

TACHE, F/L Joseph Jacques Rene (C2696) - **Mention in Despatches** - Station Tofino - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 3 August 1908. Home in Quebec City; enlisted in Camp Borden, 6 July 1937 as Assistant Armourer. To No.5 (BR) Squadron, 26 November 1938. Promoted Sergeant, 1 April 1939. Promoted Flight Sergeant, 1 January 1940. Commissioned at Dartmouth, 8 September 1940. Promoted Flight Lieutenant, 15 August 1941. To No.9 BGS, 2 January 1942. To No.3 BGS, 30 December 1943. To Station Tofino, 10 May 1944. To Patricia Bay, 7 October 1944. Repatriated 13 June 1946. To No.1 Air Command, 25 June 1946. To Air Armament School, 28 July 1946. Remained in postwar RCAF as Flight Lieutenant, 1 October 1946 (19595). To No.6 Repair Depot, 26 May 1947. Promoted Squadron Leader, 1 January 1948. To Station Macdonald, 15 July 1952. To No.1 (Fighter) Wing, 10 July 1954. Retired 13 February 1958.

The numerous technical improvements that this officer has effected in his armament section has resulted in the saving of many hours of labour. The distinction with which he discharged his duties has set a splendid example to all ranks of the station and has exemplified splendid devotion to duty. This officer has at all times placed the interest of the service first and foremost and his leadership and devotion have been of inestimable value in maintaining a high state of morale among all those with whom he has served.

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TACKABERRY, A/C Stanley Gibson (C10) - **Commander, Order of the British Empire** - Canadian Joint Staff, Washington - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Brockville, Ontario, 14 June 1891 as per RCAF Press Release reporting award; B.Sc. from University of Toronto. Enlisted in No.2 Canadian Army Service Corps Training Depot, 21 May 1917. To Signal Training Depot, 14 July 1917. Appointed Second Lieutenant, RFC on probation, 12 November 1917; to unemployed list, 20 February 1919. After the First World War he joined the Department of Public Works as a mechanical engineer; attached to Air Board as equipment officer and Acting Director of Stores, 1 September 1920. To Camp Borden, 25 May 1921 as Officer in Charge, Stores Depot. Appointed Flying Officer in interim CAF, 1 September 1923. Joined permanent RCAF, 1 April 1924 in rank of Flight Lieutenant and at Air Headquarters, Ottawa. Described in 1925 as "responsible for practically all the Stores work of the Air Force. He is an extremely keen, capable and conscientious officer. He has always been well reported upon by the Director of Supply and Research". Promoted Squadron Leader, 1 April 1926. Attended Store Keeper Course, Cranwell, September to December 1926. Promoted Wing Commander, 1 April 1935. To RAF Staff College, Andover, January 1936. Returned to Canada, 10 January 1937 and posted to Trenton, 14 January 1937. To be Senior Staff Officer, Air Equipment, 5 April 1937, subsequently Director of Aeronautical Equipment. Promoted Group Captain, 1 April 1939. Promoted Air Commodore, 8 November 1940. After that he was appointed Air Member for Supply. Posted to CJS (Washington), 17 September 1942, as Senior Equipment and Engineering Officer (to 12 May 1945), establishing and co-ordinating procurement policies to ensure smooth flow of aircraft to Canada. Returned to AFHQ, Ottawa, 13 May 1945. Retired 31 March 1946. Award presented 9

July 1948. Died in Ottawa, 12 March 1980. RCAF photos PL-2358 and PL-2359 taken 1940 as Air Commodore when Air Member for Supply (formerly Director of Procurement).

This officer has given many years of loyal service to the Royal Canadian Air Force. In his present appointment he has displayed a high degree of initiative and ability. He has built up and organized his staff on a most efficient basis and has, by his knowledge and keenness, on more than one occasion, saved considerable expenditure of money. Despite the conflicting interests of the United States' services on supply matters, Air Commodore Tackaberry has, by his tact, ability and personality, safeguarded the interests of the Royal Canadian Air Force and still maintained the cordial relations so essential to the mutual effort. His services to the Royal Canadian Air Force in his present appointment have been of great value.

The recommendation was raised by A/V/M G.V. Walsh, Canadian Joint Staff, Washington, 26 April 1944, as follows:

This officer in his present appointment has displayed a high degree of initiative and ability. He has built up and organized his staff on a most efficient basis. Despite the conflicting interests of the United Nations' Services on supply matters, Air Commodore Tackaberry has, by his tact, ability and personality, safeguarded the interests of his Service and still maintained the cordial relations so essential to the mutual effort. His services have been of special value to the Royal Canadian Air Force in his present appointment and worthy of the highest commendation.

TACKABERRY, A/C Stanley Gibson, CBE (C10) - **United States Legion of Merit (Degree of Commander)** - effective 21 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 re-instates. NOTE: The following citation is taken from an undated newspaper clipping and may not be complete.

Charged with establishing and co-ordinating the procurement policies to assure the flow of aircraft and material from the United States for the air training programme sponsored by the British Commonwealth of Nations, he guided the development of supply procedures in a manner which brought success to his mission.

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TAERUM, P/O Torger Harlo (J16688) - **Distinguished Flying Cross** - No.617 Squadron - Award effective 23 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1187/43 dated 25 June 1943. Born 22 May 1920 at Milo, Alberta of Norwegian parents (father born in Norway; mother born in United States). Educated at Lake McGregor School, Milo High School, and Radio

College of Canada. Enlisted in Calgary, 19 July 1940. To Trenton, 31 August 1940. To No.1 ITS, 22 December 1940; graduated and promoted LAC, 27 January 1941 when posted to No.1 Manning Depot; to No.1 AOS, , 3 February 1941; graduated 27 April 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 9 June 1941 although posted to No.1 CNS as of 7 June 1941; graduated 7 July 1941. Embarked for overseas, 31 July 1941. To No.16 OTU, 23 August 1941. Posted to No.50 Squadron, 27 December 1941. Commissioned 2 October 1942. Promoted Flying Officer, 2 April 1943. Posted to No.617 Squadron, 3 April 1943. Ruhr dams raid - see F/O D.R. Walker (below) for citation. Invested with award by King George, 11 May 1943. Promoted Flight Lieutenant, 11 September 1943. Killed in action 15 September 1943 with this unit (Lancaster EE144); buried in Germany. His captain was S/L G.W. Holden, DSO, DFC, and others in the crew included J17245 P/O G.A. Deering. His younger brother, Lorne Clifford Taerum, was killed in action as an air gunner with No.550 Squadron, 3 February 1945. This is especially poignant, as L.C. Taerum (born 13 February 1926) had enlisted on 15 October 1943 (one month after T.H. Taerum had gone missing). RCAF photo PL-19324 (ex UK-4332 dated 30 June 1943) with his fiancée, Miss M. Murphy following investiture. RCAF photo PL-19327 (ex UK-4335 dated 30 June 1943) taken following investiture of personnel taking part in famous "Dams Raid"; front row are F/L J.C. McCarthy, Long Island, F/O D.R. Walker of Blairmore, Alberta, W/C Guy Gibson, P/O George A. Deering of Toronto, and P/O H.T. Taerum of Calgary; back row is P/O K.W. Brown of Moose Jaw, Sergeant S. Oancia of Stonehenge, Saskatchewan, and P/O D.A. McLean of Toronto. Photo PL- 19328 (ex UK-4336 dated 30 June 1943) taken on same occasion but different arrangement - front row are Walker, Deering and Taerum; back row are McCarthy, Brown, Oancia and MacLean.

The website "Lost Bombers" has the following on his final flight. Lancaster EE144, No.617 Squadron (AJ-S), target Ladbergen, 15/16 September 1943. EE144 was delivered to No.617 Squadron on 31 May 1943. The operational history is incomplete but it is known to have been engaged in the following operations: San Polo D'Enza, 15/16 July 1943 (flown by F/L H.B.Martin DSO, DFC); Leghorn, 24/25 July 1943; Dortmund- Ems Kanal at Ladbergen, 15/16 September 1943 when lost. It was one of five 617 Squadron Lancasters lost on this operation; the others were EE130, JA874, JA898, and JB144. Airborne at 2356 hours, 15 September 1943 from Coningsby to bomb the Dortmund-Ems Kanal at Ladbergen. Hit by light flak at 300 feet and crashed at Altendorf. Four of the crew had accompanied W/C G.P.Gibson, VC on the legendary Dams Raid in May 1943 and the multitude of decorations won by this crew can be associated with this operation. Others had been won during previous squadron service. Those lost were S/L G.W.Holden, DSO, DFC and Bar, Mention in Despatches, Sergeant D.J.D.Powell (Mention in Despatches), F/L T.H.Taerum, DFC, RCAF, F/O F.M.Spafford, DFC, DFM (RAAF), F/O F.M.Spafford, DFC, DFM (RAAF), P/O G.A.Deering DFC, RCAF, F/O H.J.Pringle, DFC and P/O T.A.Meikle, DFM.

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TAGGART, P/O Lloyd McIntyre (J87614) - **Distinguished Flying Cross** - No.582 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 23 September 1917 in Edmonton; home in Kelowna, British Columbia

(fruit farming). Formerly in Royal Canadian Artillery; enlisted in Vancouver, 14 May 1942 and posted to No.3 Manning Dept. To No.7 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942; to No.2 BGS, 7 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. Promoted Flight Sergeant, 19 September 1943. Commissioned 2 July 1944. Promoted Flying Officer, 2 January 1945. Repatriated 9 March 1945. To Western Air Command, 20 March 1945. To No.8 Release Centre, 13 May 1945. Retired 15 May 1945 to Kelowna. Died in Vancouver, 12 October 2011. Obituary stated he had flown 56 sorties. Decoration presented 6 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 2/9039 has recommendation dated 21 October 1944 when he had flown 44 sorties (183 hours five minutes), 9 September 1943 to 15 October 1944.

9 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 - Nuremburg  
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 1944 - Calais  
6 June 1944 - Longues  
7 June 1944 - Foret de Cerisy  
9 June 1944 - Rennes  
24 June 1944 - Middel Straete  
27 June 1944 - Oisemont  
30 June 1944 - Villers Bocage  
4 August 1944 - Troisy St.Maximim  
5 August 1944 - St.Leu d'Esserent  
10 August 1944 - Dijon  
12 August 1944 - Russelsheim  
14 August 1944 - TRACTABLE A/P 28  
16 August 1944 - Stettin  
18 August 1944 - Bremen  
26 August 1944 - Kiel  
27 August 1944 - Marquise-Mimoyecque

29 August 1944 - Stettin  
31 August 1944 - Agenville  
3 September 1944 - Volkell aerodrome  
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 - Saarbrücken  
6 October 1944 - Scholven  
12 October 1944 - Wanne Eickel  
14 October 1944 - Duisburg  
15 October 1944 - Duisburg

Pilot Officer Taggart is visual bomb aimer of a visual marker crew. The responsibilities of his work are great and he discharges them with a complete disregard of his personal safety. He consistently does everything in his power to ensure the success of the attack, regardless of the opposition. He is recommended for a non-immediate award of the Distinguished Flying Cross.

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TAGGART, WO Robert Lionel (R115740) - **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 Prince Albert, Saskatchewan, 8 January 1919; home there (butcher, cook and labourer); enlisted in Saskatoon, 28 July 1941. To No.2 Manning Depot, 19 August 1941. To No.3 Personnel Holding Unit (No.3 BGS, Macdonald), 16 December 1941. To No.2 ITS, 1 March 1942; graduated and promoted LAC, 25 April 1942; to No.14 EFTS, Portage la Prairie, 7 May 1942; to No.5 EFTS, 9 June 1942; ceased training 28 July 1942 and posted to Trenton; to No.9 BGS, 13 September 1942; graduated and promoted Sergeant, 4 December 1942. To "Y" Depot, 28 December 1942. To RAF overseas, 4 January 1943. Disembarked in Britain, 12 January 1943. To No.81 OTU, 2 March 1943. To No.1656 Conversion Unit, 3 June 1943. Promoted Flight Sergeant, 4 June 1943. Attached to No.1481 Flight, 10-20 June 1943. To No.103 squadron, 9 July 1943. To No.166 Squadron, 21 September 1943. Promoted WO2, 4 December 1943. To No.1656 Conversion Unit, 5 February 1944. Commissioned 20 April 1944. Promoted Flying Officer, 20 October 1944. Embarked for Canada, 18 December 1944. To No.2 Air Command, Winnipeg, 29 December 1944. To No.13 SFTS, North Battleford, 4 February 1945. To No.6 Release Centre, Regina, 19 April 1945. Retired 20 April 1945. Decoration presented 11 December 1946. Later commissioned (J86153). Died in Saskatoon, 7 April 1989 as per Royal

Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1989.

Throughout many sorties the fine fighting spirit and skill of this Warrant Officer has inspired his crew with confidence and enabled the attacks to be pressed home with the fullest determination. On one occasion in October 1943 his aircraft was subject to intense anti-aircraft fire, illuminated by searchlights and in danger of attack from enemy fighters. Warrant Officer Taggart, by his vigilance and accurate directions, enabled his pilot to avoid the attack and complete the mission successfully.

**Notes:** Flew 26 sorties (171 operational hours). Non-operational flying overseas was 158 hours.

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TAIT, P/O George Bertram (J16517) - **Distinguished Flying Cross** - No.15 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1338/43 dated 16 July 1943. Born in Vancouver, 17 July 1912; home there (shipper, laboratory worker for five years, service station salesman for four months, sales clerk for Standard Oil for three years. Enlisted there 12 September 1940 and posted to No.2 Manning Depot, Brandon. To Prince Rupert Detachment, 20 October 1940 for attachment to No.6 (BR) Squadron. To No.2 ITS, Regina, 22 December 1940; graduated and promoted LAC, 28 January 1941 when posted to No.16 EFTS, Edmonton; ceased training 12 March 1941 and posted to No.2 Manning Depot; to No.5 AOS, Regina, 24 June 1941; to No.2 BGS, Mossbank, 16 September 1941; graduated and promoted Sergeant, 27 October 1941; posted next day to No.1 CNS, Rivers; graduated 25 November 1941 and posted to "Y" Depot. To RAF overseas, 13 December 1941. To No.23 OTU, 17 March 1942. To No.151 Squadron, 23 March 1942. To No.11 OTU, 23 April 1942. Promoted Flight Sergeant, 27 April 1942. To No.7 Squadron, 17 July 1942. To No.15 Squadron, 28 August 1942 (25 sorties). Commissioned 9 December 1942. To No.109 Squadron, 19 April 1943 (60 sorties). Promoted Flying Officer, 9 June 1943. Promoted Flight Lieutenant, 24 December 1943. Repatriated 12 August 1944. To No.5 OTU, Boundary Bay, 25 September 1944. To No.8 Release Centre, Vancouver, 17 July 1945; retired same day. Decoration presented 21 March 1944. Died in North Vancouver, 10 May 1955 as per British Columbia Vital Statistics.

Pilot Officer Tait has taken part in twenty-five operational sorties during which he has displayed navigational skill of the highest degree. He has always set a magnificent example by his courage and devotion to duty. His trips have included raids on Kiel, Cologne, Stuttgart, Turin and Genoa.

Public Record Office Air 2/8955 has recommendation drafted 18 April 1943 when he had flown 25 sorties (154 hours 15 minutes). One sortie of four hours 30 minutes was flown before

joining No.15 Squadron. The subsequent sortie list and submission were as follows:

8 September 1942 - Frankfurt (6.00)  
9 September 1942 - Gardening, Nectarine (5.00)  
13 September 1942 - Bremen (4.25)  
26 September 1942 - Gardening (5.30)  
1 October 1942 - Lubeck (8.40)  
6 October 1942 - Osnabruck (5.15)  
8 October 1942 - Gardening (4.40)  
11 October 1942 - Gardening (8.10)  
13 October 1942 - Kiel (6.55)  
15 October 1942 - Cologne (4.50)  
22 October 1942 - Gardening (8.10)  
23 October 1942 - Genoa (8.50)  
9 November 1942 - Hamburg (5.25)  
10 November 1942 - Gardening (4.18)  
18 November 1942 - Turin (8.09)  
22 November 1942 - Stuttgart (7.42)  
28 November 1942 - Turin (8.43)  
2 December 1942 - Frankfurt (6.33)  
6 December 1942 - Mannheim (6.20)  
9 December 1942 - Turin (7.55)  
16 December 1942 - Deipholz airfield (4.30)  
14 January 1943 - Lorient submarine slips (4.25)  
15 January 1943 - Lorient submarine slips (4.20)  
7 February 1943 - Lorient submarine slips (5.00)

Pilot Officer Tait has carried out 25 operational sorties totalling 154.15 hours in Stirling aircraft as navigator, and his navigation on all occasions has been of a high standard. This officer has shown the utmost confidence and skill throughout his tour, and his conduct has always set a worthy example by the manner in which he has carried out his tour of operations. His courage and devotion to duty have at all times been of a high standard and he is strongly recommended for the above non-immediate award.

TAIT, F/L George Bertram, DFC (J16517) - **Bar to Distinguished Flying Cross** - No.109 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Bar sent by registered mail, 3 June 1948.

Flight Lieutenant Tait has taken part in many operations as a navigator. His

technical skill and unflinching determination regardless of enemy opposition make this officer invaluable to his squadron.

**Notes:** He flew one "Nickel" sortie while with No.11 OTU.

Injured 16 December 1942 in Stirling BF355 of No.15 Squadron. At Coltishall airfield. Others in crew were R 19451 Sergeant Earl Freeman Warren (awarded DFM), R83335 Sergeant MacMonagle (awarded DFM), Tait, R930421 Sergeant D. Evans (flight engineer), two RNZAF and two RAF.

Application for first tour Operational Wing compiled 7 October 1944 agrees with sortie list shown above except that it includes a Stirling mission with No.7 Squadron, 27 August 1942 (Amiens, Lille, 4.30). His entries also differ sometimes as to those above as to times flown or sortie details:

8 September 1942 - Frankfurt (6.00)  
9 September 1942 - Gardening, Nectarine, Frisians (5.00)  
13 September 1942 - Bremen (5.05)  
26 September 1942 - Gardening, Bayonne area (5.30)  
1 October 1942 - Lubeck (8.40)  
6 October 1942 - Osnabruck (5.15)  
8 October 1942 - Gardening, Frisians (4.40)  
11 October 1942 - Gardening, Baltic (8.05)  
13 October 1942 - Kiel (6.50)  
15 October 1942 - Cologne (4.50)  
22 October 1942 - Gardening, Biaritz (8.15)  
23 October 1942 - Genoa (8.50)  
9 November 1942 - Hamburg (5.25)  
10 November 1942 - Gardening, Frisians (4.15)  
18 November 1942 - Turin (8.10)  
22 November 1942 - Stuttgart (7.35)  
28 November 1942 - Turin (8.40)  
2 December 1942 - Frankfurt (6.35)  
6 December 1942 - Mannheim (6.20)  
9 December 1942 - Turin (8.00)  
16 December 1942 - Deipholz airfield (4.30)  
14 January 1943 - Lorient submarine slips (4.25)  
15 January 1943 - Lorient submarine slips (4.40)  
7 February 1943 - Lorient submarine slips (4.55)



Application for second tour Operational Wing compiled 7 October 1944. It listed the following sorties on No.109 Squadron Mosquitos.

