repatriated 28 October 1944. To Western Air Command, 11 December 1944. To No.3 OTU, 29 December 1944. To Patricia Bay, 4 April 1945. Promoted Flying Officer, 10 April 1945. To No.8 Release Centre, 23 September 1945. Retired 10 October 1945. Award presented 29 May 1947. Died in Revelstoke, 30 September 1999 as per Royal Canadian Legion Last Post website.

This airman has completed a large number of operational sorties. He has always displayed extreme keenness to participate in both day and night operations, proving himself a cool and courageous air gunner. On two occasions his aircraft has been attacked by enemy fighters. During these engagements, while giving his pilot excellent directions, he brought his guns to bear on the enemy, thereby greatly assisting in frustrating the attackers. Sergeant Switzer has also successfully machine gunned enemy transport vehicles during night intruder attacks in Tunisia. His conduct at all times has been most praiseworthy.

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SWITZER, F/L William Alexander (J21618) - **Mention in Despatches** - No.193 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 21 September 1920. Home in Edson, Alberta (pharmacy apprentice); enlisted in Edmonton, 11 July 1941. To No.3 Manning Depot, 21 August 1941. To No.4 Training Command, 10 October 1941. To No.8 BGS (guard), 10 October 1941. To No.4 ITS, 9 November 1941; graduated and promoted LAC, 2 January 1942 when posted to No.16 EFTS; may

have graduated 13 March 1942 but not posted to No.1 SFTS until 28 March 1942; graduated and commissioned, 17 July 1942. To "Y" Depot, 31 July 1942. To RAF overseas, 6 August 1942. Arrived in UK 19 August 1942; to No.7 (P) AFU, 4 September 1942; to No.56 OTU, 28 September 1942; to No.193 Squadron 15 December 1942. Promoted Flying Officer, 17 April 1943. Promoted Flight Lieutenant, 13 June 1944. Participated in attack which may have injured Rommell, 17 July 1944 (others were J17690 F/L R.W. Davidge, R132595 WO1 A.W.E. Sugden and J85756 F/L G.E. Langille, all of No.193 Squadron, a Typhoon unit). See **Wing Abroad**, 26 October 1944. Missing and Injured in action, 15 August 1944; reported safe, 20 August 1944. Repatriated 12 December 1944. To No.10 Repair Depot, 23 December 1944. To No.7 Release Centre, 14 August 1945. Retired 20 August 1945. Reported to have died, 30 June 1969 as per DVA file 24 and letter dated 8 July 1969; see below.

Public Record Office WO 208/3324 has his MI.9 report of his evasion:

On 15 August 1944 I left in a Typhoon aircraft from airstrip B.3 (France) at about 0630 hours to attack German transport near Falaise. Near the target I was shot down by light flak. My machine burst into flames and got completely out of control. I was thrown out of the aircraft, breaking my leg and when I reached the ground I was unconscious.

I woke up about two hours later in a wood about 15 miles southeast of Falaise. My face and neck were badly burned and I could hardly move, but I was able to fix a splint on my leg. Heavy shelling was going on all around me.

At about noon the wood in which I was hiding was dive-bombed by American aircraft and was set on fire. I was forced to crawl out of the wood on to a road nearby where I remained all day and all night. On the morning of 16 August I was picked up by 25 German soldiers. They searched me and asked me some questions concerning the battle that was going on.

Shortly afterwards the Germans were engaged by the Americans, and while they were returning the American fire I was left lying on the road. I was able to crawl into a ditch nearby. The battle continued all day. During the afternoon I crawled away from my hiding place towards our lines without the Germans noticing me.

I used some of the food from my escape kit and ate apples from an orchard. I crawled nearly all night and part of 17 August. I was picked up by American soldiers at about 1700 hours. They took me by jeep to a forward dressing station and from there to Cherbourg. I was flown to the United Kingdom on 20 August 1944.

Public Record Office Air 2/9118 has recommendation drafted 12 July 1945 which noted he had

flown 135 sorties (142 operational hours).