12 June 1943 - Bochum (3.55, target marking)  
14 June 1943 - Cologne (3.30, target marking)  
28 June 1943 - Cologne (3.40, target marking)  
2 July 1943 - Cologne (3.40, bombing)  
8 July 1943 - Cologne (3.30, bombing)  
9 July 1943 - Gelsenkirchen (3.45, target marking)  
13 July 1943 - Aachen (3.20, target marking)  
25 July 1943 - Essen (3.40, target marking)  
22 August 1943 - Leverkusen (3.20, target marking)  
30 August 1943 - Munchen-Gladbach (3.10, target marking)  
31 August 1943 - Ammo dump in Franch (2.25, bombing)  
29 September 1943 - Bochum (3.30, target marking)  
1 October 1943 - Hagen (3.20, target marking)  
3 November 1943 - Dusseldorf (3.00, target marking)  
5 November 1943 - Bochum (3.10, target marking)  
9 November 1943 - Bochum (3.10, bombing)  
18 November 1943 - Aachen (3.25, bombing)  
11 December 1943 - Hamborn (3.10, bombing)  
16 December 1943 - Special duties in France (2.10, bombing)  
22 December 1943 - Special duties in France (2.25, bombing)  
30 December 1943 - Duisburg (3.00, bombing)  
1 January 1944 - Duisburg (2.55, bombing)  
5 January 1944 - Special duties in France (2.10, bombing)  
7 January 1944 - Hamborn (3.05, target marking)  
14 January 1944 - Dieppe (2.25, bombing)  
25 January 1944 - Hazenbrouck (2.00, bombing)  
28 January 1944 - Leeuwarden airfield (2.30, bombing)  
10 February 1944 - Krefeld (3.15, target marking)  
15 February 1944 - Twente aerodrome (2.45, bombing)  
20 February 1944 - Venlo aerodrome (3.00, bombing)  
24 February 1944 - Twente aerodrome (2.55, bombing)  
1 March 1944 - Deelen aerodrome (2.30, bombing)  
2 March 1944 - Krefeld (2.50, bombing)  
12 March 1944 - Aachen (3.00, target marking)  
14 March 1944 - Dusseldorf (2.45, target marking)  
16 March 1944 - Amiens (2.45, target marking)  
17 March 1944 - Conteville (2.40, bombing)

22 March 1944 - Oberhausen (3.05, bombing)  
24 March 1944 - Leeuwarden aerodrome (2.50, bombing)  
26 March 1944 - Essen (3.15, target marking)  
30 March 1944 - Volkel aerodrome (2.40, bombing)  
9 April 1944 - Paris (2.50, target marking)  
10 April 1944 - Ghent and Tergnier (3.30, target marking)  
11 April 1944 - Aachen (3.05, target marking)  
18 April 1944 - Tergnier and Paris (3.20, target marking)  
20 April 1944 - Cologne (3.00, target marking)  
1 May 1944 - Malines (2.30, target marking)  
6 May 1944 - Paris (2.30, target marking)  
10 May 1944 - Cherbourg (2.05, target marking)  
12 May 1944 - Special duties in northern France (1.45, target marking)  
13 May 1944 - Le Havre (2.45, target marking)  
20 May 1944 - Dusseldorf (3.10, bombing)  
22 May 1944 - Orleans (3.45, target marking)  
24 May 1944 - Le Havre (2.25, target marking)  
27 May 1944 - Bourg Leopold (2.30, target marking)  
2 June 1944 - Neufchatel (2.10, target marking)  
4 June 1944 - Boulogne (2.10, target marking)  
5 June 1944 - La Perbelle (2.15, target marking)  
6 June 1944 - Chateaudun (1.45, target marking)  
7 June 1944 - Paris (3.10, target marking)  
17 June 1944 - Montidier (2.25, target marking)

**Selected Assessments:** "The plodding type, older than the average, and finally gets the answer, but he has to be shown things rather than see them for himself." (W/C George F. Grant, No.109 Squadron, 16 July 1944 at which time he had flown 927 hours (162 in previous six months).

"A quiet, unassuming personality who tries hard at all times and produces excellent results. I strongly recommend he be retained in the service." (F/L A.L. Parnell, No.5 OTU, 1 December 1944 and concurred in by G/C D.A.R. Bradshaw).

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TALBOT, F/O Mervyn Richard (J90135) - **Distinguished Flying Cross** - No.150 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 7 February 1923 in Boissevain, Manitoba; home in Winnipeg (student). Enlisted in Winnipeg, 14 April 1941 Trained at No.5 ITS and No.10 EFTS To No.16

SFTS., 1 May 1943. To "Y" Depot, 1 October 1943. Embarked from New York, 8 October 1943. Disembarked in Bruttain, 16 October 1943. To No.2 EFTS, 3 December 1943. To No.20 (Pilots) AFU, 15 February 1944. Attached to No.1520 Beam Approach Training Flight, 28 March to 4 April 1944. To No.83 OTU, 9 May 1944. To No.11 Base, 29 July 1944. Commissioned 28 September 1944. To No.625 Squadron, 3 October 1944. To No.170 Squadron, 15 October 1944. To No.150 Squadron, 28 November 1944. Promoted Flying Officer, 28 March 1945. To No.22 OTU, 8 May 1945. Repatriated to Canada and posted to Greenwood with effect from 18 June 1945. Retired 22 January 1946. Served in postwar RCAF 30 June 1947 to 7 February 1978 as Photographer (26539), retiring as a Chief Warrant Officer, at which time it was noted, "You are one of the last of those few NCOs who, having earned pilot's wings during wartime service, went on to reflect great credit on yourself and your country through the completion of over 30 operational wartime missions.". Died in Cold Lake, Alberta, 24 February 1988 as per **Legion Magazine** "Last Post" online. Invested with DFC, 7 November 1949 at Government House; photo PL-48180 shows him with Miss Ann Scissors of Ottawa after investiture. Photo PL-48190 shows him with LAC J.A. Beale, also being invested with DFC. 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 4 June 1945 when he had flown 32 sorties (204 hours 43 minutes) as follows (\* denotes daylight sortie):

22 December 1944 - Coblenz  
14 October 1944 - Duisburg\*  
14 October 1944 - Duisburg  
25 October 1944 - Essen  
30 October 1944 - Cologne  
31 October 1944 - Cologne  
2 November 1944 - Dusseldorf  
3 November 1944 - Bochum  
27 November 1944 - Frieberg  
4 December 1944 - Karlsruhe  
6 December 1944 - Merseburg Leuna  
12 December 1944 - Essen  
17 December 1944 - Ulm  
1 January 1945 - Nuremberg  
14 January 1945 - Merseburg  
22 January 1945 - Duisburg  
1 February 1945 - Ludwigshaven  
2 February 1945 - Wiesbaden  
8 February 1945 - Stettin Politz  
13 February 1945 - Dresden

14 February 1945 - Chemnitz  
21 February 1945 - Duisburg  
5 March 1945 - Chemnitz  
8 March 1945 - Kassel  
11 March 1945 - Essen  
15 March 1945 - Misburg  
18 March 1945 - Hanau  
21 March 1945 - Bremen\*  
23 March 1945 - Dort-Harpenerweg  
27 March 1945 - Paderborn\*  
10 April 1945 - Plauen\*  
14 April 1945 - Potsdam\*

Flying Officer Talbot, a Canadian officer and a captain of aircraft, has completed 32 operational sorties against the enemy in the course of his first tour of operations. These sorties have all been against heavily defended targets and include Karlsruhe, Merseburg, Dresden and Chemnitz.

This Captain, by his sustained courage, has set a magnificent example, and his calm, confident and skilful pilotage in action has been an inspiration to his crew and his example and skill have only been excelled by his determination to achieve his objective and press home his attacks to the furthest extent.

In recognition of his splendid contribution to the fighting efficiency of his crew and his invaluable spirit of determination, both of which have been an inspiration to the squadron, Flying Officer Talbot is recommended for the award of the Distinguished Flying Cross.

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TALMAGE, F/O Murray Edward (J22425) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 6 December 1915 in Hamilton, Ontario; home there or Toronto; enlisted in Toronto, 16 January 1942. To No.1 Manning Depot, 28 January 1942. To Trenton, 28 February 1942. To No.6 ITS, 23 March 1942; graduated and promoted LAC, 17 July 1942; to No.20 EFTS, 15 August 1942. Ceased training and posted to Central Training School, 3 September 1942; to No.4 BGS, 26 September 1942; graduated 21 November 1942 when posted to No.1 AOS; graduated and commissioned 30 December 1942. To "Y" Depot, 8 January 1943. To RAF overseas, 2 February 1943. Promoted Flying Officer, 30 June 1943. Promoted Flight Lieutenant, 30 December 1944. Repatriated 14 May 1945. To No.4 Release Centre, 26 May

1945. Retired 28 June 1945. 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.3260 (RG.24 Vol.20637) has recommendation dated 22 July 1944 when he had flown 35 sorties (224 hours 30 minutes), 16 September 1943 to 4 July 1944.

As Bomb Aimer, Flying Officer Talmage has carried out attacks against Berlin four times, Frankfurt, Stuttgart, Ludwigshaven, Magdeburg and several vital targets in France. He has altogether made thirty-five sorties against the enemy, which included important minelaying operations. He has been an invaluable crew member, particularly with the aid he has given to the navigator at all times. For the completion of a satisfactory tour of operations, I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

16 September 1943 - Modane (7.10, duty not carried out)  
18 November 1943 - Mannheim (6.35)  
19 November 1943 - Leverkusen (7.40)  
22 November 1943 - Berlin (8.10)  
25 November 1943 - Frankfurt (6.50)  
20 December 1943 - Frankfurt (7.50)  
29 December 1943 - Berlin (8.25)  
21 January 1944 - Magdeburg (8.25)  
28 January 1944 - Berlin (8.05)  
11 February 1944 - Gardening (5.30)  
15 February 1944 - Berlin (8.05)  
19 February 1944 - Leipzig (6.10)  
24 February 1944 - Gardening (3.30, duty not carried out)  
23 March 1944 - Laon (6.05)  
25 March 1944 - Aulnoye (6.15)  
26 March 1944 - Courtrai (5.10)  
29 March 1944 - Paris (3.40, duty not carried out)  
30 March 1944 - Gardening (5.40)  
9 April 1944 - Lille (5.05)  
20 April 1944 - Lens (4.55)  
22 April 1944 - Laon (6.00)  
23 April 1944 - Gardening (6.40)  
25 April 1944 - Gardening (4.40)  
26 April 1944 - Villeneuve (6.25)

30 April 1944 - Gardening (6.05)  
7 May 1944 - Gardening (4.15)  
9 May 1944 - Gardening (5.35)  
10 May 1944 - Ghent (5.00)  
14 May 1944 - Gardening (5.15)  
21 May 1944 - Gardening (5.45)  
31 May 1944 - Boulogne (55 minutes, duty not carried out, engine failure)  
2 June 1944 - Gardening (4.40)  
14 June 1944 - St. Pol (4.15)  
15 June 1944 - Boulogne (4.10, daylight)  
16 June 1944 - Duisburg (5.05)  
21 June 1944 - St. Martin (4.15)  
23 June 1944 - Bientiques (4.20)  
27 June 1944 - Ardouvale (4.20)  
4 July 1944 - Villeneuve (6.30)

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TANNER, P/O Frederick Earle (J90838) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 17 November 1922 in Apsley, Ontario; home in Peterborough, Ontario (surveyor); enlisted in Toronto, 18 November 1942. Granted Leave without Pay until 28 April 1943 when posted to No.1 Manning Depot. To No.6 ITS, 27 June 1943. To No.2 Air Gunner Ground Training School, 20 August 1943. To Trenton, date uncertain. Promoted LAC, 2 October 1943. To No.3 BGS, 5 October 1943. Graduated and promoted Sergeant, 10 December 1943. To "Y" Depot, Lachine, 15 January 1944. To No.4 Aircrew Graduate Training School, 18 January 1944. To "Y" Depot, 11 February 1944. Taken on strength of No.3 PRC, 5 March 1944. Commissioned 3 October 1944. Repatriated 9 February 1945. To No.1 Air Command, 26 February 1945. To No.16 SFTS, 15 April 1945. To No.4 Release Centre, 30 April 1945. Retired 31 May 1945. Decoration presented 22 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.2618 (RG.24 Vol.20627) has recommendation dated 24 March 1945 when he had flown 32 sorties (168 hours 30 minutes) from 3 August 1944 to 24 December 1944.

This officer, as Air Gunner, has participated in thirty-two sorties over enemy territory. The bulk of these raids have been over heavily defended targets in Germany. His cheerful confidence and strong sense of devotion to duty, particularly in the face of enemy fire, has contributed largely to the efficiency and accuracy with which his crew have completed their attacks.

For this example of cheerful courage and quiet but dogged determination this officer is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

3 August 1944 - Foret de Nieppe (3.45, day)  
5 August 1944 - St. Leu d'Esserent (4.40, day)  
7 August 1944 - La Hogue (4.10, day)  
8 August 1944 - Chantilly (4.05)  
9 August 1944 - Foret de Nieppe (4.00)  
10 August 1944 - La Pallice (6.30)  
12 August 1944 - Mont Richard (5.45, day)  
12 August 1944 - Falaise (2.20, night, duty not carried out)  
14 August 1944 - Bons Tassily (4.20, day)  
25 August 1944 - Brest (4.55)  
27 August 1944 - Mimoyceques (3.30)  
28 August 1944 - Brest (4.30)  
31 August 1944 - Ile de Cezembre (5.00, day)  
3 September 1944 - Volkel (3.50)  
6 September 1944 - Emden (3.55, day)  
27 September 1944 - Bottrop (5.20, day)  
30 September 1944 - Sterkrade Holten (4.50, day)  
14 October 1944 - Duisburg (5.10, day)  
14 October 1944 - Duisburg (5.35)  
23 October 1944 - Essen (5.55)  
25 October 1944 - Hamburg (5.35)  
28 October 1944 - Cologne (5.20, day)  
30 October 1944 - Cologne (6.15)  
1 November 1944 - Oberhausen (5.50)  
2 November 1944 - Dusseldorf (5.45)  
16 November 1944 - Julich (5.00, day)  
18 November 1944 - Munster (6.05, day)  
30 November 1944 - Duisburg (6.30)  
2 December 1944 - Hagen (7.30)  
4 December 1944 - Karlsruhe (6.30)  
6 December 1944 - Osnabruck (5.55, day)  
18 December 1944 - Duisburg (6.40)  
24 December 1944 - Dusseldorf (4.30, day)

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TAPP, F/O Lorne Arthur Paul (J16189) - **Distinguished Flying Cross** - No.684 Squadron - Award effective 14 November 1944 as per **London Gazette** dated 21 November 1944 and AFRO 1/45 dated 5 January 1945. Born 15 May 1920 in Ottawa; home in Lennoxville, Quebec; enlisted in Sherbrooke, 23 July 1940. To No.12 Equipment Depot, 16 August 1940. To No.2 ITS, 30 August 1940; graduated and promoted LAC, 30 September 1940 but not posted to No.5 EFTS until 7 October 1940; graduated 27 November 1940 and posted next day to No.3 SFTS; graduated and promoted Sergeant, 15 February 1941. To No.16 Explosives Depot, Debert, 11 March 1941. To RAF overseas, 25 March 1941; arrived in Britain, 17 April 1941. To No.13 OTU 22 April 1941 (Blenheims). To No.105 Squadron, 1 July 1941 (Blenheims). To Middle East, 17 July 1941. To No.113 Squadron, 5 August 1941 (Blenheims), serving in Malta (1 September 1941), Desert (12 September 1941), Rangoon, Burma 1 January 1942, India (1 April 1942), China (1 May 1942) and India again (1 June 1942). Commissioned 29 May 1942; promoted Flying Officer, 29 November 1942. To No.681 Squadron, 30 December 1942 (B-25 Mitchells, 210 hours). To Air Headquarters, Bengal, 6 July 1943 for rest and conversion. To No.684 Squadron, 29 December 1943 (Mosquitos, 200 hours). Promoted Flight Lieutenant, 29 May 1944. To United Kingdom, 19 August 1944, arriving 17 September 1944. Repatriated 2 November 1944. To No.301 Conversion Unit, Dorval, 6 January 1945. To No.2 Air Command, 31 January 1945. Granted Leave Without Pay, 12 February to 14 August 1945 for work with Trans-Canada Airlines. Recalled from LWOP and taken on strength of No.2 Air Command, 14 August 1945. To No.8 Release Centre, Vancouver, 13 September 1945. Released 1 October 1945. A press release stated he had "shared in the destruction of a 'I09 with F/O 'Bill' Connell". Award presented at Government House. Obtained an RAF extended Short Service Commission, 14 June 1947 as Flying Officer and assigned to Holding Unit, Uxbridge. To Transport Initial Conversion Unit, Bircham Newton, 2 September 1947. To Dishforth, 25 November 1947 as Pilot Flying Supernumerary, No.44 Long Range (York) Course. Promoted Flight Lieutenant, 11 August 1948. To No.40 Squadron, 7 September 1949. Awarded Air Force Cross (**London Gazette** dated 2 January 1950 for work with No.40 Squadron (Yorks) on Berlin Airlift. To No.115 Squadron, Sculthorpe, 1 April 1950 and attached to USAF, 2 April to 14 April 1950, training on B-29s. Placed on RAF Retired List, 25 March 1952, Re-enlisted in RCAF again, 10 April 1952 in Ottawa. As Flying Officer. To No.426 Squadron, Lachine, 16 April 1952. Attached to No.4 (Transport) OTU, 20 April to 26 May 1952; returned to No.426 Squadron for Korean Airlift. To No.4 (Transport) OTU, Lachine, 3 June 1953. To No.426 Squadron again, 3 November 1953. Promoted Flight Lieutenant, 1 November 1954). To Station Trenton, 10 March 1955. To No.104 Flight, St. Hubert, 1 April 1955. To Air Defence Command, St. Hubert, 16 August 1956. To Central Experimental and Proving Establishment, Uplands, 6 September 1960. Attached to No.3 Wing, Zweibrücken, 26 September 1962 to 14 July 1963. Attached Support Unit, Metz, 15 July 1963 for service with CEPE Acceptance Unit. Retired 22 July 1964.. Died in Manotick,



Ontario, 10 September 1985.

This officer has completed a large number of operational flights including many long range reconnaissance sorties over enemy territory. On one occasion he completed a flight of over 2,000 miles in very adverse weather. Flying Officer Tapp has invariably displayed courage and devotion to duty, and his determination to complete his mission, undeterred by adverse weather or enemy opposition, has been reflected in the splendid results achieved.

**Notes:** Application for Operational Wing dated 5 October 1944 stated he had flown 23 sorties with No.681 Squadron and 23 sorties with No.684 Squadron. The record is muddled. On repatriation form dated 19 October 1944 he stated he had flown 600 hours on Blenheims; overall he had flown 56 bomber sorties and 47 photographic sorties, 600 operational hours and 525 non-operational hours. The last sortie had been 7 August 1944.

Accident, 25 June 1943, No.681 (PR) Squadron, Mitchell N.5-144, at Dum Dum. Taking off to make an air test. "Immediately after take off I noticed smoke and oil pouring from the port engine. Assuming that the engine had taken fire, I closed down the smoking engine. Owing to the slow speed I was unable to gain height. I then realized that what I previously suspected of being flames was actually gushes of oil. I opened up again and climbed to 500 feet. I then feathered the engine and carried out a one engine landing. I was airborne approximately 20 minutes in which time the faulty engine consumed 16 gallons of engine oil." There had been no damage to the aircraft; a broken inlet valve was cause, "The pilot made an excellent one engine landing back to base." (W/C S.C. Wise).

Assessment, 29 July 1943 when he had flown 927 hours 20 minutes (128.50 in previous six months). "A tremendously keen operational pilot and his flying is above average. He is certainly an excellent member of an operational unit and shows great determination and initiative on operational flights." (W/C S.G. Wise, No.681 Squadron). Noted he had joined the unit 17 June 1943 (but see above postings)

A listing of types flown, as of 31 December 1957, stated he had logged 8.935 hours, 15 minutes. Type included North Star (2.571), B-29 (450), C-45 (294.30), C-47 (285.55), T-33 (13.00), Sabre (23.00), CF-100 Mk.3 (2,300), Avro York (2,300) and miscellaneous (2,466.45).

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TARLING, F/L Donald Earle (J86964) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 15 April 1920 in Toronto; educated there including

Central Commerce (1934-1935) and Northern Vocational (1935-1936). home there (manager, Tarling Maps); enlisted there 7 July 1942 and posted to No.1 Manning Depot, Toronto. To No.4 Manning Depot, Quebec, 27 August 1942. To No.5 ITS, Belleville, 24 October 1942; graduated and promoted LAC, 30 December 1942 but not posted to No.20 EFTS, Oshawa until 6 February 1943; graduated 1 May 1943 when posted to No.1 SFTS, Camp Borden; graduated and promoted Sergeant, 20 August 1943. To "Y" Depot, Halifax, 3 September 1943. Embarked from Halifax, 14 September 1943. Disembarked in Britain, 19 September 1943. To No.20 (Pilots) AFU, 30 November 1943. Attached to No.1519 Beam Approach Training Flight, 1-14 February 1944. To No.10 OTU, 28 March 1944. Promoted Flight Sergeant, 20 May 1944. Commissioned 6 June 1944. To No.41 Base, 16 June 1944. To No.77 Squadron, 16 August 1944. Promoted Flying Officer, 6 December 1944. Promoted Flight Lieutenant, 24 February 1945. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To No.13 EFTS, St. Jean, Quebec, 27 June 1945. To No.4 Release Centre, Toronto, 5 August 1945. Retired 11 August 1945. Decoration presented 22 June 1949. Enrolled in Primary Reserve, 18 December 1952 to 31 March 1958 as instructor, Ontario Flying Club, Oshawa (300518)). 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." Died in Lakefield, Ontario, 7 November 1998 or 7 October 1998 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1999.

**Notes:** Application for Operational Wing dated 5 April 1945 states he had flown 36 sorties (242 hours 40 minutes), 14 August 1944 to 5 April 1945.

Assessment covering service in No.77 Squadron, 16 August 1944 to 6 May 1945, credited him with 750 hours flying (278.30 in past six months). "An above average officer. Exceptionably keen on his flying duties but needs to show more interest in administration. Possesses a pleasant personality and well disciplined." (W/C J. Forbes).

Repatriation form dated 8 May 1945 states he had flown 36 sorties (243h hours 15 minutes), the last on 4 April 1945. Had also flown 267.35 non-operational. Types and hours overseas were Oxford (99 hours), Whitley (96), Halifax II (45.50), Halifax III (220.35) and Halifax VI (51.25).

**Training:** Interviewed 25 February and 16 June 1942. "Average, mature for age. Quiet, slow speech. Tall slender build - reserved. Office Manager for Tarling Map Company owned by father. No flying time but definite in his keenness to fly. Quiet, steady type. Probably Observer material."

Attended No.5 ITS, 26 October to 30 December 1942. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 816 points of a possible 1,050. Placed 65<sup>th</sup> in a class of 116. "Quiet, sincere airman, good motivation, courageous, willing, cooperative."

Attended No.20 EFTS, 8 March to 30 April 1943. Tiger Moth aircraft - 11.40 dual to first solo, 37.15 total day dual, 36.20 total day solo, 5.00 night dual, 1.00 night solo. Was 10.05 on instruments. Logged 11.00 in Link. "Average flyer, needed constant pushing. Should think more for himself - willing to do just what he is told. Doesn't show initiative. Airmanship needs checking, average aerobatics. Instrument flying fair."

Attended No.1 SFTS, 3 May to 20 August 1943. Harvard aircraft - 5.15 day dual to first day solo, 84.20 total day dual, 55.00 day solo; 4.25 night dual to first night solo, 8.10 total night dual, 12.25 night solo. Was 32 hours on instruments and 15 hours in formation. Logged 26.15 in Link. Flying assessed as follows: General Flying (207/300), Instrument Flying (143/200), Navigation (105/150), Armament (98/150), Night Flying (68/100) and Link (38/50). Ground courses in Airmanship (130/200), Armament (145/200), Navigation (92/200), Signals (181/200), aircraft Recognition (64/100) and Meteorology (38/100). "Neat appearance and bearing. Very willing and eager but is slow to learn. Well disciplined."

Attended No.20 (Pilots) AFU, 1 December 1943 to 28 March 1944. Oxford aircraft - 7.40 day dual to first day solo, 25.55 total day dual, 23.05 day solo; 3.55 night dual to first night solo, 11.50 total night dual, 15.45 night solo. Was seven hours on instruments; logged 26.50 in Link. Flying Tests in General Flying (250/400), Applied Flying (140/200), Instrument Flying (130/250), Night Flying (66/100) and Link (36/50). "An average course. Has shown good improvement and should do well with further experience. Quiet and respectable."

Attended No..10 OTU, 18 April to 6 June 1944. Whitley aircraft - 2.35 day dual to first day solo, 4.50 total day dual, 6.50 day at controls with a captain, 33.50 at controls without a captain; 3.15 night dual to first night solo, 5.00 total night dual, 6.05 night at controls with a captain, 36.55 at controls night without a captain. Was 31.10 on instruments. Logged 16.15 in Link. Flew five day and five night cross-country exercises, one night Nickel and one night Bullseye. Took part in four day and one night Fighter Affiliation. Made 13 day and nine night operational landings. Took part in ten day and two night dry dinghy drills, two day wet dinghy drills, seven day and one night parachute drills. Flying Tests in General Flying (250/400), Applied Flying (130/200), Instrument Flying (175/250), Night Flying (70/100) and Link (33/50). Ground examinations in Airmanship (180/300), Armament (211/300), Navigation (160/200) and Signals (87/100). "An ex-AFU pilot who converted quite easily to Whitley aircraft. Has proved keen and efficient throughout the course, carrying out exercises as ordered. Well disciplined and has a high sense of responsibility, keeping his crew at a high standard of efficiency by his own personal example. Crew cooperation excellent and his Fighter Affiliation crew cooperation above the average. Volunteered and recommended for Pathfinder Force. Recommended for commission." (W/C G.W. O'N. Fisher, 5 June 1944).

At No.1652 Conversion Unit he flew 34.05 by day and 9.10 by night. "Above average. A very keen and enthusiastic pilot and captain who has worked hard all through his course. He is

reliable and responsible and should make a very good operational captain.”

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TARRY, F/O (now F/L) Norman John Edward (J13587) - **Commended for Valuable Services** - No.120 Wing (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 in Leicester, England, 4 October 1914 Home in Vancouver (retail clerk); served in Non-Permanent Active Militia (Seaforth Highlanders), 1940-41 before enlisting in Vancouver 14 August 1941. To No.1 Manning Depot, 30 August 1941. To No.4 BGS, Fingal, 11 October 1941. To No.1 SFTS, Camp Borden, 24 November 1941. To No.1 ITS, Toronto, 22 December 1941; graduated and promoted LAC, 13 February 1942; to No.1 EFTS, 1 March 1942; may have graduated 24 April 1942 but not posted to No.13 SFTS until 10 May 1942; graduated and commissioned, 28 August 1942. To Flying Instructor School, Trenton, 27 September 1942; to No.2 SFTS, 15 November 1942; promoted Flying Officer, 28 February 1943; promoted Flight Lieutenant, 1 December 1944; to No.6 OTU, Comox, 30 January 1945; to "Y" Depot, Moncton, 15 June 1945; left Canada 5 September 1945; arrived in UK, 11 September 1945; to No.436 Squadron, 24 September 1945; repatriated from overseas, 15 February 1946; released 13 May 1946. Died in New Westminster, British Columbia, 9 January 1977 as per British Columbia Vital Statistics. Unit identified in DHist file 181.009 D.1124 (RG.24 Vol.20595). Public Record Office Air 2/9670 has citation drafted when he had flown 2,100 hours, 1,700 on current duties, 140 in previous six months.

This officer is a pilot and captain of aircraft. Before proceeding overseas in September 1945 he had been employed as a flying instructor in the Joint Air Training Plan for a period of three years., during which time he held posts of flight commander, examining officer and squadron commander at various Service Flying Training Schools. His work at all times has been of the highest order. By his conscientious devotion to the task of training pilots throughout the peak period in the history of the Joint Air Training Plan, this officer made a most valuable contribution to the war effort. He was released from instructional duties in March 1945 and joined his present squadron in the United Kingdom when it was being reformed for occupational duties. Since then Flight Lieutenant Tarry has displayed the same keen enthusiasm and high standard of efficiency which has marked the whole of his service career.

**Selected Assessments:** "A very hard working instructor. Takes a personal interest in his students and carries out his duties conscientiously. Appearance and bearing favourable. Recommended for promotion to Acting Flying Officer." (F/L R.E. Naylor, No.2 SFTS, 12 March 1943).

"This officer applies himself diligently and has produced very commendable results at this unit." (F/L A.W. Richardson, No.2 SFTS, 11 September 1944).

"A very keen officer - reliable and hard working. Excellent bearing and attitude. Strongly recommended for conversion to temporary rank." (W/C R.L. Denison, No.436 Squadron, 29 November 1945; at that time he had flown 1,474 hours - 191 in previous six months).

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TASCHEREAU, F/O Joseph Leon Gabriel (J10715) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 23 November 1943 as per **London Gazette** dated 30 November 1943 and AFRO 166/44 dated 28 January 1944. Born Victoriaville, Quebec, 26 July 1915; home in Quebec City; enlisted there 12 September 1940 and posted to No.4 Manning Depot. To No.3 ITS, 19 April 1941; graduated and promoted LAC, 16 May 1941 when posted to No.11 EFTS; to No.8 SFTS, 3 July 1941; ceased training and posted to Trenton, 31 July 1941; to No.5 AOS, 26 September 1941; to No.7 BGS, 3 January 1942; graduated and promoted Sergeant, 14 February 1942 when posted to No.1 ANS; graduated and commissioned 19 March 1942 but not posted to No.31 GRS until 10 April 1942. To RAF overseas, 14 June 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 March 1944. Repatriated 18 December 1944. To No.3 Training Command, 29 December 1944. To No.8 AOS, 15 January 1945. To No.1 CNS, 19 February 1945. To No.1 Radio and Navigation School, 12 March 1945. To No.1 Air Command, 12 September 1945. To No.2 Release Centre, 12 October 1945. Retired 27 November 1945. Postwar auxiliary service as 121379. Obituary stated that he had flown 21 sorties over Germany and Western Europe plus 28 in the Mediterranean theatre. "Repatriated to England, he served as an instructor in various training bases operational. He returned to Canada with the rank of Squadron Leader. He attended the specialist in air navigation in Rivers, Manitoba." In Reserve, he commanded No.2452 Aircraft Control and Warning Squadron Quebec, as Wing Commander. Appointed adviser to the Air Force Reserve for the Quebec City region promoted to the rank of Group Captain. From 1956-1980, he was attached to the Lieutenant Governors of the Province of Quebec, first as Secretary General and aide, then as chief of staff and aide-de camp. In semi-retirement after 1980, he continued to serve as special advisor. Also Honorary Colonel to the Tactical Helicopter Squadron based in Valcartier, he lectured at various air bases across Canada, including Goose Bay, Gander, Bagotville, Trenton, North Bay, Ottawa, Saint-Hubert, Valcartier, Saint John and Edmonton. Also an honorary member of the Free French Air Forces. DFC presented 21 May 1947. Awarded **Lieutenant, Royal Victorian Order (LVO)** as per **Canada Gazette** of 22 October 1988 while serving as private secretary and ADC to the Lieutenant-Governor of Quebec. Died at Hotel-Dieu de Quebec, 22 June 1999. RCAF photo PL-28893 (ex UK-10382 dated 5 May 1944) is a classroom scene at an OTU; F/O Gaby Taschereau (standing) explains his experiences; seated in front row are F/O Bill Tessier (Lachute), Sergeant

Gaston Dufour (Thetford), F/O Emile St. Arnaud (Big River, Saskatchewan); seated in front row are P/O Joe Baillargeon (Windsor, Ontario) and F/O Ken Renaud (Edmonton). Photo PL-28098 (ex UK-10394 dated 5 May 1944 shows three popular instructors at an OTU. Seated at desk drawing up a report is F/O Gaby Taschereau (Quebec); behind him looking on are F/O Andre Peloquin (air gunner, Montreal) and P/O Roger Delaroche (air gunner, Montreal).

Flying Officer Taschereau has participated in a large number of operational sorties over German and Italian territory. His efforts have at all times been characterized by accuracy and reliability. On one occasion during a night bombing attack over Sicily the aircraft in which he was navigator was attacked by an enemy fighter and the wireless operator was severely wounded. Flying Officer Taschereau immediately rendered first aid, at the same time navigating the aircraft safely back to base. A most skilful navigator, this officer's cheerful confidence and devotion to duty have always merited the highest praise.

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TATHAM, WO William Norman (R70700) - **Distinguished Flying Cross** - No.405 Squadron (now POW) - Award effective 5 February 1945 as per **London Gazette** dated 206 February 1945 and AFRO 721/45 dated 27 April 1945. Born 7 January 1916 in Kelliher, Saskatchewan; home there (farming, carpentry). Enlisted in Regina, 11 September 1940 as Aero Engine Mechanic and posted to No.2 Manning Depot, Brandon. To No.1 Manning Depot, Toronto, 30 September 1940. To Technical Training School, 25 October 1940. Promoted AC1, 8 March 1941. To No.3 BGS, Macdonald, 8 April 1941. To No.5 BGS, Dafoe, 2 May 1941. Promoted LAC, 1 July 1941. To "Y" Depot, 20 January 1942. Taken on strength of No.3 PRC, Bournemouth, 20 February 1942. To No. No.407 Squadron, 3 March 1942. Promoted Corporal, 1 July 1942. Remustered to aircrew and posted to No.4 School of Technical Training, 2 September 1942 for Flight Engineer instruction. Qualified and promoted Sergeant, 1 October 1942. To No.408 Squadron, 6 October 1942. To No.405 Squadron, 9 April 1943. Slightly injured, 5 May 1943 (Halifax JB957). Reported missing, Halifax HR797, 11/12 June 1943 (POW, Stalag 357). Promoted Flight Sergeant, date uncertain. Promoted WO2, 1 January 1944. Commissioned 1 April 1945 (C96274). Safe in United Kingdom, 24 April 1945. Repatriated 1 June 1945. To No.8 Repair Depot, Winnipeg, 12 June 1945. Decoration presented 29 May 1947. Died in Vancouver, 17 March 1952 as per British Columbia Vital Statistics. Cited with F/O James C. Harty (RCAF, pilot, awarded DFC), which see for citation.

The website "Lost Bombers" has two entries bearing on his career. There is disagreement between that source and the citation respecting the loss of the aircraft in June 1943 - whether by flak or fighters. The information as given on the website, is as follows:

**4/5 May 1943:** Halifax JB957 (LQ-A), target Dortmund. This was one of three No.405 Squadron, Halifaxes lost on this operation (the others were JB897 and JB904). Airborne at 2149 hours, 4 May 1943 from Gransden Lodge. Turned back after being badly damaged by flak crossing the Dutch coast and crash-landed at 0315 hours near Graveley Airfield, Huntingdonshire. No injuries reported. Crew consisted of P/O J.C.Harty, RCAF, Sergeant W.N.Tatham, RCAF, Flight Sergeant B.L.Miller, RCAF, Sergeant J.E.Patterson Flight Sergeant R.A.Carney, Sergeant N.H.A.Taylor, RCAF, Sergeant F.E.Mackay, RCAF.

**11/12 June 1943:** Halifax HR797 (LQ-A), target Dusseldorf. Airborne at 2300 hours, 11 June 1943 from Gransden Lodge. Hit by flak in the vicinity of Amsterdam and turned back, losing height. Subsequently, ditched while roughly 25 minutes flying time from the English coast. The survivors were able to clamber into their dinghy, but to their chagrin the tide took them back in the general direction of the Dutch coast and captivity. It is reported that F/O T.A. Fillingham (RCAF) baled out soon after the bomber was hit, but his body was never identified. Along with Flight Sergeant N.H.A. Taylor (RCAF) he is commemorated on the Runnymede memorial. WO2 J. Somerville (RCAF, POW) was later repatriated, probably during 1944, after undergoing an operation to amputate one of his feet. Other crewmen were P/O J.C.Harty (RCAF, POW), Sergeant W.N.Tatham, (RCAF, POW), P/O B.L.Miller, (RCAF, POW), P/O J.E.Paterson (POW), P/O F.E.MacKay, (RCAF, POW).

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire. Interview date not shown. He stated he had flown 19 sorties as flight engineer.

The aircraft took off from Gransden Lodge about 2230 hours. It was a cloudy, moonless night; the aircraft was detailed to back up the markers with green Target Indicators.

Dusseldorf was reached about midnight flying at 20,000 feet the high explosives were dropped but as the bomb sight was unserviceable the green target indicators were not dropped.

The aircraft ran into thick cloud over the Dutch coast and climbed to 19,000 feet. The coast had been crossed and the nose was down in order to cross the British coast at 1,000 feet when an unidentified aircraft attacked from below with cannon fire shooting off the perspex nose, the intercom became unserviceable, the wiring was on fire and the target indicators caught fire and could not be jettisoned; all the extinguishers were used to try to put out the fire without success. The aircraft began to burn inside and the floor to melt; the aircraft was under control but the fire was spreading and it was decided to ditch.

The aircraft was ditched successfully on a rough sea, the dinghy came out and all the crew got into it, except the mid-upper who had been killed by the fighter. The rear gunner, second pilot, navigator, bomb aimer and engineer were all wounded.

The rear gunner got out of his turret and crawled to the rear spar, the navigator was sitting by the front spar, the engineer was standing up by the front spar, the second pilot was the the WOP's seat, unconscious. The WOP had baled out during the attack but the Germans reported that his parachute did not open and he was killed.

The aircraft sank in about four minutes, the wounded men were got into the dinghy and the wireless taken in, but the aerial and kite had come away inside the aircraft and could not be found.

The dinghy was spotted by two Focke Wulfes and the crew were picked up by a flying boat about 2300 hours.

The navigator clamped the wireless key down before ditching.

\* \* \* \* \*

TAUNTON, FI/O Mary Gertrude (V30280) - **Mention in Despatches** - No.63 Base - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 31 December 1914 in Winnipeg; home there; enlisted there 8 January 1942. To Canadian Women's Air Training Depot, 14 January 1942. To No.10 SFTS, Dauphin, 15 February 1942; to No.6 Manning Depot, Toronto, 26 March 1942; to No.7 Manning Depot, Rockcliffe, 24 April 1942; promoted Corporal, 25 April 1942; to No.6 Manning Depot, 9 October 1942. Commissioned 10 October 1942. To No.7 Manning Depot, 30 October 1942. To "Y" Depot, 8 October 1943. Posted overseas, arriving in UK 30 October 1943; to Station Leeming, 17 November 1943; promoted Flight Officer, 10 October 1944; to No.62 Base, 11 October 1944; to No.63 Base, 20 March 1945; repatriated 26 September 1945; released 6 November 1945. Certificate mailed to her, 12 October 1948. Married Frederick James Broadfoot. Died in Guelph, Ontario, 26 June 2013. Obituary said she had been an Intelligence Officer with No.427 Squadron. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. Intelligence Officer overseas. RCAF photo PL-45911 (ex UK-24242 dated 27 September 1945) is captioned as follows: "Four officers of the RCAF's Women's Division lean happily out of a train at the RCAF Repatriation Depot at Torquay, England. Bound for Southampton and the liner **New Amsterdam**, lower left is Flight Officer Wtinn Chadwick of Winnipeg, Manitoba, and top row, left to right, are Flight Officer Molly [sic] Taunton, also of



Winnipeg, Flight Officer Helen Smith of St. Lambert, Quebec, and Flight Officer Mary Carry of Toronto.”