Flight Lieutenant Switzer was shot down at about 1700 hours on the 15<sup>th</sup> August 1944 by enemy flak, whilst attacking transport near Falaise. His aircraft burst into flames and dived out of control. He was thrown out of the cockpit and lost consciousness.

About two hours later he recovered to find himself under heavy shell fire lying in a wood, which he subsequently learnt, was about 15 miles southeast of Falaise. His face and neck were badly burned and one leg was broken, presumably by striking some portion of the cockpit when he was thrown out. Though in great pain and hardly able to move he improvised and attached a splint to his broken leg.

At about noon, the wood in which he was hiding was dive-bombed by an American aircraft and set on fire. He crawled painfully out of the wood on to a road, where he lay for the remainder of that day and all night, sustaining himself by escape rations and some windfall apples from a nearby orchard.

On the morning of the 16<sup>th</sup>, a party of about 25 German soldiers came along the road, searched him and asked a number of questions about the battle. While this was going on American troops came up and engaged the Germans, who took cover and left him lying in the road.

Seizing this opportunity to escape, Flight Lieutenant Switzer managed to gain the ditch during the battle which continued throughout the day, and unseen by the enemy, crawled away towards our lines. After crawling nearly all night and most of the next day he was picked up at 1700 hours by some American soldiers in a Jeep, who took him to a forward Dressing Station.

I consider that though Flight Lieutenant Switzer was in dire need of medical assistance, which he was able at any time to obtain from the enemy in the immediate vicinity, he displayed a superb morale, tenacity of purpose and fortitude to a very high degree, whilst suffering great pain from multiple injuries and I therefore strongly recommend that his name be Mentioned in Despatches.

This citation is submitted following a recommendation by the War Office.

Air 2/9118 also has a citation. It would seem that his squadron commander suggested a Mention in Despatches, but as of 16 July 1945 Air Vice-Marshal E.C. Hudleston (Air Officer Commanding, No.84 Group) recommended a Military Cross, and Air Chief Marshal W.S. Douglas (Air Officer Commanding-in-Chief, British Air Forces of Occupation) concurred. Nevertheless, War Office

opinion clearly favoured an MiD.

On 15<sup>th</sup> August 1944, this officer was engaged on an operational missions near Falaise when his aircraft was hit by anti-aircraft fire. The aircraft burst into flames and went out of control, and Flight Lieutenant Switzer was thrown out of the cockpit, breaking his leg and losing consciousness. When he regained his senses he found himself in a wood with his face and neck badly burned but he was able to fix a splint to his broken leg. Later the wood was dive-bombed by American aircraft and set on fire. Flight Lieutenant Switzer was forced to crawl out on to a nearby road where he remained for the rest of the day and night. Next morning he was picked up by German soldiers who searched him and asked questions. Later the Germans were engaged by allied forces. While fire was being exchanged, Flight Lieutenant Switzer managed to crawl into a ditch and later got away without being noticed. He crawled on, nearly all through the night and most of the next day, until found by American troops. Throughout, this officer displayed great fortitude and devotion to duty whilst suffering intense pain from multiple injuries.

RCAF Press Release 4958 of 4 January 1945 read as follows:

Ottawa - One of four RCAF Typhoon pilots credited with a share in the fatal wounding of German Field Marshal Erwin Rommel in a strafing raid in Northern France, July 17 last, F/L W.A. (Bill) Switzer of Edson, Alberta, recently arrived back in Canada.

After an attack on German Field Headquarters, southeast of Caen, Switzer and three other Canadians and four RAF Typhoon pilots, carried out a cannon strafing on a small German vehicle convoy, consisting of a staff car, an armoured car and two motorcycles.

“Since we were shooting up anything that moved in enemy territory in those days we went down and blasted the motor bikes and the two cars into the ditch”, Switzer said. “But we didn’t know who we had shot up until we were told several days later. Up to that time Rommel was just another mark in my logbook.”

Other Canadians taking part in the kill were F/L Rod Davidge, also of Edson, and F/O Peter Langelle, Chatham, New Brunswick.

A month later Switzer, who was leading his section on a reconnaissance tour, was forced to bale out at 500 feet when light flak sent his Typhoon down in flames and out of control. When he came to he found he had broken his right leg and landed in the German lines.

Two days later he was picked up by a German patrol, which was engaged shortly afterwards by an American advance unit. He managed to escape in the confusion of the fighting and crawled for two days and a night with his leg in an improvised splint. Eventually he crawled into the American lines.

He had been shot down once previously on D Day plus six, when flak shot out his engine in Northern France. He managed to crash land his aircraft behind his own lines.

Permanently grounded because of his injuries, Switzer has no immediate plans. "Wants to look around first" before making any decision about his future.

The following was published (date uncertain) in the Hinton **Voice**:

#### MORE THAN JUST A MAYOR - A WAR HERO

He's most renowned for being Hinton's first mayor and a prominent member of Alberta's legislature. He has a provincial park named after him, as well as Hinton's major municipal roadway.

Today, as we remember Canada's veterans, it seems like a good time to acknowledge that William A. Switzer – among all his other accomplishments – was one such person. As a pilot in the Royal Canadian Air Force (RCAF), he flew many combat missions over France and Germany.

Born into the well respected and ambitious Switzer family of Edson, he was in his second year of pharmacy when the Second World War broke out. He felt the need to serve and at age 21 joined the RCAF.

Overseas he flew Hawker Typhoon fighter/bomber aircraft with 193 Squadron of the British Royal Air Force. The squadron operated in the low level ground attack role. Targets were tanks, trucks, trains and buildings. It was extremely dangerous. They were exposed to intense anti-aircraft fire and, if hit, there was little time to react. Often they were too low to bail out. In the last three years of the war more than 600 Typhoon pilots were killed.

At first they flew from bases in England, but after D-day in June 1944 the squadron operated out of makeshift airfields in France supporting the Canadian Army. They slept in tents by the runway and often flew three or four missions a day. Sometimes they were so close to the front lines the ground crew at the airfield could hear them hitting the enemy a short distance away.

Flight Lieutenant Switzer was right in the thick of things. Getting shot at every day was just part of the job. He was shot down twice and went through three aircraft during this period. Once he narrowly escaped death when a cannon shell exploded just behind the cockpit seat.



On July 14, 1944 Switzer led a combat patrol that military historians still talk about – the attack on General Rommel. After successfully bombing a Nazi headquarter building the flight was returning to base when they spotted two enemy staff cars on a road below.

One of the occupants was the commander of German defences in France, Erwin Rommel. Switzer and his wingman peeled off to strafe the vehicles. An aircraft spotter in Rommel's car saw them coming and screamed for the driver to accelerate, but they never had a chance.

The fire power of the Typhoon's 20mm cannons was devastating and they were hit with deadly force. It was over in seconds and the fighters were gone. Nobody walked away. Rommel was lucky though – for a while. He survived with serious head injuries and returned to Germany to recuperate. While there he was implicated in the bomb plot to assassinate Hitler. It failed and the conspirators were executed.

Hitler was afraid to openly confront the popular Rommel and gave him the option of committing suicide, with assurance that his family would be left alone. The general took poison and the German public were told he died of his wounds. Some historians feel Rommel's demise had a demoralizing effect on the German Army and Switzer's attack hastened the allied advance into Germany.

A month later F/L Switzer had another flight to remember, only this time he nearly died. During a low-level attack on a truck convoy in the Falise area his plane was hit by anti aircraft fire and burst into flames. He had seconds to bail out, but his canopy jammed. It looked like the end, but at the last moment he was thrown clear and his parachute opened just before he hit the ground. He lay there unconscious for some time.

Coming to, he couldn't walk because of a broken knee and suffered from painful burns. He was in big trouble. The convoy he hit was just up the road and any survivors would not be happy. To compound things the area was being shelled. He hid in some bushes but US bombers set them on fire so he crawled to a road where he stayed until the next morning.

A German patrol came along and took him with them. Thankfully, they treated him well and were actually taking him to an aid station when they were ambushed by American soldiers.