\* \* \* \* \*

TAUNTON, FI/O Nancy Mildred (V30094) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. Born 30 May 1919 in Winnipeg; home there; enlisted there 21 October 1941. Trained at CWAAF Depot, Toronto, to 13 February 1942; to No.10 SFTS, 14 February 1942; to No.6 Manning Depot, 27 March 1942. Commissioned 30 March 1942. To AFHQ, Ottawa, 15 June 1942; to No.4 Wireless School, Guelph, 28 November 1942 (Codes and Cypher instructor); to AFHQ, Ottawa, 28 July 1943 (detached to Washington, D.C.); to RCAF Overseas, 13 January 1944; to No.6 Group Headquarters, 7 February 1944; promoted Flight Officer, 30 March 1944; to Station Leeming, 28 August 1945; to Station Topcliffe, 1 November 1945. repatriated 23 December 1945; released 4 February 1946. Subsequently married and name changed to "Steele" (Mrs Frank Steele). Lived briefly in Halifax, Vancouver and Toronto before returning to West Vancouver in 1955. Certificate mailed to her home in Winnipeg, 12 October 1948. She appears to have been Chief Cypher Officer at No.6 Group Headquarters and was described as having considerable "executive ability". Died in Vancouver, 16 July 2006.

\* \* \* \* \*

TAVERNER, Corporal Ruth (W310500) - **British Empire Medal** - RCAF Overseas Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born in Port aux Basques, Newfoundland 20 September 1909. Educated there except for commercial course in Wolfville, Nova Scotia, 1925-1926. Sales and office clerk, Emmanuel Pike Limited, Port aux Basques, 1926-1936. Household and relief work at home until 1941. Office and sales work in Halifax, 1941 and then household work at home. Enrolled in Women's Patriotic Association, 1942-1943. She had married in 1936 (her maiden name was "Pretty"); husband lost in the sinking of the **Caribou**, October 1942. Enlisted in Corner Brook, Newfoundland, 24 June 1943 as "Tradesman". To No.7 Manning Depot, Rockcliffe, 8 July 1943. Reclassified as Clerk, General, 22 July 1943. To No.2 Composite Training School, Toronto, 18 August 1943. Promoted AW1 and posted to "Y" Depot, 21 October 1943. To Torbay, 1 November 1943. Promoted LAW, 1 April 1944. To "Y" Depot again, 11 July 1944. Embarked from Halifax, 20 July 1944. Disembarked in Britain, 27 July 1944. To RCAF Overseas Headquarters, 9 August 1944. Reclassified as Clerk /Admin, 27 November 1944. Promoted Corporal, 1 January 1945. Repatriated 6 April 1946. To Release Centre, 11 April 1946. Released 1 May 1946. Award presented in 1952. Died in in Port aux Basques, 29 May 1996.

This airwoman has given over two years outstanding service in this Directorate in her capacity as Clerk in charge of Motor Transport Records. This has been extremely difficult as Royal Canadian Air Force Motor Transport has been supplied at various times by units all over this country and the Continent. This airwoman's never failing application to duty has ensured accurate records being available, without which efficient Motor Transport operations would have been impossible and losses would have been great.

Recommendation raised 5 February 1946 by G/C H.E. McCormick (Director of Equipment Overseas), as above.

**Notes:** Assessed 13 June 1945 by F/L R.W. Marriott - "This NCO has worked long hours beyond service requirements in order to complete major records which in themselves reflect the spirit of reliance and dependability of this NCO."

\* \* \* \* \*

TAYLER, F/L Frank Edward (J21995) - **Air Force Cross** - Station Pennfield Ridge - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Beeton, Ontario, 30 July 1917. Bowling Alley manager, 1936-1938; chauffeur, 1938-39 (employer died), shipping clerk for battery company, 1939 to enlistment. Home in Toronto; enlisted there 3 January 1942. To No.1 Manning Depot, 11 January 1942. To No.1 BGS, 14 February 1942 (guard duty). To No.6 ITS, 11 April 1942; graduated and promoted LAC, 5 June 1942 but not posted to No.20 EFTS until 20 June 1942; graduated 29 August 1942 when posted to No.5 SFTS; graduated and commissioned, 18 December 1942; to No.1 Flying Instructor School, 8 January 1943. To No.16 SFTS, 7 March 1943. Promoted Flying Officer, 18 June 1943. To No.1 Flying Instructor School, 19 August 1943. To No.164 Transport Squadron, 18 June 1944. To Transport Conversion Squadron, Pennfield Ridge, 10 July 1944. Promoted Flight Lieutenant, 1 December 1944. To Release Centre, 4 September 1945. Retired 13 September 1945. Decoration presented 22 January 1948. Living in Toronto, 1950. Died in Toronto, 17 October 1965. As of award he had flown 2,246 hours, of which 2,100 were as instructor, 365 hours in previous six months.

This officer has been a flying instructor in Transport Conversion Squadron since its inception at this unit. He is a keen, conscientious officer and pilot. His air work has been exemplary and his special work and tests on weight and balance will add greatly to the safety of transport flying in the service.

Recommendation raised almost as shown, 3 August 1945; approved at EAC Headquarters, 22

September 1945 (A/V/M Morfee), at AFHQ, on 20 November 1945 (A/C M. Costello) and thence the Chief of the Air Staff and Awards Committee.

**Training:** Course at No.6 ITS was 13 April to 5 June 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament, Aircraft Recognition, Drill and Signals. Scored 910 out of possible 1,000 points. Placed third in a class of 152. "Steady, mature airman who demonstrates good reasoning power. Dependable and reliable,"

Course at No.20 EFTS was 22 June to 14 August 14 1942. Tiger Moth aircraft - 30/10 day dual (1.45 dual to first solo), 51.50 day solo, 3.00 night dual. Was 10.05 on instruments and logged ten hours 45 minutes in Link. Courses in Navigation, Airmanship, Armament, Aircraft Recognition and Signals. Received 562 points out of possible 700. Placed ninth in a class of 34. "Tends to be friendly with instructors but otherwise is high average student. Initiative and originality occasionally need holding in check."

Course at No.5 SFTS was 30 August to 18 December 1942. Anson aircraft - 68.05 day dual (11.20 dual to first solo), 63.50 day solo, 7.20 night dual, 8.00 night solo. Flew 16.45 in formation, 26.20 on instruments, logged 25 hours in Link. Courses in Navigation, Airmanship, Armament, Signals and Meteorology. Received 624 points of a possible 750. Placed sixth in a class of 52. "An above average student pilot both in instruments and clear hood. Stood well up in G.I.S. An intelligent, reliable, confident, energetic pupil. Good leader and should make a satisfactory service pilot."

Course at No.1 Flying Instructor School was 13 January to 27 February 1943. Flew single engine elementary aircraft (14.10 day dual, 8.40 day solo) and twin engine advanced aircraft (18.45 day dual, 11.40 day solo, 3.00 night dual, 1.00 night solo). "High average student, ability to impart knowledge above average, should become above average instructor with experience." (P/O W.H. Webster). Ground training in Flight Administration (88/100), Airmanship (73/100), Instruments (70/100) and Meteorology (73/100). Tested on a Cessna Crane and rated under the following headings: Sequence (Above average), Voice (Clear), Manner (Instructive), Ability to Impart Knowledge (Above Average), Ability as Pilot (High Average). "Will become an above average instructor with experience." (F/L M.K. McGuire). Awarded Category "C", twin engine.

Tested 15 June 1943 while at No.16 SFTS where he had flown 260 hours instructing. Avro Anson and rated under the following headings: Sequence (Above average), Voice (Clear), Manner (Impressive), Ability to Impart Knowledge (High Average), Ability as Pilot (Above Average). "With experience this officer will be above an average instructor." (S/L E.R. Johnston). Awarded Category "B", Twin Engine.

Tested 20 March 1944 while at No.1 FIS. Flying time to date was 160.35 hours single engine solo, 48.35 hours single engine dual, 864 hours twin engine solo, 98 hours twin engine dual. Had instructed 837 hours. Tested on Cessna Crane and rated under the following headings:

Sequence (Above average), Voice (Interesting), Manner (Instructive), Ability to Impart Knowledge (Above Average), Ability as Pilot (Above Average). "An above average instructor and pilot who should have no difficulty obtaining a higher category at a later date." (S/L D.J. Brooker). Awarded Category "A2", Twin Engine.

\* \* \* \* \*

TAYLER, F/L John Edward (C97024) - **Mention in Despatches** - Overseas (now No.10 RD) - Award as per **London Gazette** dated 1 October 1946 and AFRO 1059/46 dated 8 November 1946. Born at Hazelmere, England, 9 May 1918. Educated in Edmonton, 1925 to 1937 and served in Edmonton Regiment (Militia), 1935-1938). Joined RAF (service number 40958), 16 May 1938; attended No.10 FTS, May 1938 to April 1939; commissioned 9 July 1938; promoted Flying Officer, 3 September 1940; promoted Flight Lieutenant, 3 September 1941; promoted Squadron Leader, 29 December 1941; to No.70 Squadron as transport pilot, April 1939; to No.216 Squadron, June 1940; to Communications Flight, Habbniya, December 1940 (bombed targets at Mosul, Bagdad, Faleja, May 1941 as well as landing airborne troops - Valentia and Hart aircraft); to No.84 Squadron, August 1941 (claimed about 100 hours bombing targets in Western Desert and 20 hours attacking Japanese shipping in Sumatra and Java); taken prisoner in Far East, April 1942. Home in Calgary; enlisted in London, England, 24 November 1944 (not sure how this is possible given he was supposedly a POW). Repatriated 23 November 1945; to No.10 Repair Depot, 2 December 1945 until 22 January 1947. Released in Winnipeg, 29 January 1947. Subsequently rejoined RAF on 12 January 1949 and on 3 May 1952 was severely injured in crash of Valetta VW153, No.110 Squadron at RAF Station Butterworth (Malaya). His full name was given as John Edward David Tayler. It is not clear when he was discharged from RAF, but as of 1969 he was living in Edmonton. No citation other than:

...in recognition of gallant and distinguished service whilst prisoners of war in Japanese hands.

NOTE: As of 23 January 1946 he claimed the following hours flown: Bombay (300), Valentia (400), Anson (100), Oxford (100), Blenheim (200), Moth (50), Hart (25), Magister (25), although all times were approximate, he having lost his log book.. About the same time he filed the following report on his POW activities:

Whilst POW in Java was CO of a squadron of mixed RAF, RN and Army personnel. The strength varied between 150 and 400 all ranks. Duties entailed maintaining as high a standard of discipline as possible among the men - ensuring that Working Parties as detailed by the Japanese were as fit as circumstances allowed for work indicated. We acted as a "buffer state" between our men and the guards. We were held responsible for the cleanliness of our barracks and camp

and that all the Japanese orders were carried out. We were liable for punishment for any infringement of their orders by our men.

We ran an orderly room and charge sheets were filed when necessary procedure had been gone through. Punishments varied as we had no KR and ACLs. Recommendations for promotions or awards of men who were outstanding during the period of imprisonment were also filed and kept until our release.

I was employed in this manner two and a half years. The remainder of the time, I worked as a cook and supervisor in a bakery for prisoners of war.

\* \* \* \* \*

TAYLOR, F/O Alexander Keith (C8111) - **Mention in Despatches** - No.500 Squadron - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born 14 November 1918. Home in Winnipeg; enlisted there 14 April 1941. Commissioned 13 September 1941 after training at University of Manitoba. To McMaster University, 1 October 1941; to Station Trenton, 19 October 1941; to Technical Training School, St.Thomas, 17 November 1941; to No.31 Radio School, Clinton, 13 December 1941 to 13 March 1942; Embarked from Canada on 13 March 1942; arrived at No.3 PRC, 24 March 1942; to Headquarters, No.15 Group, 15 April 1942; to Station Stornoway, 16 April 1942; to No.500 Squadron, 4 August 1942. Proceeded with that unit to North Africa, November 1942; struck off strength of that squadron, 5 August 1943; to UK, 9 September 1943; to Headquarters, Middle East, 12 January 1944, arriving in Egypt 30 January 1944; to Headquarters, Middle East, 7 February 1944; to Headquarters, Mediterranean Allied Air Forces, 30 November 1944; repatriated 21 August 1945; released in Vancouver, 31 August 1945. Unit not identified in AFRO but found in DHist file 181.009 D.1711 "Honours and Awards - Awards to RCAF Personnel in Middle East" (NAC RG.24 Box 20605).

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TAYLOR, F/L Allan Douglas (J25790) - **Distinguished Flying Cross** - No.92 Squadron - Award effective 12 March 1945 as per **London Gazette** dated 20 March 1945 and AFRO 721/45 dated 27 April 1945. Born 14 June 1920 in Grey City, Ontario; educated in Beamsville (home there, farmer, employee of McKinnon Industries, St. Catharines, auto parts inspector); enlisted in Hamilton, 11 March 1942; posted that day to No.1 Manning Depot, Toronto. To No.4 BGS, Fingal, 26 June 1942 (non-flying duties). To No.1 ITS, Toronto, 15 August 1942. Graduated 9 October 1942 and promoted LAC. Posted to No.20 EFTS, Oshawa, 7 November 1942. To No.6 SFTS, Dunnville, 10 December 1942. Graduated and commissioned, 30 April 1943. To "Y" Depot, Halifax, 14 May 1943. Embarked from Canada, 23 June 1943. Disembarked in Britain, 1 July 1943. To No.7 (Pilots) AFU, 6 August 1943. Promoted Flying Officer, 30 October 1943. To

No.2 Personnel Despatch Centre, 4 December 1943. To Port of Embarkation, 12 December 1943. Disembarked in Egypt, 3 January 1944. To No.5 (Middle East) ARC (whatever that is), 3 January 1944. To OTU, Abu Sueir, 6 February 1944. To No.22 Personnel Despatch Centre, 26 March 1944. To Headquarters, Tunis Base Area, 15 April 1944. To Headquarters, Desert Air Force, 1 May 1944. To No.92 Squadron, 6 June 1944. Promoted Flight Lieutenant, 13 January 1945. To No.56 Personnel Transit Centre, 14 March 1945. To No.22 Personnel Transit Centre, 11 April 1945. Emplaned from Italy, 18 May 1945, arriving in Britain 19 May 1945. Repatriated to Canada, 5 August 1945. To No.4 Release Centre, 10 August 1945. Released 14 September 1945. Died in Mississauga, Ontario, 1979. Photograph PL-36610 is a formal portrait. Decoration presented 28 May 1947. Recommended when he had flown 120 sorties (150 operational hours).

Flight Lieutenant Taylor has proved himself to be an outstanding fighter bomber pilot. He has completed a very large number of operational sorties and by his consistent skill, enthusiasm and devotion to duty he has set an excellent example to all pilots. In September 1944, this officer, leading a formation of six aircraft, succeeded in locating a concentration of enemy troops which were massing for a counter attack against Giovanni di Galilea. Despite heavy anti-aircraft fire he bombed and machine gunned the enemy troops so successfully that the counter attack was entirely broken off and our troops were able to enter the town unopposed. The whole operation was worthy of high commendation.

NOTE: Public Records Office Air 2/9150 has recommendation dated 2 January 1945 when he had flown 120 sorties (150 operational hours).

Flying Officer Taylor joined No.92 Squadron on 6th June 1944 and has now completed 150 hours operational flying. In the period during which the squadron was engaged on interception duties, Flying Officer Taylor obtained one ME.109 probably destroyed over Spezia. During the last three months Flying Officer Taylor has been fully capable of leading a flight and has done so on numerous occasions. His own individual bombing has been consistently of the highest standard of accuracy.

On 25th September 1944, Flying Officer Taylor, leading six aircraft, succeeded in locating a concentration of enemy troops massing for a counter attack at Giovanni di Galilea, Despite heavy flak he bombed and strafed so successfully that the counter attack was entirely broken up, the Colonel was killed and our troops were able to enter the town unopposed. The whole operation, warmly commended by the Army, was essentially due to Flying Officer Taylor.

Throughout his tour and especially during the recent period of close support, Flying Officer Taylor has been a tower of strength to the squadron and an inspiration to his brother pilots. His professional skill, dash and determination have been outstanding and he has contributed in every possible way to the success of the squadron.

**Notes:** Assessed 25 March 1945 by Major J.E. Gasson, No.92 Squadron, when he had flown 591 hours (100 in past six months). "Outstandingly loyal and reliable. Has been an exceptional flight commander both in the air and on the ground."

Application for Operational Wing dated 24 March 1945 stated he had flown 157 sorties (195 operational hours), 6 June 1944 to 11 March 1945; also 396 non-operational hours.

Repatriation form dated 10 July 1945 stated he had flown 157 sorties (195 operational hours), the last on 11 March 1945; also 171.10 non-operational hours. Types flown overseas were Master (79.05), Harvard (21.10) and Spitfire (265.45). Claimed one "probable" enemy aircraft.

**Training:** Attended No.1 ITS, 17 August to 9 October 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 760 points of a possible 1,000. Placed 40<sup>th</sup> in a class of 64. "A quiet, reserved, capable airman, who does not show much initiative. Has plenty of ability if he can be encouraged to apply himself."

Attended No.20 EFTS, 9 November to 30 December 1942. Tiger Moth aircraft - ten hours 50 minutes dual to first solo, 33.10 day dual, 29.00 day solo, 4.00 night dual. Was 10.45 on instruments. Logged 11.30 in Link. Ground courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition and Signals (practical). Scored 554 points of a possible 700. Placed 15<sup>th</sup> in a class of 31. "Should make a good steady pilot with more time on forced landings. Side slipping should be improved, also steep turns and aerobatics."

Attended No.6 SFTS, 11 January to 30 April 1943. Harvard aircraft - 8.40 dual to first solo, 73.05 day dual, 69.55 day solo, 4.50 night dual, 10.15 night solo. Was 16.40 in formation and 26.00 on instruments. Logged 20 hours in Link. Ground examinations in Navigation, Airmanship,, Armament (written and practical), Aircraft Recognition ,Signals (written and practical) and Meteorology. Scored 5792 points of a possible 750. Placed 30<sup>th</sup> in a class of 42. "Flying improved steadily. Good average results.. Worked well. Department very good."

Attended No.7 (Pilots) AFU, 6 August to 23 November 1943. Master aircraft - 2.25 day dual to first day solo, 19/30 total day dual, 47.10 solo day, 1.15 night dual to first night solo, 5.00 total night dual, 8.25 night solo. Was 11.00 in formation, 3.20 on instruments and logged 12.15 in Link. Flying tests in General Flying (200/400), Applied Flying (100/200), Instrument Flying

(125/250), Night Flying (65/100) and Link (30/50). "An average pilot who seems to have done quite well throughout the course/ Spinning recovery very good. Instrument flying good. Fit for solo on operational aircraft at night. No serious faults; he flew on several very dark nights."