They dumped him on the road and returned fire. The fight went on all day so he decided to escape and crawled into a ditch. His captors never noticed and he headed for the allied line. He still couldn't walk – all this was done by crawling and the pain was excruciating.

He crawled all night dodging enemy patrols and the next day was rescued by Americans. They patched him up and he returned to England. That was the end of the war for him. His knee took a number of surgeries, both in England and Canada, to heal.

Back home Switzer owned and operated Hinton's Switzer Drugs, was the town's first mayor and served as Liberal MLA for the area. He married Vivian McLeod of the Coal Branch and they had two daughters, Joan and Janice.

Bill Switzer died in 1969 at age 48 of a heart attack. Vivian passed away in 1993 and both are buried in Hinton.

The next time you travel Switzer Drive think of the man it's named for – the fighter pilot, war hero and respected public figure. Oh, and also consider that Switzer Drive is about the same distance Flight Lieutenant Switzer crawled with a broken knee and painful burns to escape his captors.

Well done, sir!

\* \* \* \* \*

SYLVESTER, Sergeant Leonard Charles (R68436) - **Mention in Despatches** - Station Digby (AFRO gives unit only as "Overseas" - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 17 January 1921. Served in Lorne Scots (Militia), March 1934 to July 1940. Enlisted in RCAF in London, Ontario, 16 September 1940. Initially General Duties, reclassified as Service Police (23 November 1940) and as Disciplinarian (18 May 1943). Served at No.1 Manning Depot, Toronto (16-30 September 1940), Station Sydney (30 September to 20 October 1940), No.3 Manning Depot, Ottawa (20 October to 26 November 1940; promoted Corporal 23 November 1940), No.2 Training Command, Winnipeg (26-29 November 1940), No.8 BGS (29 November 1940 to 5 May 1941; promoted Sergeant 1 March 1942), No.3 WS (6 May to 13 July 1942. Posted overseas, August 1942. To Dunsfold, 31 October 1942. Promoted Flight Sergeant, 1 January 1943. To Station Digby, 20 January 1943. To No.419 Repair and Salvage Unit, 31 August 1944; to No.63 Base, 9 September 1944. Repatriated 28 August 1945; released 13 October 1945. Awarded Canadian Efficiency Medal as per AFRO 1127/45. No citation in AFRO.

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SYME, W/C John Duncan (C2138) - **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 20 April 1903 in Wolverhampton, England; joined RCAF, 1 August 1927 as an Aero Engine Mechanic. Attained rank of Warrant Officer, 1 April 1939. To Technical Training School, St. Thomas, 13 November 1939. To Aero Engineer School, 6 March 1940. Commissioned in Aeronautical Engineering Branch, 15 June 1940. Promoted Flight Lieutenant, 15 July 1941. Promoted Squadron Leader, 1 November 1942. Promoted Wing Commander, 1 November 1943. Instructed at RCAF Aero Engine School, Montreal, 14 January 1941 until March 1943, when he was appointed CO of the unit. Made Director of Engineering Training, AFHQ (September 1943).

Remained at that post to March 1945 when sent overseas (13 April 1945). Repatriated 23 July 1945. Returned to AFHQ as Director of Trade Advancement, appointed to command No.10 Repair Depot (Calgary), 26 December 1947. Returned to AFHQ, 20 November 1949 and in December 1949 appointed Director of Maintenance; promoted Group Captain, 1 January 1952; appointed CO of Camp Borden, 4 February 1952. MBE presented 9 December 1947. Queen's Coronation Medal, 23 October 1953 when a Group Captain at Camp Borden. Retired 13 December 1956.

This officer since the outbreak of war has been employed on the duties of training mechanical tradesmen and engineer officers. He has always devoted his full energies to the task. His enthusiasm and devotion to duty have been a splendid example to all. His initiative and forethought in the training of these ground trades have contributed greatly to the high standard of maintenance and low accident rate enjoyed by the Royal Canadian Air Force. By his consistently commendable work and example to others he is deserving of high praise.

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SYMONS, P/O John Henry (J16507) - **Distinguished Flying Cross** - No.75 Squadron - Award effective 6 May 1943 as per **London Gazette** dated 25 May 1943 and AFRO 1247/43 dated 2 July 1943. Born in Saskatchewan, 16 November 1921; home in St.James, Manitoba; enlisted in Calgary, 11 November 1940 as General Duties. Posted to No.1 ANS, 20 December 1940. Promoted AC1, 11 February 1941. Promoted LAC, 11 May 1941. Remustered to aircrew training, 5 July 1941 at which time he was posted to No.3 WS and reverted to AC2; regained LAC rank, 7 August 1941. Posted to No.8 BGS, 22 November 1941; promoted Sergeant, 22 December 1941; to "Y" Depot, 23 December 1941; to RAF overseas, 7 January 1942. Promoted Flight Sergeant, 22 June 1942. Commissioned 5 November 1942. Promoted Flying Officer, 5 May 1943. Invested with award by King George VI, 23 November 1943. Repatriated to Canada 15 December 1943. To No.4 ITS, 29 January 1944; to No.4 Training Command, 10 November 1944; to No.2 WS, 30 November 1944; to No.23 EFTS, 6 January 1945; to No.18 SFTS, 31 March 1945; qualified as a pilot, 17 August 1945; to No.7 Release Centre, 14 October 1945; released 20 November 1945. Cited with P/O P.J.O. Buck (RNZAF), awarded DFC.

One night in April 1943, Pilot Officers Buck and Symons were pilot and navigator respectively, of an aircraft detailed to attack Duisburg. Whilst over the target area the aircraft was attacked by an enemy fighter and sustained much damage. The rear gunner was mortally wounded while Pilot Officer Symons was wounded in the hand. Pilot Officer Buck succeeded in evading the attacker and set a course for base. On the return flight the damaged bomber became difficult to control and when one of the engines failed, the aircraft began to lose height. All moveable equipment was jettisoned and height being maintained, Pilot Officer Buck flew the aircraft to base where he effected a perfect crash landing. During the return flight, Pilot Officer Symons, in spite of his painful injury, did all within his power to help his

pilot obtain a number of fixes which proved of great assistance. In a most difficult situation these officers displayed courage, skill and determination of a high order.

The incident was 26/27 April 1943, Stirling AA-O (BF517), target Duisburg. Crew were P/O Peter Oswald Buck (RNZAF, pilot), F/L Edward Robert Myddleton Appleton (second pilot, killed 31 August 1943), Sergeant J.W. Jones (flight engineer), F/O Alexander Fielding Minnis (navigator), Sergeant A.P. Sadler (bomb aimer), P/O John Henry Symons (RCAF, WOP/AG, despite citation), Sergeant J. Watson (air gunner) and Sergeant Brian Arthur Rogers (air gunner, killed). Took off at 0015 hours with eight other squadron aircraft (total of 561 assigned - 17 lost). Bomber stream attacked going in and coming back. P/O Buck evaded most attacks but had difficulty maintaining height. All moveable equipment jettisoned and aircraft landed at Newmarket, 0415 hours.

RCAF Press Release 1647 dated 12 May 1943 reads as follows:

London (RCAF News Service) - Flare paths all over southern and southeastern England suddenly streamed with brilliance. In coastal havens, air/sea rescue launches stood by, ready to cast off at an instant's notice. Protractors moved swiftly across charts in a score of plotting rooms, and controllers waited tensely to flash the word for instant action. From far away over the sea came a faint but insistent staccato of dots and dashes.

For three hours, the listeners heard the calls as, battling violent head-winds, a battered Stirling bomber fought its way to the safety that lay across the sea. It was returning from Duisburg.

At his wireless set in the giant aircraft sat a young Canadian, Pilot Officer Johny Symons of Calgary, who once used to exercise horses at western race-tracks. Now, with a German bullet in his hand - his key hand - despite throbbing pain, he worked steadily at his transmitter. It was his calls that enabled the plotters in England to keep track of the bomber. Without them, if the Stirling had gone into the sea, the crew would inevitably have been lost.