Attended OTU, Abu Sueir, 7 February to 17 March 1944. Harvard aircraft (3.25 dual to first solo, 8.25 total dual, 12.55 solo) and Spitfire (29 hours 50 minutes). Was 17.50 in formation, 2.45 on instruments, logged five hours in Link. Damaged a Harvard on 10 March 1944 (engine failure). Fired 400 rounds air-to-ground, 900 rounds air-to-air, exposed 125 feet of film. Flying tests in General Flying (250/400), Applied Flying (125/200), Instrument Flying (160/250) and Link (27/50). Ground examinations in Airmanship (222/300), Armament (235/300), Meteorology (73/100), Navigation (111/200) and Signals (74/100). "An extremely conscientious and sober pilot."

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TAYLOR, F/O Bertram (J27484) - **Distinguished Flying Cross** - No.192 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 17 February 1919 in Uxbridge, Ontario; home in Phippen, Saskatchewan (assistant geologist); enlisted in North Bay, Ontario, 19 June 1942. To No.1 Manning Depot, 13 July 1942. To No.6 ITS, 24 October 1942; graduated 30 December 1942 and promoted LAC; to No.1 AOS, 6 February 1943; graduated and commissioned 25 June 1943. To "Y" Depot, Halifax, 9 July 1943. To United Kingdom, 15 July 1943. Promoted Flying Officer, 28 December 1943. Repatriated to Canada, 8 December 1944. Released 28 March 1945. Decoration presented at Sea Island, 25 November 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8830 has recommendation dated 15 November 1944 when he had flown 29 sorties (148 hours), 10 June 1944 to 30 October 1944. In all the sorties listed, the job is described as "Special Duty".

10 June 1944 - Dreux (4.20)  
12 June 1944 - Gelsenkirchen (3.05)  
27 June 1944 - Paris (3.45)  
15 July 1944 - Nevers (7.25)  
17 July 1944 - Dutch coast (1.50)  
18 July 1944 - Scholven (Ruhr) 3.00  
20 July 1944 - Le Havre (2.45)  
24 July 1944 - Stuttgart (7.15)  
28 July 1944 - Dutch coast (3.25)  
8 August 1944 - North Sea patrol (3.40)  
10 August 1944 - Dijon (6.10)



12 August 1944 - Brunswick (5.00)  
16 August 1944 - Kiel (4.10)  
18 August 1944 - Sterkrade (3.00)  
26 August 1944 - German and Dutch coasts (3.55)  
29 August 1944 - Stettin (8.30)  
2 September 1944 - Lofoten Islands (9.05)  
11 September 1944 - Gladbach (3.00)  
13 September 1944 - Darmstadt (4.40)  
15 September 1944 - Dutch coast (7.10)  
17 September 1944 - East of Saarbrucken (4.25)  
27 September 1944 - Kaiserslautern (4.25)  
28 September 1944 - North of Zwolle (2.35)  
5 October 1944 - Saarbrucken (5.30)  
6 October 1944 - Bremen (4.10)  
9 October 1944 - Bochum (4.35)  
14 October 1944 - Brunswick (6.35)  
23 October 1944 - Essen (4.50)  
25 October 1944 - Essen (3.35)  
30 October 1944 - Wesseling (3.25)

As navigator of a heavy bomber aircraft, this officer has completed a tour of operations including attacks on distant and heavily defended targets.

He has at all times shown a cheerful desire to participate in operational flying and the high standard of his navigation has been largely responsible for the success of his sorties.

NOTE: The Station Commander's remarks (dated 19 November 1944) are interesting in that they throw a little more light on the nature of his work:

Taylor has proved himself to be a first class operational navigator. His tour has, for the most part been carried out against main force targets and his accuracy in his work has led to much valuable information being obtained from the investigation flights on which he has been employed.

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TAYLOR, S/L Cameron John Wilde (J6857) - **Distinguished Flying Cross** - No.407 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 11 February 1944 and AFRO 644/44 dated 24 March 1944. Born 18 January 1912 in Winnipeg; home there; enlisted there 16 December 1940 and immediately posted to No.2 Manning Depot. To No.7 Equipment Depot,

15 January 1941. To No.2 ITS, 4 March 1941; graduated 8 April 1941 and promoted LAC; to No.13 EFTS, 8 April 1941; to No.8 SFTS, 28 May 1941; graduated and commissioned 20 August 1941. To "Y" Depot, 21 August 1941. To RAF overseas, 9 December 1941. Promoted Flying Officer, 20 August 1942. Promoted Flight Lieutenant, 10 March 1943. Promoted Squadron Leader, 1 August 1943. Repatriated to Canada early in 1944 for Staff College and was in Toronto as of 17 June 1944. To "Y" Depot, 30 September 1944; to United Kingdom again, 5 October 1944. Repatriated 23 July 1945; released 3 October 1945. Died in Kelowna, 20 July 2005 as per Legion **Last Post**. Photo PL-5689 shows the following personnel (all LACs at the time): Front Row, C.W. Palmer (Dundalk, Ontario), C.J.W. Taylor, A. Horn (Hamilton), H.W. Rowlands (Fergus, Ontario), C.B. Smith (West Pembroke); Second Row: P.S. Calvesbert (Brantford), W.D. Smith (Embros, Ontario), P.W. Porter (Hamilton), F.G. Stratham (Hamilton), C.M. Park (London). Photo PL-15835 shows Taylor, 24 August 1943, with F/O Don Bier (Woodstock) and F/O George Caey (Edmonton). DFC and Bar presented 10 May 1948.

This officer has displayed great courage and skill as captain of aircraft. He has completed a large number of sorties against enemy shipping and many anti-submarine patrols by night. Squadron Leader Taylor has in addition been largely responsible for the supervision of the operational training of all the crews in the squadron, both in the air and on the ground. His determination and devotion to duty have been most praiseworthy.

TAYLOR, S/L Cameron John Wilde (J6857) - **Bar to Distinguished Flying Cross** - No.407 Squadron. Awarded 27 April 1945 as per **London Gazette** of 8 May 1945 and AFRO 966/45 dated 8 June 1945.

Squadron Leader Taylor is an outstanding flight commander who has participated in a large number of operational sorties. He is an excellent leader and the high standard of operational efficiency attained by his squadron is largely owing to his enthusiasm and untiring efforts. Towards the end of 1944, this officer was captain of an aircraft when a U-Boat was sighted. As the result of his determined and well executed attack the enemy submarine was probably sunk.

Public Record Office Air 2/9078 has recommendation drafted 9 March 1945 when he had flown 58 sorties (450 hours); see also entry for F/L C.D. Myers.

On the night of 29th/30th December 1944 this officer was captain of L/407 when a schorkeling U-Boat was "probably sunk" as a result of a determined and well executed attack against an exceedingly difficult and elusive target. This attack typifies Squadron Leader Taylor's outstanding drive, efficiency and high

qualities of leadership.

Aircraft referred to on 29/30 December is Wellington Service Number L/407/NC844, locality 5005N 0229W.

The Station Commander added his remarks on 14 March 1945 - an unusually long endorsement:

This officer is an outstanding flight commander and second in command of an A/U Squadron, the efficiency of which is largely due to his untiring effort.

The enthusiasm and zeal with which he does about his operational training and administrative duties within the unit is beyond all praise and an example to all aircrew personnel.

I consider that the award of a Bar to the DFC is a well deserved reward for continual good work, results of which bore fruit on the night of December 29/30, 1944.

The following story, submitted by Ross Hamilton (former Adjutant of No.407 Squadron) appeared in the December 2002 issue of **Short Bursts** (Air Gunner Association newsletter):

Christmas 1944

407 Demon Squadron, RCAF, Chivenor, North Devon, UK

One of our highly esteemed Flight Commanders, S/L Taylor, DFC & Bar, had decided that his guys on 407 were not going to be subjected to Christmas dinner of brussel sprouts, sans turkey, and he was about to do something about it. S/L Taylor was one of the original pilots on 407 Squadron when it was formed at Thorney Island in April 1941. He was one of the few survivors from the "short life expectancy" era of flying Hudsons on the deadly enemy shipping strikes off the Dutch coast, and also on the first 1000-bomber raids on Germany. Thus he was a highly experienced airman and a force to be reckoned with.

The S/L, having relieved the Station Mess Officer of all "extra messing funds", contacted an old friend, the messing Officer at RAF Station Limivady where he had once been stationed in Northern Ireland. Could his friend, by any chance, lay his hands on a few turkeys for the lads at Chivenor if he, Taylor, flew up to get them? No problem, how many do you want. (Rationing was not that severe in Ireland).

A couple of hours flying in a Leigh Light Wellington, without the usual crew complement, of course, S/L Taylor landed in Limivady. On arrival he was treated to numerous rounds in the mess by old acquaintances, and a fine “thrash” was soon in the making.

Finally, time to get back to Chivenor. “Messing Officer, are the turkeys ready to go?” “Yes sir, just taxi your aircraft to the other side of the airfield and a farmer will be waiting there with your birds.” The taxing detail was carried out and sure enough, the farmer was there waiting – with some 30 or 40 turkeys. You guessed it, they were all live!

Apparently the flight back to Chivenor was as interesting as any op trip, and one not likely to be experienced again. As related by the S/L, he was flying South East at 178 knots, with the crew of turkeys, airbourne enmass, flying due North at 7 to 10 knots, with numerous circuits in and out of the cockpit. He is still trying to compute the ground speed of both parties.

The grateful Canadians of 407 Chivenor thus were able to enjoy a good old home style Christmas turkey dinner, sans even one brussel sprout – all thanks to one very enterprising and caring Flight Commander who always put his ground crews and aircrews first.

One such practice, and perhaps why many of us are around today – every 407 aircraft that came out of maintenance, and before going back on the line, was thoroughly air-tested by S/L Taylor, always flying solo. Only then would he permit it to be delivered to the flight line.

As for the Wimpy that was borrowed for the Turkey Op., it was put U/S for a few days until the interior could be returned to some semblance of habitation. The guys participating in the cleaning job were amply supplied with beer by the grateful aircrews for as long as it took to complete the job.

S/L Taylor DFC & Bar is a legend unto himself. He resides in Kelowna B.C. and at age 87 (in 1998) was still putting in a 12 hour day at his heavy-construction consulting business. The heavy construction firm he built post-war produced the Trans Canada Highway through the Rockies. His philosophy is simple and to the point, “If you stop using that thing sitting on your shoulders – you lose it.”

AMEN!

\* \* \* \* \*

TAYLOR, W/C Carl Clark (C2825) - **Air Force Cross** - No.3 Bombing and Gunnery School - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Tennessee, 11 December 1899 as per RCAF Press Release reporting award; private schooling in Dallas; home given as Los Angeles; enlisted in Ottawa, 25 September 1940. To No.1 BGS, 22 November 1940. To Station Mountain View, 6 March 1942. To No.1 BGS, 4 May 1942. Promoted Flight Lieutenant, 1 July 1942. To No.7 BGS, 6 July 1942. Promoted Squadron Leader, 1 November 1942. To No.3 BGS, 16 June 1943, serving there to 11 October 1943. Possibly overseas briefly, but posted again to No.3 BGS, 3 January 1944. Promoted Wing Commander, 1 October 1944. Posted away from No.3 BGS, 7 January 1945; retired 8 January 1945. Died in Los Angeles, 27 January 1960. Had completed 1,229 flying hours to date of recommendation. Award presented 17 December 1945.

This officer has served as chief instructor at this unit for fifteen months and has produced a very high degree of training efficiency, both on the ground and in the air. He has continuously set a fine example of devotion to duty to those working under him and has taken an active part in air exercises. The excellent air gunner training given at this unit is largely the result of this officer's personal efforts and example. He has made a valuable contribution to bombing and gunnery training.

\* \* \* \* \*

TAYLOR, F/L David Robb (J22498) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 18 July 1917 in Regina; home there. Educated in Saskatchewan including one year at Luther College. Clerk, stenographer and commercial traveller. Served in 2<sup>nd</sup> Battalion, Regina Rifles, 1940-1941; enlisted in Regina, 30 May 1941 and posted to No.2 Manning Depot. To No.3 SFTS, Calgary, 15 August 1941 (guard). To No.4 ITS, Edmonton, 14 September 1941; graduated and promoted LAC, 26 October 1941. To No.5 EFTS, High River, 27 October 1941; ceased training and posted to Composite Training School, Trenton, 12 December 1941. To No. 4 AOS, London, 4 January 1942; to No.4 BGS, Fingal, 12 April 1942; to No.1 ANS, Rivers, 24 May 1942; graduated and commissioned 3 July 1942. To "Y" Depot, 5 July 1942. To No.31 OTU, 23 July 1942. Embarked from Canada, 25 September 1942. Disembarked in Britain, 9 October 1942. Promoted Flying Officer, 3 January 1943. To No.23 OTU, 6 April 1943. To No.1659 Conversion Unit, 11 August 1943. To No.431 Squadron, 5 September 1943. To No.419 Squadron, 1 November 1943. Attached to No.1 Air Armament School, 15 April to 13 May 1944. Promoted Flight Lieutenant, 3 July 1944. To No.1664 Conversion Unit, 31 August 1944. To No.1666 Conversion Unit, 29 November 1944. Repatriated 2 August 1945. Retired 24

September 1945. Award presented 18 May 1955 via External Affairs. Photo PL-35865A is a portrait. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 27 September 1944 when he had flown 30 sorties (187 hours five minutes), 2 October 1943 to 8 August 1944. Postwar civil servant and diplomat; retired 1980. Died in Ottawa, 16 April 1988. 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 30 bombing operations against the enemy and has always shown the highest courage and devotion to duty. On precision targets his bombing accuracy has been remarkable, he having secured no less than seven photographs plotted within 400 yards of the aiming point. On heavily defended targets, Flight Lieutenant Taylor has shown the greatest coolness and courage, and has invariably given his pilot instructions in a calm voice while insisting on a steady run over the target. On 28th January 1944, while attacking Berlin, he insisted on making a second orbit to ensure accurate bombing.

Flight Lieutenant Taylor's cheerfulness and coolness in moments of danger have been a great inspiration to the rest of the crew and I consider his unflinching zeal and contempt of danger fully merits the non-immediate award of the Distinguished Flying Cross.

The sortie list follows; those of 2 October 1943 to 12 April 1944 were on Halifax aircraft; those from 22 May to 8 August 1944 were on Lancasters:

2 October 1943 - mining, Baltic area (8.25)  
8 October 1943 - Hanover (4.50)  
11 November 1943 - Cannes (10.15)  
22 November 1943 - Berlin (7.50)  
26 November 1943 - Stuttgart (8.35)  
20 January 1944 - Berlin (8.20)  
28 January 1944 - Berlin (9.10)  
12 February 1944 - mining, Frisian Islands (4.20)  
19 February 1944 - Leipzig (7.45)  
3 March 1944 - Meulan (6.00)  
4 March 1944 - mining, Brest (6.00)  
11 March 1944 - mining, St. Nazaire (7.30)

18 March 1944 - mining, Heligoland (4.45)  
23 March 1944 - Laon (5.55)  
8 April 1944 - mining, Frisians (3.55)  
12 April 1944 - mining, Heligoland (6.25)  
22 May 1944 - Dortmund (4.50)  
24 May 1944 - Aachen (4.50)  
7 June 1944 - Acheres (4.55)  
10 June 1944 - Versailles (5.35)  
15 June 1944 - Boulogne (4.40, day)  
20 June 1944 - St. Martin l'Hortier (4.15, day)  
27 June 1944 - Ardouval (4.55)  
12 July 1944 - Thiverny (2.50, day, duty not carried out)  
25 July 1944 - Stuttgart (9.30)  
28 July 1944 - Hamburg (5.50)  
1 August 1944 - Acquet (4.25, day)  
3 August 1944 - Bois de Casson (5.25, day)  
4 August 1944 - Bois de Casson (6.05, day)  
7 August 1944 - Caen (4.35)  
8 August 1944 - Foret de Chantilly (5.05)

**Notes:** Assessment dated 30 July 1944 by W/C W. Pleasance, noting he had flown 439 hours five minutes (85.35 in previous six months). "Generally above average officer and bomb aimer. Would make an excellent Bombing Leader. Keen and conscientious."

Assessment dated 5 July 1945 by F/L G. Duncan Mitchell, counter-signed by W/C A.J. Lewington regarding instructional duty at No.1666 Heavy Conversion Unit: "This officer is a qualified bombing leader and has been deputy bombing leader at this unit. He has done satisfactory work and at times shown keenness and a sense of responsibility."

Form on repatriation dated 8 July 1945 stated he had flown 31 sorties (the last on 8 August 1944) for 194 operational hours; also 149 hours 45 minutes non-operational. Experience on Wellingtons (92.10), Halifax II (165.30), Lancaster X (77.05) and Blenheim (9.00).

Application for Operational Wing dated 16 August 1944 claimed 31 sorties (194 hours), 2 October 1943 to 8 August 1944.

As with many men, his actual investiture was delayed. A letter dated 28 July 1955 (Canadian Ambassador, Washington, to Department of External Affairs, Ottawa, citing letter from Ottawa, 21 April 1955) included the following paragraph:

You will be interested to learn that after carrying out a most thorough search, I eventually succeeded in tracking Flight Lieutenant Taylor to an office in this Embassy. He has, it seems, been a member of the Department of External Affairs for something close to five years. I was delighted, therefore, to be able to hold in my office on Wednesday, May 18, an appropriate ceremony, attended by other officers of this Embassy, at which I duly presented to Flight Lieutenant Taylor the insigna of the Distinguished Flying Cross that you sent to this Embassy. You may wish to pass this information too the Department of National Defence to show our appreciation for their efforts to determine Mr. Taylor's whereabouts.

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/lk640.html> provides the following:

#### HALIFAX LK640 DAMAGED BY FLAK, RETURNED TO THOLTHORPE AIRFIELD.

On the night of 2nd / 3rd October 1943 the crew of this 431 Squadron aircraft took off at 19.01hrs to undertake a mine laying flight, during the flight the aircraft suffered from a number of the aircraft's navigation equipment failing and being rendered unservicable. The aircraft also suffered damage to one of the engines as a result of a flak burst from fire from a flak ship but the crew however managed to make a safe return to Tholthorpe airfield on the three good engines and landed safely at 03.23hrs. The aircraft was quickly repaired and was being flown by the same pilot within a week operationally again. This was the crew's first operational flight with 431 Squadron. The aircraft appears to have carried nose art depicting "Q-Queenie" and was lost on Ops with 431 Squadron on 19th November 1943. Crew were - Pilot - S/L Wilbur Prevence Pleasance, RCAF (C1395); Navigator - F/O Lorne Albert Rotstein, RCAF (J21910); Wireless Operator/Air Gunner - Sergeant Robert Mark Emsley, RAFVR (1213524); Bomb Aimer - P/O David Robert Taylor, RCAF (J22498); Air Gunner - Flight Sergeant Edward H. Ihde, RCAF (R159397); Air Gunner - Sergeant Jack F. Tagg, RCAF (R193140); Flight Engineer - Sergeant Morley David McGill, RCAF (R166007). This crew were posted to 419 Squadron by the end of October 1943. Unfortunately 419 Squadron had lost its commanding officer W/C G. A. McMurdy on 23rd October 1943 on raid to Kassel and S/L (Acting W/C) Pleasance was posted to 419 Squadron (with his crew) to become the new 419 Squadron Commanding Officer.