In the pilot's seat, a 19-year old New Zealander urged the bomber on its course. Only three engines were giving power. His elevators were damaged. He had no rudder control. And only one aileron was working.

Beside him, the English second pilot helped him to keep the wavering bomber properly trimmed. It was one man's job.

Alert in his turret, the Scottish mid-upper gunner, his face bloody and bristling with broken perspex, grimly watched the skies.

At his desk, the English navigator coolly worked out the nearest way home, making lightning adjustments, as fix after fix was passed to him by the wounded wireless operator, while the Welsh flight engineer worked furiously to keep the three remaining engines primed, and the English bomb-aimer hurried about the aircraft gathering guns, ammunition and other portable articles and throwing them into the sea.

The story of the survival of six members of this Stirling's crew and its second pilot is one of the heroic tales of the air. Dead as a result of the attack by an enemy fighter near the target is the English rear gunner. Captain of the aircraft, who saved his crew and much of the valuable aircraft, was Flying Officer Peter Buck, 19, of Wanganui, New Zealand, who received his training in Canada.

The Stirling was almost at the target when the attack came. Nobody saw the fighter, which suddenly came out of the blackness of the moonless night and opened up with a blast from cannon and machine-guns which instantly shattered the rear turret.

The rear turret was swung towards the port side at that instant, and as the fighter attacked from starboard and astern, the rear gunner caught the full force of the blast in his back. Twenty seconds later came a second blast as the fighter attacked again. When it was over, the rear gunner lay dying in his turret.

On the starboard side, the turret was completely smashed, showing holes large enough for a football to pass through. The starboard main and tail planes were riddled, and both port and starboard main and tail planes were gashed by cannon fire. The base of the towering tail fin was so perforated with cannon and bullet holes that another attack would have sheared the huge structure away from the fuselage. The base of the rudder was crushed and the rudder control wires were shot away. Both elevators were damaged by cannon shells, and the trimming tabs were hit and useless.

A bullet passed through the master compass, but by a miracle did not interfere with its functions.

A shell penetrated the mid-upper turret, scattering broken perspex in the gunner's face. The Canadian wireless operator's hand was fractured by a bullet as he left his seat to climb into the astrodome. A petrol feed line was hit and the floor of the fuselage was flowing with petrol.

“At first I thought we’d been hit by flak” said the red-headed New Zealand skipper, who was formerly a government clerk. “I heard a ‘whuph’ and felt the aircraft shake, so I called up the rear gunner to ask him if it was flak. I got no reply.

“Twenty seconds later the second blast came, and I saw tracers streaming past the fuselage and into the wings. Suddenly the rudder bar swung to and fro and I knew the rudder controls were gone.”

The young skipper then jettisoned his bombs load and sent the big bomber down in a long spiral dive, with the idea of getting away from the fighter and out of the target area as fast as possible. The manoeuvre succeeded and the fighter was shaken off. But almost instantly, the starboard outer engine failed. It had been hit during the attack. It was feathered and the long journey home started on three engines.

As soon as the attack was over the bomb aimer went back to the rear gunner and from the nearest inter-com plug reported the rear gunner had been badly hit. The flight engineer then went back and the two of them managed to get the gunner, a big man, out of the turret and carried him part of the way up the long fuselage.

Meanwhile, the navigator was putting a shell dressing on the wireless operator’s hand, and when it was done the latter went back and helped the other two bring the dying gunner to a comfortable position near the main spar, and the navigator started to work out his course for home. All navigational aids went with the loss of power from the starboard outer engine, and he had to use dead reckoning until it was safe to break radio silence.

While the bomb aimer, his clothing soaked with petrol from the broken feed line, stayed with the rear gunner until he was dead, the flight engineer was busy at the carburettor pumps to keep the engines well-primed. Two of them were coughing ominously, but they continued to give power.

As they approached the Dutch coast, the wireless operator wound out his aerial and checked over his set, and preparations for ditching began. Guns, ammunition and everything that could be lifted, except parachutes, were thrown overboard, as the pilot and second pilot struggled to keep the big bomber flying.

Then Johnnie Symons began working his transmitter. He kept it up for three hours, sending SOS messages and getting fixes, and every half-hour keeping his listening-out watch.

“How did you manage to work the key with your hand so badly wounded ?” he was

afterwards asked.

“Just had to,” was his reply.

“I was afraid, though, that the messages would be so clumsy that they wouldn’t be able to read them.”

He tried to use his left hand to write out the messages before coding them. It’s quicker and easier coding them that way, but he isn’t ambidextrous, and he had to keep in mind the balance of the word as he coded and sent each letter.

The aircraft was five minutes from its base when he sent the last message, and his hand was still throbbing with pain. But the young Canadian, who had done nearly a full tour of ops with his fellow crew members, thinks he did nothing compared with his captain’s achievement in flying the bomber home.

“Pete would have ordered ditching if he had known that the rear gunner was dead. He thought he was still alive and that there was a chance to get him to hospital. He was determined to save him,” said Johnny. “We hadn’t told him. He had enough to worry about, without the thought that we had lost a man.

“He did a wonderful job, flying home on three engines, without rudder control and only one aileron, and when we reached base, we circled the airdrome for five minutes before he made a perfect crash-landing. While we circled,, two others came in and landed. If we had crash-landed first they would not have been able to use the airdrome,” said Johnny.

The New Zealander was unable to use flaps or undercarriage, as with either lowered he would not have been able to control the aircraft, so he was forced to crash-land. When he set first the tail wheel and then the fuselage skidding down on the turf, the crew felt scarcely a jar.

They have not yet started to count the holes in the giant bomber. If they did, it would never finish.

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SYMONS, F/O John Harvey (J20389) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 24 November 1944 as per **London Gazette** dated 5 December 1944 and AFRO 293/45 dated 16 February 1945. Born 17 October 1920 in Lachine (obituary notice); home in Lachine; enlisted in Montreal, 10 October 1941 and posted to No.5A Manning Depot. To No.9 AOS (guard),

10 November 1941. To No.6 ITS, 6 December 1941; graduated and promoted LAC, 13 February 1942; posted next day to No.20 EFTS; may have graduated 10 April 1942 but not posted to No.1 SFTS until 25 April 1942; graduated and commissioned, 14 August 1942. To "Y" Depot, 28 August 1942. To RAF overseas, 26 October 1942. Promoted Flying Officer, 14 February 1943. Promoted Flight Lieutenant, 14 August 1944. Repatriated 2 August 1945. Retired 17 September 1945. RCAF photo PL-28066 (ex UK-8955 dated 18 March 1944) shows him at rear of tailplane and is captioned as follows: "Flying Officer J.H. Symons of Lachine, Quebec, a pilot with the RCAF Buffalo Squadron of Coastal Command. A veteran now of 18 months overseas service, F/O Symons, whose father is a Canadian Legion supervisor with the Canadian Army overseas, was a clerk in an aircraft factory before enlisting in the RCAF." Award presented. Died in Edmonton, 17 June 2008. His obituary notice read, in part: "after the war, he earned his Masters degree in Social Work, and worked initially with psychiatric patients. He later found his true calling helping people overcome their addictions to alcohol and drugs. John's family got used to him rushing out to talk someone out of jumping off a window ledge, or to hold their hand through withdrawal. John was a gifted athlete - a champion rower, he also played university hockey, and was a superb tennis and squash player who, even into his 70's, would regularly trounce uppity young kids in their 20's."

Flying Officer Symons has completed many anti-shipping missions off the Norwegian coast and in the Bay of Biscay. During his service with the squadron on several occasions he has led a section of the attacking force with great skill and courage, always pressing home his attack, often in the face of heavy anti-aircraft fire both from ships and shore batteries. In an attack on a 14,000 ton enemy vessel in March 1944, he encountered fifteen enemy fighters. This officer has always completed his duties with the greatest coolness and keenness and has contributed materially to the successes attained by his squadron.