\* \* \* \* \*

TAYLOR, F/O Edward Arthur Thomas (J20993) - **Distinguished Flying Cross** - No.252 Squadron - Award effective 28 April 1944 as per **London Gazette** of that date and AFRO 1186/44 dated 2 June 1944. Born in Winnipeg, 24 April 1923; home in Victoria where he was a messenger, collector and warehouse helper. Served in Sea Cadets, 1937-1939. Enlisted Vancouver, 23



September 1941 and posted to No.2 Manning Depot, Brandon. To No.3 Personnel Holding Unit, Macdonald, 16 December 1941. Initially selected for Air Gunner training but remustered to pilot. Posted to No.4 ITS, 1 March 1942. Graduated 24 April 1942 and promoted LAC but not posted to No.16 EFTS, Edmonton until 24 May 1942. To No.5 EFTS, High River, 18 July 1942. To No.7 SFTS, Macleod, 2 August 1942. Graduated and commissioned 20 November 1942. Posted to No.31 GRS, 4 December 1942; to "Y" Depot, 27 February 1943. To RAF Trainee Pool, 9 March 1943. Disembarked in Britain, 27 March 1943. To No.20 (P) AFU, 20 April 1943. Attached to No.1538 Beam Approach Training Flight, 18-25 May 1943. Promoted Flying Officer, 20 May 1943. To No.132 OTU, 6 July 1943. To No.2 (Coastal) OTU, 10 August 1943. To West Kirby, 18 October 1943. To No.5 METS (Egypt), 23 October 1943. Disembarked in Egypt, 12 November 1943. To No.252 Squadron, 24 November 1943. On 13 March 1944 he attacked three Ju.52/3m transports by night near Rhodes. Although he claimed only two (which crashed in the sea, killing eight crew and 11 passengers), the third force-landed on land. RCAF photo PL-27150 (ex UK-9536 dated 5 April 1944) is captioned as follows: "These RCAF pilots fly with a Beaufighter squadron in the Middle East. Their CO is a Canadian in the RAF, W/C P.H. Woodruff (Edmonton). Centre is F/O Ed Taylor of Victoria who recently shot down two Ju.52s out of a formation of three in the Aegean. Left is F/O Ed Edwards of Toronto and right is F/O G.C. Tuffin, London, Ontario." Killed in action 25 May 1944 in Aegean Sea (Beaufighter LZ518). Name on El Alamein Memorial. Award sent by registered mail to next-of-kin, 17 August 1948.

One night in March 1944, Flying Officer Taylor was detailed for a meteorological flight. Having completed his task, he then flew on to seek enemy aircraft and succeeded in engaging and destroying two Junkers 52. At all times this officer has exhibited exceptional courage and determination.

### **Summary of Training:**

At No.16 EFTS flew 34 hours 25 minutes (day dual), 31 hours 40 minutes (day solo), three hours (night dual) and seven hours 30 minutes (instruments).

At No.7 SFTS (Ansons) he flew 66 hours (day dual), 73 hours 45 minutes (day solo), nine hours 15 minutes (night dual), seven hours 25 minutes (night solo), six hours 35 minutes in formation, 27 hours ten minutes on instruments, 20 hours in the Link. Dual time to first solo was six hours 35 minutes.

At No.31 GRS he flew 41 hours 30 minutes by day and 50 minutes by night, all on Ansons. Course included advanced navigational and reconnaissance exercises, meteorology, signals, and ship recognition. Placed sixth in a class of 24. TheCFI wrote of him, "A keen, young officer who showed great interest. Thinks, and displayed above average intelligence. Though young, he has shown himself to be dependable and able to think and act for himself."

At No.20 (P) AFU he flew the following on Oxfords - three hours 40 minutes dual to first day solo and 19 hours 20 minutes day dual plus 24 hours 35 minutes day solo. At night, two hours 20 minutes dual to first solo and eight hours five minutes night dual in all plus 11 hours 40 minutes night solo. Also flew six hours by day as second pilot. Flew five hours in formation by day. Instrument flying was five hours 50 minutes (day) and three hours 25 minutes (night).

At No.132 OTU he began on Blenheims, flying three hours 15 minutes by day before going solo and subsequently flying a total of eight hours 45 minutes (dual) and 13 hours 15 minutes (solo) on type. In night flying he soloed on the Blenheim after one hour 55 minutes of dual instruction and then flew five hours 25 minutes solo at night. He also flew four hours ten minutes on Beaufighters. His flying included two hours ten minutes in formation flying and four hours ten minutes on instruments. Assessed as follows: "Above average pilot. Instrument and night flying above average. Should do well in a squadron."

At No.2 (Coastal) OTU he flew one hour 30 minutes day dual on Beaufighters followed by 27 hours 55 minutes day solo and eight hours five minutes night solo on that type. He also flew five hours on instruments. He had one accident (14 August 1943, swung on landing). He fired 3,100 rounds of .303 ammunition, air-to-air and 100 rounds of 20-mm cannon, air to air, plus 1,100 rounds of .303 ammunition, air to ground. Assessed as "A good average pilot who should do well on a squadron."

**Circumstances of death:** Took off in LZ518 "C" at 0621 hours, one of four aircraft. At 0833 the formation sighted one 60-foot motor lighter and one 60 foot caique type vessel in Alinnia Bay (36 degrees 16 minutes North 27 degrees 33 minutes East). Aircraft attacked on a westerly course with cannon fire. "C: failed to pull out of attacking dive, hit rising ground on the west side of target and cartwheeled into the sea in flames. Return fire from one machine gun experienced. Also killed was 533582 Flight Sergeant D.G. Dick.

In a letter to Taylor's mother (27 May 1944), Wing Commander Bryce Meharg (Commanding Officer, No.252 Squadron) wrote, in part:

Bobbie was one of my most efficient pilots and had carried out 17 sorties against the enemy. These sorties he carried out with a determination and courage which set an example to all. His recent award of the DFC is ample proof of this. Please believe me when I say that his loss is an almost irreplaceable one and a great blow to the squadron. He leaves behind a memory of cheerfulness, courage and devotion to duty of which we are extremely proud and will never forget.

Apart from his flying duties, Bobbie was the Squadron Armament Officer and his services in this capacity have been invaluable. The supreme sacrifice he made at such an early age so far from home in the Service of his country and the Empire is a debt we cannot repay, but you may rest assured that the enemy will have to pay heavily for it and that the efforts of all of 252 will be directed towards that end.

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TAYLOR, F/O Elmer Franklin (C19526) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 20 October 1916 in Nesbitt, Manitoba; educated in Minnewawa; home in Arcola, Saskatchewan (farm hand and mechanic); enlisted in Calgary, 16 August 1941 as Aero Engine Mechanic. Posted to No.1 Manning Depot on enlistment. To Technical Training School, 12 September 1941. Promoted AC1, 19 January 1942. To No.10 SFTS, 21 January 1942. To "Y" Depot, 12 March 1942. Promoted LAC, 19 April 1942. To RAF overseas, 30 April 1942. Disembarked in Britain, 13 May 1942. To No.3063 Echelon, 11 June 1942. To No.409 Squadron, 7 December 1942. To No.4 School of Technical Training, 2 June 1943. Promoted Sergeant, 26 July 1943 on remuster to aircrew. To No.1666 Conversion Unit, 31 July 1943. To No.428 Squadron, 26 August 1943. Commissioned 17 December 1943. Promoted Flying Officer, 17 June 1944. To No.1659 Conversion Unit, 21 August 1944. Repatriated 18 June 1945; to Debert, 19 June 1945; retired 16 September 1945. Died in Trail, British Columbia, 6 August 1997. Award sent by registered mail 11 July 1950. 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.3260 (RG.24 Vol.20637) has recommendation dated 2 September 1944 when he had flown 32 sorties (221 hours 55 minutes), 30 June 1943 to 3 August 1944. This is odd pattern - one sortie on 30 June 1943 (Munich-Gladbach) and the next one 5 September 1943. Mannheim incident described may have been either 5 September 1943 or 18 November 1943.

As Flight Engineer, Flying Officer Taylor has completed one tour of operations having made thirty-two attacks against the enemy to twenty-seven different targets. He has attacked Berlin four times, Leipzig twice, Hamburg, Kassel, Frankfurt and many other targets in Germany and France. He performed his duties so well that his aircraft reached the target on every sortie with no technical failures and always returned on four engines. On one occasion, just after the bombs were released on Mannheim, only very quick action prevented the failure of one engine through over-heating. He quickly closed the radiator shutters allowing the lubricant to warm up and flow freely, even though the oil temperature gauge was already reading excessively hot. His keenness, above average ability, and crew co-operation made him an ideal member of his crew,

and on occasions he have invaluable aid to both the navigator and gunners.

For the completion of an extremely satisfactory tour of operations, for the efforts he put forth in converting crews to a new type of aircraft and for strong support of the squadron at all times, I recommend the award of the Distinguished Flying Cross.

The sortie list was as follows:

30 June 1943 - Munchen-Gladbach (6.40)  
31 August 1943 - Berlin (8.00)  
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 (10.30)  
18 November 1943 - Mannheim (8.05)  
19 November 1943 - Leverkusen (6.50)  
22 November 1943 - Berlin (8.10)  
25 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)  
11 February 1944 - Gardening (5.30)  
19 February 1944 - Leipzig (7.00)  
3 March 1944 - Gardening (7.45)  
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, day)  
18 July 1944 - Wesseling (5.40)  
24 July 1944 - Stuttgart (6.45)  
28 July 1944 - Hamburg (5.00)

3 August 1944 - Bois de Casson (6.00, day)

**Notes:** Application for Operational Wing dated 28 August 1944 states he had flown 32 sorties (226 hours ten minutes), 30 August 1943 to 3 August 1944.

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TAYLOR, P/O Eric Travis (J93520) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 2 May 1918 in Saskatchewan; home in Keeler, Saskatchewan (farmer); enlisted in Regina, 11 June 1942. Granted Leave Without Pay until 20 September 1942 when posted to No.2 Manning Depot. To No.2 ITS, 5 December 1942; graduated and promoted LAC on 6 March 1943; to No.15 EFTS, 6 March 1943; ceased training and posted on 5 May 1943 to No.3 Manning Depot; to No.2 AGGTS, 28 May 1943; to No.3 BGS, 18 July 1943; graduated and promoted Sergeant, 20 August 1943; to "Y" Depot, 3 September 1943; to United Kingdom, 12 September 1943. Commissioned 30 January 1945. Promoted Flying Officer, 30 July 1945. Repatriated 15 February 1946. Retired 30 March 1946. Award sent by registered mail 11 March 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 2/9070 has recommendation dated 20 February 1945 when he had flown 46 sorties (206 hours 25 minutes), 24 May 1944 to 2 February 1945. Warrant Officer at the time (R167763); commissioned 23 February 1945 with effect from 30 January 1945.

24 May 1944 - Boulogne (2.30)  
26 May 1944 - Angers (7.20)  
7 June 1944 - Paris (3.25)  
8 June 1944 - Lisieux (3.35)  
10 June 1944 - Dreux (4.00)  
11 June 1944 - Nantes (5.40)  
14 June 1944 - Le Havre (3.20)  
15 June 1944 - Valenciennes (3.30)  
18 June 1944 - Monteville (2.50)  
23 June 1944 - L'Hey (2.05)  
27 June 1944 - Biennais (3.05)  
30 June 1944 - Villers Bocage (3.10)  
2 July 1944 - Beauvoir (3.00)  
5 July 1944 - Watten (2.25)  
7 July 1944 - Vaires (4.25)  
12 July 1944 - Vaires (3.55)  
15 July 1944 - Chalons sur Marne (6.20)

18 July 1944 - Enieville (3.15)  
20 July 1944 - Homberg (4.05)  
23 July 1944 - Kiel (5.10)  
24 July 1944 - Stuttgart (7.10)  
1 August 1944 - Coullonvilles (3.05)  
3 August 1944 - Bois de Cassen (3.30)  
4 August 1944 - Bec d'Ambes (7.40)  
8 August 1944 - Fort d'Englos (2.15)  
12 August 1944 - Brunswick (4.30)  
15 August 1944 - St.Trond (3.20)  
18 August 1944 - Bremen (4.45)  
14 October 1944 - Duisburg (3.40)  
19 October 1944 - Stuttgart (5.20)  
1 November 1944 - Oberhausen (4.45)  
6 November 1944 - Gelsenkirchen (3.50)  
18 November 1944 - Munster (4.35)  
20 November 1944 - Coblenz (4.40)  
21 November 1944 - Aschaffenburg (5.20)  
26 November 1944 - Julich (3.25)  
27 November 1944 - Freiburg (5.30)  
28 November 1944 - Dortmund (3.45)  
5 December 1944 - Soest (5.25)  
6 December 1944 - Leuna (6.40)  
12 December 1944 - Essen (5.00)  
2 January 1945 - Nuremburg (7.00)  
13 January 1945 - Saarbrucken (4.40)  
14 January 1945 - Leuna (8.00)  
28 January 1945 - Zuffenhausen  
2 February 1945 - Ludwigshaven

This Warrant Officer has now done 46 operational sorties against the enemy; eighteen of these have been in the Pathfinder Force, all Marker trips.

He has at all times shown an utter disregard for danger, while his cheerfulness, co-operation, unselfishness at all times, and undoubted skill as an Air Gunner have inspired a high standard of morale in his crew.

Warrant Officer Taylor has always displayed a magnificent spirit of determination to give of his best.

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TAYLOR, Sergeant Ernest Alfred (R81075) - **Distinguished Flying Medal** - No.405 Squadron - Award effective 12 April 1943 as per London Gazette dated 20 April 1943 and AFRO 985/43 dated 28 May 1943. See **War Service Records 1939-1945** (Canadian Bank of Commerce, 1947). Born 22 June 1920 in Ottawa. Educated from 1926 to 1934 in Washington and Vancouver schools; attended Point Grey and Magee High School, Vancouver, 1934-1936. Attended night school at King Edward High School, 1937. Member of St. Luke's Rifle Club and won three awards plus a Dominion Marksman badge. Canadian Bank of Commerce employee from 1936 onwards (page boy, messenger), although he also worked briefly as a cabinet maker and a garage mechanic. Enlisted 22 November 1940 in Vancouver and posted to No.2 Manning Depot, Brandon. To No.10 Repair Depot, Calgary, 5 January 1941. To No.3 Wireless School, Winnipeg, 16 March 1941; promoted LAC, 15 April 1941. Posted to No.7 BGS, Paulson, Manitoba, 4 August 1941; may have graduated 1 September 1941 (the date of being posted to No.3 Wireless School again) but not promoted Sergeant or formally graded as WO/AG (Special) until 16 September 1941. To "Y" Depot, Halifax, 18 September 1941. To RAF Trainee Pool, 11 October 1941. Taken on strength of No.3 PRC, Bournemouth, 24 October 1941. To No.2 Signal School, 23 December 1941. To No.10 OTU, Abingdon, 24 March 1942. On 25/26 June 1942, in Whitley P5004 of No.10 OTU, he attacked Bremen. Ditched in North Sea; crew rescued by Air/Sea rescue launch to Grimsby suffering from fatigue and immersion but no injuries (see also W. Colledge and Frank Vaughan Karleff). To No.1652 Conversion Unit, 17 July 1942. To No.405 Squadron, 2 September 1942. Promoted Flight Sergeant with effect from 16 March 1942 (General Overseas Order 630), to WO2 with effect from 8 November 1942 (General Overseas Order 636); to WO1 with effect from 1 May 1943 (General Overseas Order 1 May 1943) and commissioned as of 10 March 1944 (J85317). Posted to No.419 Squadron as of 6 May 1943. To No.10 OTU, 22 June 1943. To No.20 OTU, 24 July 1943. Attached to No.428 Squadron, 18 September to 10 October 1943. To No.21 OTU, 30 November 1943. To No.1652 Conversion Unit, 14 December 1943. Detached to No.640 Squadron, 17 February to 26 March 1944. Returned to strength of No.1652 Conversion Unit on 26 March 1944 but posted that same day to No.10 Squadron. Died of injuries sustained in an off-duty motorcycle accident, Pocklington, 19 August 1944. Award presented at Buckingham Palace, 12 October 1943. See also DFC for F/O W.W. Colledge. **War Service Records 1939-1945** says "Had several narrow escapes, once being hit by a German fighter and sent crashing into the sea after a raid on Bremen; at another time, after being hit, dropped 10,000 feet.". 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). 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.

Sergeant Taylor has participated in many operational sorties. On one occasion he was serving as mid-upper gunner in an aircraft detailed for an anti-submarine patrol, when his aircraft was attacked by a formation of four Junkers 88. A running fight ensued, lasting thirty-six minutes, during which, as a result of the fine marksmanship of this airman, one hostile aircraft was shot down and others were damaged. Sergeant Taylor displayed skill, determination and courage.

NOTE: When interviewed by recruiting officer (signature looks like Flying Officer O.D, Evans), 15 August 1940, he was described as follows:

Wants to be an Air Gunner and he should be one. Is enthusiastic about shooting, likes it, and wants to be in the RCAF. Is a Bank Messenger of the better type. This fact is proof of character and personal qualities. As he teaches boxing in his own club, has Dominion marksman badges, there is no doubt where his real interest lies. Is well poised, pleasing and courteous, will prove amenable to discipline and a cooperative member of any air crew. Has good physical courage. Is recommended.

His training record may be typical of gunners. At No.3 WS (Course 13, 17 March to 1 August 1941) he had one hour as First Operator in Flying Classroom, three hours on listening watch in Flying Classroom, and eight hours five minutes in two-seat aircraft as sole operator. His ground training subjects and marks were as follows: Theory (30/50), Radio Equipment (191/250), Morse, buzzer and lamp (178/200), Procedure (140/200), Signals Organization (95/150), Armament (80/100), Drill and PT (46/50). He placed 32<sup>nd</sup> in a class of 44.

At No.7 BGS (Course 13, 4 August to 1 September 1941) he logged 11 hours 45 minutes in Fairey Battles. He fired 470 rounds on ground, 300 rounds air to ground and 2,100 rounds, air to air. He scored four percent hits in Beam Test, 4.4 percent hits in Beam Relative Speed Test and 3.2 percent hits, Under Tail Test. In written exam he scored 69/100, practical and oral test scored 77/100, and "Ability as Firer" graded 169/250. He placed 14<sup>th</sup> in a class of 30. Described as "confident, keen, apt to be temperamental at times."

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TAYLOR, S/L Fletcher Vaughan (J15177) - **Distinguished Flying Cross** - No.420 Squadron (now on loan to TCA) - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Moose Jaw, Saskatchewan, 15 January 1920 (see MI.9 report); home in Gull Lake, Saskatchewan (student and purchasing agent); enlisted Saskatoon, 26 September 1940. To No.7 Equipment Depot, 23 October 1940. To No.2 ITS, 16 November 1941; graduated and promoted LAC, 21 December 1941; to No.6 EFTS, 22 December 1940; to No.2 SFTS, 9 February 1941; graduated and promoted Sergeant, 4 May 1941, although his posting to Embarkation Depot is shown as 30 April 1941. To RAF overseas, 8 May 1941. Further trained overseas at No.22 OTU, Wellesbourne. First tour was with No.405 Squadron, August 1941 to April 1942. Commissioned 27 January 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 27 January 1943. Promoted Squadron Leader, 27 April 1943. Repatriated 1 May 1944. To No.3 Training Command, 1 August 1944. To No.2 Air Command, 12 August 1945. To Release Centre, 11 September 1945. Retired 12 September 1945. Award presented 15 April 1948. Flew with TCA and Air Canada. Died at Morin Heights, 31 October 2001.

Squadron Leader Taylor, as pilot 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.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600) has original recommendation by the Commanding Officer, No.420 Squadron drafted 8 May 1944 when he had flown one tour and completed seven sorties on a second tour. No sortie list but text as follows:

Acting Squadron Leader Taylor through skilful tactics was able to make good his escape from enemy territory. He showed good initiative and endurance and made use of every opportunity afforded him. His courage and determination with careful planning enabled him to reach safety under very trying conditions. It is strongly recommended that he be awarded the immediate award of the Distinguished Flying Cross.

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 F.V. Taylor, who was shot down by a night fighter on the night of 14 April 1943 but evaded capture.

Public Record Office WO 208/3318 had MI.9 report of evasion based on interviews of 25

February 1944. He had left Gibraltar on 23 February 1944, arriving at Whitchurch on 24 February 1944. He did not know the other members of his crew, having been on the squadron only three days when shot down and this had been his first trip with a new crew.

I was pilot of a Wellington Mark X aircraft which took off from Middleton St. George on 14 April 1943 for Karlsruhe. On the return flight we were attacked by a Ju.88 and the aircraft was set on fire. I gave the order to bale out about 0230 hours (15 April).

I came down in the vicinity of Villers (NW Europe 1:250,000, Sheet 5, N 9640). I buried my parachute, harness and Mae West, and put a brown sweater over the blouse of my battle dress. I started walking southeast. At daylight, when I had covered about five miles, I dug a hole on the top of a hill with my knife and stayed there for a day. I heard people around, but was not discovered. At dusk I walked southwest and forded the river Oise, reaching the Canal del' Oise to the south side of which I crossed at a set of locks. About dawn (16 April) I had reached the vicinity of Sery (N 8939) where I sheltered in a small lean-to in the fields. I started walking again at night, and about midnight reached Anguilmont (N 8930). I called over two small boys in the street and told them who I was. They took me to their home at a farm in the village, where I was given a meal and a map from the back of a postal calendar. I slept in a barn at the farm till two hours before dawn, when I moved to a wood nearby, where I remained all day (17 April).

At night I left the woods and went through Le Fere (N 8527) to Charmes (N 8626). At a level crossing I spoke to a railway worker. After I had told him who I was, he took me to a small signal box. He told another railway official about me and was allowed to go early off duty so as to take me to his home before dawn. Before I left in the evening he gave me a razor and an old satchel with food. I was still in uniform.

That night (18 April) I walked through Gobain (N 8817) and then got into the hills in that district. In the morning (19 April) I met a man who had spent two years as a conscript worker in Germany. He took me to his home, probably Fresnes (N 8515) where I remained till evening - although he wanted me to stay longer. In the evening I continued through Soissons (Sheet 8, S 89). Just at dawn (20 April) I went to two houses in the town, but the people did not appear to speak French and I got the impression they were Dutch. I then went to a dairy farm, where I was taken in and sheltered for four days (till 23 April). My host gave me his own identity card, saying that he could get another by reporting his as lost, and a

jacket, shirt and tie.

On 23 April my host took me by taxi to Laon (O 01) and bought me a ticket for Dijon (France, 1:250,000, Sheet 17, O 06). I made the journey alone. I left Dijon immediately, intending to walk to Dole. I got a meal at a peasant's house just outside Dijon and continued walking. I then met a farmer, who took me to his home, which was probably at Izier (Sheet 23, O 1657), and kept me till the next night.

On the night of 24 April I went through Genlis (O 1853) and Auxonne (O 3148). I slept in a swamp till dawn, when I went to a farm, where I was allowed to spend the day in a barn. At night (25 April) I walked to Dole (O3937) arriving about 2300 hours, which was after curfew. I lost my way near the river. A German patrol came down the street, but I walked straight towards them and, although they shone a torch in my face, they did not stop me, probably taking me for a French worker because of my satchel and the bottle of milk I was carrying. After this I stopped a girl and a youth on bicycles. They could not understand me, and finally the girl said, "Would you like to talk English?" I told her who I was and that I was making for Spain. She and the youth took me to the home of the boy's uncle.

I stayed the night at this house and next day was moved to the girl's flat. On 27 April I met the man who was to take me to Switzerland. Neither he nor my other helpers were in an organisation, and they said it would be impossible for me to get to Spain. My guide gave me a new identity card and took me to stay at his own house.

On 28 April my guide took me by train to Pontarlier ((P 619) and thence by bus to Les Hopiteaux Vieux ((P 806). I spent the night in a hotel. Next day (29 April) my guide walked with me to a point near the frontier, which I crossed alone near Auberson (O 1309). Just after recrossing the frontier I was arrested by a Swiss soldier. He handed me over to the police who took me to Ste. Croix (O 1711) and Lausanne (30 April). After a few days I was handed over to the British Legation. I was interrogated by a Swiss air force officer over radio location and aerodromes, but I did not answer his questions and he did not press them.

I remained in Switzerland till 8 January 1944.

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TAYLOR, F/L Frank Edward (J21995) - **see entry for TAYLER, F/L Frank Edward.**

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TAYLOR, Corporal George William (R100327) - **Mention in Despatches** - No.97 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 11 September 1913; enlisted in Winnipeg, 7 April 1941; began as radio mechanic. To No.4 Manning Depot, 6 May 1941; to McGill University, 31 May 1941. Promoted LAC, 17 November 1941; to No.1 Manning Depot, 21 November 1941; to No.31 Radio School, 11 December 1941. To "Y" Depot, 26 February 1942; to RAF overseas, 26 February 1942. Remustered to Radar Mechanic, 27 May 1942. Promoted Corporal, 4 May 1943. Promoted Sergeant, with effect from 1 April 1943 (a curious sequence of promotions). Repatriated 21 August 1945; released 5 October 1945.

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TAYLOR, Sergeant Harold Alan (R60723) - **Distinguished Flying Medal** - No.57 Squadron - Award effective 15 November 1941 as per **London Gazette** dated 21 November 1941 and AFRO 1463/41 dated 5 December 1941. Born in Halkirk, Alberta, 17 December 1919; home there (clerk); enlisted in Edmonton, 4 June 1940. To No.1 ITS, 24 June 1940. Promoted LAC, 19 July 1940 but granted Temporary Leave until 31 July 1940 when posted to St. Thomas. To No.2 BGS, 27 October 1940; graduated 9 December 1940 when promoted Sergeant and posted to No.1 ANS. To Embarkation Depot, 27 January 1941. To RAF overseas, 2 March 1941. Commissioned 23 October 1941 (J15030). Award presented at Buckingham Palace, 5 May 1942. Promoted Flying Officer, 1 October 1942. Repatriated to Canada, date uncertain. To No.5 EFTS, 13 January 1944; to No.19 SFTS, 11 February 1944; promoted Flight Lieutenant, 23 October 1943; graded as pilot, 22 September 1944; to No.2 AGTS, 6 October 1944; to No.5 AGTS, 8 November 1944; to Release Centre, 25 February 1945; released 1 March 1945. Died 28 December 2008 in South Burnaby, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2009.

This airman has participated in attacks on Rotterdam, Bremen, Kiel, Hamburg, Berlin, Cologne and Brest. By hard work and great determination he has reached an extremely high standard as a navigator. He has always shown real coolness and perseverance in his bomb aiming, sometimes spending forty minutes over his target in the face of fierce enemy opposition before dropping his bombs. He has set a very high standard of courage, ability and enthusiasm.

NOTE: Public Record Office Air 2/9334 has recommendation drafted 20 September 1941 when he had flown 32 sorties (190 hours 45 minutes).

31 March 1941 - Rotterdam (4.30)  
3 April 1941 - Rotterdam (3.05)  
6 April 1941 - Brest (6.25)  
7 April 1941 - Kiel (6.50)  
9 April 1941 - Berlin (7.50)  
16 April 1941 - Bremen (5.05)  
17 April 1941 - Berlin (7.50)  
29 April 1941 - Mannheim (6.40)  
2 May 1941 - Hamburg (6.25)  
4 May 1941 - Brest (6.05)  
6 May 1941 - Hamburg (6.35)  
8 May 1941 - Hamburg (6.00)  
17 May 1941 - Cologne (4.45)  
23 May 1941 - Cologne (5.05)  
27 May 1941 - Sweep for **Prinz Eugen** (9.40)  
10 June 1941 - Brest (4.35)  
12 June 1941 - Hamm (5.05)  
16 June 1941 - Dusseldorf (4.55)  
18 June 1941 - Brest (5.35)  
21 June 1941 - Cologne (5.25)  
24 June 1941 - Kiel (7.05)  
27 June 1941 - Bremen (5.35)  
30 June 1941 - Cologne (5.10)  
5 July 1941 - Munster (4.45)  
7 July 1941 - Munster (4.30)  
8 July 1941 - Munster (5.00)  
10 July 1941 - Cologne (5.30)  
13 July 1941 - Bremen (6.50)  
24 July 1941 - Kiel (7.30)  
3 August 1941 - Hanover (7.05)  
6 August 1941 - Mannheim (6.20)  
8 August 1941 - Hamburg (7.00)

Since March 1941 this Non-Commissioned Officer has taken part in 32 bombing raids. He came straight to the squadron from Canada without going through an Operational Training Unit course and on his fifth sortie successfully navigated his aircraft to Berlin where in face of fierce opposition he spent 40 minutes pinpointing the position of the aiming point before dropping his bombs.

By hard work and determination to succeed he has reached an extremely high

standard as a navigator and has brought back numerous successful night photographs of his targets. He has always shown extreme coolness and perseverance in his bomb aiming despite the intense anti-aircraft fire he has experienced at most of his targets.

His record of operations, all of which were successfully carried out often under adverse weather conditions is an inspiring one and worthy of high recognition. He is a member of the Royal Canadian Air Force.

This was endorsed on 23 September 1941 by the Officer Commanding, Station Feltwell. On 27 September 1941, the Air Officer Commanding, No.3 Group added the following comment:

One of the very best types of Dominion Non-Commissioned Officers. He is one of the first individuals to arrive in this Group as a product of the Empire Training Scheme. His personal example of courage, ability and enthusiasm was of the utmost value in exhibiting the high standard which might be expected under the Scheme and thus assured its popularity with the operational Unit Commander.

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TAYLOR, F/O James Edgar (J27472) - **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 21 September 1911 in Shebo, Saskatchewan; home in Fillmore, Saskatchewan (clerk); enlisted in Montreal, 8 June 1942. To No.5 Manning Depot, 1 July 1942. To No.7 SFTS (non-flying duty), 17 August 1942. To No.1 ITS, 24 October 1942; promoted LAC, 30 December 1942; to No.5 AOS, 6 February 1943; graduated and commissioned on 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Promoted Flying Officer, 25 December 1943. Repatriated 14 August 1945. To Lachine, 21 August 1945. Released 4 December 1945. RCAF photo PL-41577 (ex UK-18421 dated 22 January 1945) taken on the occasion of his marriage to Lieutenant Dietician Myrtle I. Sharp (Prince Albert, Saskatchewan). Award presented 6 September 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." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 7 October 1944 when he had flown 33 sorties (158 hours), 22 May to 25 September 1944.

Flying Officer Taylor has maintained an exceptionally high standard of determination, skill and navigational efficiency on a large number of operational sorties to the enemy's most heavily defended targets.

On the night of May 24th, 1944, when attacking Aachen, Flying Officer Taylor found that his compass had veered over forty degrees for some little time. By his speed and accurate reactions to the situation, he put his aircraft back on track by the best possible means and so reduced materially the danger of his aircraft and crew.

He has invariably shown great resource in maintaining a high degree of accuracy in the navigation of his heavy bomber and his enthusiasm and devotion to duty have set a very high example to the remainder of his crew and to the squadron as a whole.

I consider the undoubted courage and enthusiasm that this officer has shown to attack the enemy fully merits the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

22 May 1944 - Dortmund (5.05)  
24 May 1944 - Aachen (5.25)  
27 May 1944 - Bourg Leopold (4.40)  
31 May 1944 - Mount Couple (3.35)  
4 June 1944 - Calais (3.30)  
5 June 1944 - Longue (5.00)  
15 June 1944 - Boulogne (4.20, day)  
16 June 1944 - Sterkrade (5.10)  
21 June 1944 - St. Martin l'Hortier (5.20, day)  
23 June 1944 - Bientiques (3.55)  
24 June 1944 - Bamiers (4.05)  
27 June 1944 - Forey d'Eawy (4.33)  
6 July 1944 - Siracourt (4.20, day)  
12 July 1944 - Thiverny (4.45, day)  
15 July 1944 - Bois Desjardin (4.30)  
18 July 1944 - Caen (4.35, day)  
20 July 1944 - L'Hey (4.00, day)  
1 August 1944 - Acquet (4.30, day)  
3 August 1944 - Bois de Casson (5.05, day)  
4 August 1944 - Bois de Casson (4.55, day)  
5 August 1944 - St. Leu d'Esserent (4.45, day)  
8 August 1944 - Foret de Chantilly (5.25, day)  
9 August 1944 - Pas Acquet de Calais (4.10)

12 August 1944 - Brunswick (6.20)  
14 August 1944 - Pontigny (4.30, day)  
15 August 1944 - Soesterburg (4.10, day)  
18 August 1944 - Bremen (5.00)  
6 September 1944 - Emden (3.45, day)  
10 September 1944 - Le Havre (5.00, day)  
12 September 1944 - Dortmund (4.45, day)  
14 September 1944 - Wilhelmshaven (3.05, recalled)  
15 September 1944 - Kiel (5.35)  
18 September 1944 - Domburg (5.00, day)  
25 September 1944 - Calais (5.10)

The website "Lost Bombers" describes an incident in his career. Lancaster KB735, No.419 Squadron (VR-O), target Walcheren, 18 September 1944. This aircraft was delivered to No.419 Squadron on 20 May 1944. Known to have flown on operations against Caen (7/8 August 1944) and Stettin (16/17 August 1944), subsequently crashing on return from Walcheren at which time it had a total of 314 hours flying . Airborne 1534 hours from Middleton St.George to bomb gun emplacement near Domburg. Due to adverse weather conditions, the Mosquito target marker aircraft were unable to identify the Aiming Point and the Master Bomber called off the attack. On return, the crew tried to land at East Moor airfield, but over-ran the runway and crashed at 2036. No injuries reported. Crew (mostly RCAF) were F/L W.R.Chalcraft (later awarded DFC), Sergeant J.R.Gunn (RAF), F/O J.E.Taylor (later awarded DFC), F/O C.D. Christian (later awarded DFC), P/O P.E.Bourassa (awarded DFC), Sergeant E.G.Legault and Flight Sergeant H.C.Annable (later awarded DFM).

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TAYLOR, F/O James Ernest (J36611) - **Distinguished Flying Cross** - No.226 Squadron - Award effective 27 April 1945 as per **London Gazette** dated 8 May 1945 and AFRO 966/45 dated 8 June 1945. Born 5 March 1918. Home in Athabaska, Alberta; enlisted in Edmonton, 17 February 1940 as Wireless Electrical Mechanic. To No.2 WS, 25 March 1940. Promoted AC1, 25 May 1940. Promoted LAC, 16 August 1940 and graded as WOG. To RAF overseas, 22 August 1940. Promoted Sergeant, 1 October 1942. Repatriated to Canada via No.31 Personnel Depot, 5 April 1943. To No.19 EFTS, 30 April 1943; to No.19 SFTS, 26 June 1943; graduated and commissioned, 15 October 1943. To No.34 OTU, 29 October 1943. To "Y" Depot, 12 February 1944. Taken on strength of No.3 PRC, Bournemouth, 25 March 1944. Promoted Flying Officer, 15 April 1944. Repatriated to Canada, 8 March 1945. Retired 19 May 1945. Award presented 9 July 1949. Re-engaged as an Education Officer, 22 November 1962 to 30 June 1965, retiring to Golden, British Columbia.



Flying Officer Taylor has throughout numerous sorties proved himself to be an outstanding operational pilot and formation leader. His aircraft has frequently been severely damaged and once he was obliged to make a forced landing. Another time when his aircraft was hit and one engine caught fire Flight Lieutenant Taylor coolly effected a masterly landing. Despite these harassing experiences this officer's enthusiasm has never diminished and his keenness to operate, quiet determination and initiative have been worthy of the highest praise.

Public Record Office Air 2/9078 has recommendation drafted 28 February 1945 when he had flown 49 ½ sorties (117 hours):

This officer has carried out a tour of 50 operations and throughout has shown himself to be an outstanding operational pilot and formation leader.

He has taken part in many of the more hazardous operations and his aircraft has frequently been severely damaged. On a recent operation when opposition from flak was intense, particularly during the bombing run, Flying Officer Taylor's aircraft was badly damaged and forced down at the nearest friendly aerodrome where a masterly landing was effected.

On another occasion when his machine was hit and one engine caught fire on return to base he maintained full presence of mind and effected a perfect landing.

At all times this officer has shown himself more than keen to operate whatever the conditions of opposition. His quiet determination, presence of mind and firm dislike of the enemy have been a source of strength and inspiration to the rest of the squadron.

The Air Officer Commanding, No.2 Group, endorsed this on 5 March 1945 as follows:

A successful operational pilot, who has on a number of occasions proved his high sense of duty, courage and dogged determination. I have no hesitation in recommending him for the award of the DFC.

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TAYLOR, F/L John Dineen (J12337) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 27 April 1945 as per **London Gazette** dated 8 May 1945 and AFRO 966/45 dated 8

June 1945. Born in Prince Rupert, British Columbia, 11 December 1920; home in Victoria. Educated at University of British Columbia; enlisted in Vancouver, 2 August 1941 and posted to No.2A Manning Depot. To No.38 SFTS (guard duty), 18 August 1941; to No.4 ITS, 10 October 1941; graduated and promoted LAC, 6 December 1941; posted that date to No.18 EFTS; to No.15 SFTS, 28 February 1942; graduated and commissioned 19 June 1942. To No.1 GRS, 3 July 1942. To "Y" Depot, 19 September 1942. To RAF overseas, 2 October 1942. Promoted Flying Officer, 19 December 1942. Promoted Flight Lieutenant, 19 June 1944. Repatriated to Canada, 8 September 1945. Released 19 November 1945. Award presented 29 January 1947. RCAF photo PL-28086 (ex UK-8975 dated 18 March 1944) shows him at tail of Beaufighter; describes him as "a former engineering student at the University of British Columbia" and "a recent recruit to the Buffalo squadron." Died in British Columbia, 29 October 2014.

Since February 1944 this officer has completed a large number of operational sorties, several of which were attacks on the enemy's shipping off the Norwegian and Dutch coasts and in the Bay of Biscay. These attacks were made against heavily defended convoys and in the face of intense anti-aircraft fire from the shore defences and ships and were pressed home with fearless determination.

Public Record Office Air 2/9078 has recommendation drafted by W/C E.W. Pierce, 28 March 1945 when he had flown 48 sorties (198 hours 35 minutes).

Flight Lieutenant Taylor joined this squadron on the 15<sup>th</sup> of February 1944 and during the past year has completed 198.35 operational hours for 48 sorties, of which no less than ten were anti-shipping strikes on the Norwegian and Dutch coasts and in the Bay of Biscay. The targets have included enemy destroyers, naval auxiliaries, mine sweepers and merchant vessels. His attacks have taken place against heavily defended convoys, defended by balloons, shore-based flak as well as ship-borne flak. On very many occasions he has led this squadron forming part of the strike wing, and has always given the wing leader every confidence and the fullest support. He himself has always pressed home his attacks with fearlessness and the determination to inflict the maximum possible damage to the enemy.

Flight Lieutenant Taylor is one of the most experienced and capable operational pilots on the squadron and I have no hesitation in recommending him for the award of the Distinguished Flying Cross.

RCAF Press Release No.6530 dated 12 September 1944 from F/O T. Mosher, transcribed by Huguette Mondor Oates, reads:

The only enemy action encountered during an anti-shipping sweep off Norway this morning by a RAF Coastal Command Beaufighter Wing occurred as the aircraft left their base. Beaufighter "S for Sugar" of the RCAF Buffalo squadron flew into a flock of seagulls while only 10 feet off the runway during the take-off. One bird flew between the propeller blades to clash into the leading edge of the port wing just inboard of the engine nacelle damaging the oil feed line. F/L J.D. Taylor, the captain, of Victoria, B.C., quickly feathered the propeller shutting off that engine, completed the take-off and limped to a neighbouring airfield to make a successful one-engined landing.

F/L Taylor showed great presence of mind in not returning to his own airfield to interrupt the take-off of other aircraft leaving for a sweep. With him as navigator was P/O Stan Paget of St.Catharine's Ontario.

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TAYLOR, FS John Henry (R261435) - **Distinguished Flying Medal** - No.415 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 4 October 1925 in Windsor, Ontario; home there (machine operator). Former member of Royal Canadian Artillery; enlisted Windsor, 1 September 1943 and posted to No.1 Manning Depot. To No18 Pre-Aircrew Education Detachment, 12 October 1943. To No.13 SFTS (non-flying duty), 21 November 1943. To No.9 BGS, 26 November 1943. Promoted LAC on 15 January 1944; graduated and promoted Sergeant on 25 February 1944. To No.3 Aircrew Graduate Training School, 10 March 1944. To "Y" Depot, Halifax, 4 April 1944. Taken on strength of No.3 PRC, Bournemouth, 24 April 1944. Promoted Flight Sergeant, 25 August 1944. Repatriated to Canada, 18 April 1945. Released 14 June 1945. Award presented 28 May 1947. RCAF photo PL-31214 (ex UK-12842) taken at "Lady McBeth Monument" with Corporal A. Wilbur (Ancaster, Ontario), Sergeant Jack H. Taylor (Windsor) and Sergeant J. Howard McAdam (Ormstown, Quebec). 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 30 March 1945 when he had completed 37 sorties (225 hours 15 minutes) between 6 October 1944 and 15 March 1945.

Flight Sergeant Taylor has participated in many attacks on targets in Germany and enemy occupied territory. He is an outstanding air gunner and such is his vigilance that the crew has been able to proceed with their respective tasks with complete confidence. He invariably displays the utmost fortitude, courage and devotion to duty and his sterling work has been an example to the squadron.

The sortie list was as follows:

6 October 1944 - Dortmund (6.15)  
12 October 1944 - Wanne Eickel (4.55)  
14 October 1944 - Duisburg (5.15)  
14 October 1944 - Duisburg (5.35)  
23 October 1944 - Essen (6.20)  
25 October 1944 - Homburg (5.15)  
28 October 1944 - Cologne (5.45)  
30 October 1944 - Cologne (3.20)  
2 November 1944 - Dusseldorf (5.20)  
4 November 1944 - Bochum (5.20)  
6 November 1944 - Gelsenkirchen (4.45)  
21 November 1944 - Castrop Rauxel (7.15)  
27 November 1944 - Neuss (5.40)  
30 November 1944 - Duisburg (6.20)  
5 December 1944 - Soest (6.45)  
6 December 1944 - Osnabruck (6.00)  
17 December 1944 - Duisburg (6.30)  
24 December 1944 - Dusseldorf (4.25)  
28 December 1944 - Opladen (5.50)  
13 January 1945 - Saarbrucken (7.00)  
14 January 1945 - Osnabruck (6.25)  
16 January 1945 - Magdeburg (6.35)  
28 January 1945 - Stuttgart (7.10)  
1 February 1945 - Mainz (6.35)  
2 February 1945 - Wanne Eickel (6.15)  
4 February 1945 - Osterfeld-Bonn (5.55)  
9 February 1945 - Wanne Eickel (6.10)  
13 February 1945 - Bohlen (8.30)  
17 February 1945 - Wesel (5.50)  
2 March 1945 - Cologne (5.50)  
3 March 1945 - Chemnitz (9.10)  
7 March 1945 - Hemmingstedt (6.00)  
8 March 1945 - Hamburg (6.05)  
11 March 1945 - Essen (5.55)  
13 March 1945 - Wuppertal (5.40)  
14 March 1945 - Zweibrucken (6.40)  
15 March 1945 - Castrop Rauxel (6.20)

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TAYLOR, F/L Maurice Sidney (J17101) - **Mention in Despatches** - Transport Command - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 27 May 1921. Home in Victoria, British Columbia; enlisted in Regina, Saskatchewan, 16 October 1940. To Technical Training School, St. Thomas, 31 October 1940. To No.1 ITS, 22 December 1940; graduated and promoted LAC on 27 January 1941; posted that date to No.12 EFTS; graduated as 28 March 1941 and posted next day to No.1 Manning Depot; to No.2 SFTS, 6 April 1941; graduated and promoted Sergeant, 21 June 1941. To Embarkation Depot, 22 June 1941; to RAF overseas, 16 July 1941. Commissioned 19 March 1943. Promoted Flying Officer, 19 September 1943. Promoted Flight Lieutenant, 1 June 1944. Repatriated 27 November 1944. To No.6 OTU, 14 January 1945. To Release Centre, 29 September 1945. Release date not known. No citation. Died in White Rock, British Columbia, October 2003 as per Legion "Last Post" site. RCAF photo PL-27838 (ex UK-15239 dated 23 September 1944) is captioned as follows: "The limitless desert stretches into the distance, but on the camp there are green garden oases. This is the front lawn of the Officers' Mess at one of the RAF camps at the edge of the Sind desert in western India. Canadians taking it easy before the lunch gong sounds are, left to right, F/L M.S. 'Bus' Taylor (J17101, pilot, Regina), F/O Carey Gunn (J17842, navigator, Medicine Hat), F/O Jack Ferguson (J12822, pilot, Vancouver), and P/O Norm J. McLaughlin (J86819, WOP/AG, Prince Albert, Saskatchewan). Taylor is a flight commander in Ferry Control, allots crews to aircraft to be ferried to all parts of India. Gunn is navigation instructor with a conversion unit; Ferguson is a pilot with Ferry Control; McLaughlin is a veteran of transport command. All are veterans of service in India."

RCAF Press Release dated 1 September 1, 1944 (from "Crampton) reads as follows:

The not very exciting but highly-important job of allotting aircrews to deliver to squadrons or other units the hundreds of aircraft of various types that arrive at western India air-gateway is carried out by a veteran Canadian pilot.

Flight Lieutenant M.S. "Bus" Taylor, J17101, 1844 Retallack Street, Regina, who in civvy street was a draughtsman, has been doing this work for a considerable time, longer than he, as an active flying-man, likes to think.

He first came to India in 1942 and went straight to Ferry Control and for a time flew all types of aircraft delivering them all over the country. He was commissioned a year ago and is now a flight commander in charge of allotments at the air-gateway.

This 23 year-old westerner has, however, had some excitement during his four years of overseas service. He went to Malta in 1941 with No. 1 Blenheim Fighter

Unit, and was engaged in long-distance day-fighter patrols intercepting the fleets of JU52s which were then flying reinforcements to the Afrika Korps.

In the two months they were on this duty his unit lost more than half their aircraft and crews, even though for days at a time they could not get airborne because of airfield unserviceability after the enemy's bombing and strafing. "Actually I got few hours flying there," Taylor laments. When the Blenheims were withdrawn they were replaced by Beaufighters.

Taylor then flew to India, leading a Blenheim convoy. In India, he has flown Liberators, Dakotas, Vultee Vengeance dive-bombers, Harvards, Blenheims, Bislays and even Ansons.

One of his most interesting experiences in India was when he flew a high-ranking air officer to attend the annual durbar in Baluchistan. It was the occasion when the British resident presents the loyal chiefs with bounties for the work done by their tribes in maintaining roads and other public works. "It was," says Taylor, "one of the most colorful sights I have ever seen".

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TAYLOR, F/O Philip Hamnett (J14909) - **Distinguished Flying Cross** - No.619 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. Born 3 March 1911; home in either Kansas City or Winnipeg though nationality given as "English". Enlisted in Winnipeg 23 September 1941 for General Duties; posted to No.2 Manning Depot on enlistment. To No.2 SFTS, 11 October 1941. Promoted AC1, 23 December 1941. Promoted LAC, 23 March 1943. Reclassified as Messman, 15 July 1942. To No.6 BGS, 18 July 1942. Graduated 9 October 1942 when reclassified as Air Gunner; promoted Sergeant but subsequently commissioned with effect from that date. To "Y" Depot, 10 October 1942 To RAF overseas, 22 November 1942. Promoted Flying Officer, 9 April 1943. Promoted Flight Lieutenant, 9 October 1944. Repatriated to Canada, 8 June 1945. To No.2 Air Command, 20 June 1945. Retired 14 August 1945. Award presented 27 November 1948. 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 is Phil Taylor, DFC, air gunner, and Joseph Hector, DFC, pilot. 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 15 March 1944 when he had flown 26 sorties (168 hours eleven minutes).

1 July 1943 - GARDENING (3.03)  
3 July 1943 - Cologne (5.17)  
8 July 1943 - Cologne (5.57)  
25 July 1943 - Essen (4.26)  
27 July 1943 - Hamburg (5.35)  
29 July 1943 - Hamburg (5.15)  
30 July 1943 - Remscheid (4.57)  
9 August 1943 - Mannheim (6.16)  
15 August 1943 - Milan (8.35)  
22 August 1943 - Leverkusen (4.43)  
27 August 1943 - Nuremburg (7.30)  
22 September 1943 - Hanover (5.15)  
23 September 1943 - Mannheim (6.56)  
29 September 1943 - Bochum (4.58)  
2 October 1943 - Munich (8.18)  
3 November 1943 - Dusseldorf (4.35)  
10 November 1943 - Modane (7.47)  
18 November 1943 - Berlin (8.05)  
23 November 1943 - Berlin (7.04)  
1 January 1944 - Berlin (7.59)  
5 January 1944 - Stettin (8.41)  
20 January 1944 - Berlin (6.59)  
27 January 1944 - Berlin (8.56)  
30 January 1944 - Berlin (6.37)  
15 February 1944 - Berlin (7.04)  
19 February 1944 - Leipzig (7.23)

Flying Officer Taylor has made 26 operational sorties as an Air Gunner. Seven of these sorties have been against Berlin. He has played a very large part in ensuring the success of his crew and by his eagerness and determination has set a very fine example to the flying personnel of the squadron.

It is stressed that his alertness and enthusiasm has saved the aircraft in which he has flown on more than one occasion from attack by enemy aircraft.

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TAYLOR, Flight Sergeant Ralph Edgar (R98213) - **Distinguished Flying Medal** - No.420 Squadron  
- Award effective 10 March 1943 as per **London Gazette** dated 23 March 1943 and AFRO  
757/43 dated 30 April 1943. Born at Boomville, Indiana, 8 November 1916; home there

(farming with his father); enlisted in Windsor, Ontario, 1 May 1941 and posted to No.2 Manning Depot, Brandon. To No.2 ITS, Regina, 22 May 1941; graduated and promoted LAC on 15 July 1941; to No.19 EFTS on 16 July 1941; graduated 31 August 1941 and posted to No.12 SFTS, Brandon; graduated and promoted Sergeant, 21 November 1941. To "Y" Depot, Halifax, 23 November 1941; to RAF Training Pool, 12 December 1941; taken on strength of No.3 PRC, Bournemouth, 26 December 1941. Attached to No.157 Beam Approach Training Flight, 31 January to 8 February 1942. To No.3 SFTS, 9 February 1942. To No.14 OTU, 21 April 1942. Promoted Flight Sergeant, 21 May 1942. To No.420 Squadron, 18 July 1942. Promoted WO2, 21 November 1942. Posted to No.432 Squadron, 1 May 1943. Award presented at Buckingham Palace, 18 May 1943. Promoted WO1, 21 May 1943. Subsequently commissioned (J18109) with effect from 21 May 1943. Killed in action, 28 May 1943 (Wellington HE294, No.432 Squadron). Name on Runnymede Memorial.

One night in February 1943, this airman was the pilot of an aircraft detailed to attack Wilhelmshaven. Although the constant speed unit of one of the propellers became unserviceable early on the outward journey, Flight Sergeant Taylor flew on to the target and bombed it. Shortly afterwards, while [when ?] the aircraft was hit by anti-aircraft fire, trouble developed in the port engine and it went out of control. Flight Sergeant Taylor quickly regained control and a few minutes later, when the bomber was attacked by an enemy fighter, he skilfully evaded its fire and enabled his own rear gunner to deliver a damaging burst. Sometime later the port engine ceased to function but Flight Sergeant Taylor succeeded in flying the damaged aircraft back to this country. He displayed great courage and devotion to duty throughout.

NOTE: Public Record Office Air 2/4951 has recommendation drafted 25 February 1943 when he had flown 14 sorties (77 hours 40 minutes).

Flight Sergeant Taylor was detailed to attack the target of Wilhelmshaven on the night of 19/20th February 1943. Shortly after setting course the constant speed unit of the airscrew of the port motor became unserviceable. However, Flight Sergeant Taylor managed to keep the r.p.m. under control and carried on to the target. After reaching the target and bombing successfully, he began to have trouble with his port engine. At this time the aircraft was damaged by enemy flak and went into a spin.

He brought the aircraft out of the spin, opened his throttles and the port motor failed again, and he went into another spin. He recovered from the spin and got the port engine to function again. A few minutes later his aircraft was attacked by a Messerschmitt 110 but with a fine display of skill Flight Sergeant Taylor was



able to avoid the fighter and the rear gunner succeeded in damaging the enemy aircraft.

A short while after this when they were over the Frisian Islands the port engine failed completely. Flight Sergeant Taylor feathered the port airscrew and set out on the long over-water trip to this country. By showing superior airmanship and skill Flight Sergeant Taylor succeeded in reaching this country and landing his damaged aircraft successfully,

During the entire trip Flight Sergeant Taylor showed courage and outstanding devotion to duty, and it is strongly recommended that he receive an immediate award of the Distinguished Flying Medal.

On 2 March 1943 the Officer Commanding, Station Middleton St. George, added his remarks.

This Non-Commissioned Officer has had a fine operational record. During the sortie mentioned above and others he has displayed courage and determination in pressing home his attacks and airmanship of a high quality. I concur in the Squadron Commander's recommendation that he receive an immediate award of the Distinguished Flying Medal.

This was duly supported on 4 March 1943 by Air Vice-Marshal G.E. Brookes, Air Officer Commanding, No.6 Group.

NOTE: While training at No.19 EFTS, 19 August 1941 he was on ab initio solo flight when engine stopped during a spin. He did not attempt to restart it as he was below 3,000 feet but executed a clumsy forced landing when the aircraft went over on its back (Tiger Moth 4256). He was uninjured.

At No.19 EFTS he logged 34.40 hours dual and 35 hours solo (all by day) and 11.45 in Link. At No.12 SFTS (Cranes) he logged 41.15 (day dual), 39.35 (day solo), 4.45 (night dual), 5.15 (night solo) plus 20 hours in Link..

On 15 May 1942, at No.14 OTU, damaged Hampden P1185, category AC. At that time he had four hours on type and a reported 115 hours on all types (which presumably meant overseas hours rather than training hours in Canada).. Fellow pupil pilot was Aus 403685 Sergeant N.T. Byrne. On a non-operational day flight, followed an Oxford too closely and overtook it on the landing run, wrecking it completely. Described as follows:

Bad elementary airmanship on the part of the pilot. He did not attempt to land

to the right of the preceding plane. The pilot carelessly judged his approach. He should have taken avoiding action whilst airborne and gone round again after discovering his error.

The accident was put down to "inexperience" but the Group Captain commanding Station Cottesmore recommended disciplinary action.

His DFM action involved Wellington DF637. During the action Sergeant G.J. Beresford (air gunner) abandoned the aircraft but was killed.

The website "Lost Bombers" provides the following on his final sortie. Wellington HE294, No.432 Squadron (QO-P), target Essen, 27/28 May 1943. The aircraft was airborne at 2252 hours, 27 May 1943 from Skipton-on-Sale. Lost without trace. Crew (all RCAF) consisted of P/O R.E.Taylor, DFM, RCAF, P/O R.G.Allan, F/O J.A.Farnham, P/O R.M.Murray, WO2 A.G.Bailey.

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TAYLOR, P/O Richard Winter (J15535) - **Distinguished Flying Cross** - No.161 Squadron - Award effective 11 March 1943 as per **London Gazette** dated 26 March 1943 and AFRO 757/43 dated 30 April 1943. Born in Vancouver, 18 October 1920; home in Victoria; enlisted Vancouver, 12 July 1940. Posted to No.1 Manning Depot, 16 July 1940. To No.2 ITS, Regina, 31 August 1940; graduated and promoted LAC, 26 October 1940; to No.2 AOS, Edmonton, 27 October 1940; to No.2 BGS, Mossbank, 20 January 1941; graduated and promoted Sergeant, 2 March 1941; to No.1 ANS, Rivers, 3 March 1941; to St. Hubert and attachment to RAF for Ferry Command duty, 12 April 1941. Embarked for overseas, 14 June 1941. Taken on strength of No.3 PRC, 17 June 1941. To No.10 OTU, 19 June 1941. To No.51 Squadron, 6 September 1941. Commissioned 1 May 1942. To No.26 OTU, 6 August 1942. To No.161 Squadron, 6 October 1942. Promoted Flying Officer, 1 November 1942. Killed in action 14 March 1943 (Halifax BG245, No.161 Squadron; buried in Germany). DFC and Bar presented to his mother by Governor General, 17 April 1947.

This officer has completed a large number of sorties invariably displaying outstanding skill and devotion to duty. The successes achieved reflect the greatest credit on his efforts which are worthy of high praise.

Public Record Office Air 2/4951 has a recommendation drafted 25 February 1943 when he had flown 33 sorties (219 hours 25 minutes). The submission merely read:

This officer is strongly recommended for the immediate award of the Distinguished Flying Cross for his part in a Special Operation on the night of

February the 24th-25th, 1943.

It is difficult to determine what deed he performed that merited such a speedy award, but the following facts are likely relevant. Freddie Clark writes in **Agents by Moonlight** (page 132) that on this night W/C P.C. Pickard bogged a Hudson in France during an Secret Intelligence Service operation PAMPAS, requiring two horses to drag the machine to firm ground after which he brought out seven passengers. Pickard received a second Bar to the DSO at the same time as Taylor's DFC.

TAYLOR, F/O Richard Winter, DFC (J15535) - **Bar to Distinguished Flying Cross** - No.161 Squadron (deceased) - Award effective 13 March 1943 as per **London Gazette** dated 24 April 1945 and AFRO 918/45 dated 1 June 1945.

This officer has taken part in numerous operational flights including combined operations at St.Nazaire where he participated in a highly successful low level bombing attack. As a navigator he is exceptionally efficient.

Uninjured in accident involving Hudson H7263 of No.161 Squadron, 25 February 1943. The pilot's report was removed from the documents for security reasons, but damage to the aircraft was described as "Starboard wing tip torn off, starboard wing badly dented in false nose, in line with aileron. Both spinners dented. Undercarriage cowlings on both sides badly damaged. Damage consistent with aircraft being flown through trees." It was further assessed as "Damage indirectly due to enemy action, whereby aircraft forced to fly through trees".

When killed, the crew of Halifax BG245, the crew consisted of 115734 F/L A.E. Prior, 129146 (pilot), F/O A.J. Kingham (pilot), 1371967 Sergeant F.D. Bell (Air Gunner), Taylor himself, 142494 P.O G.M. McWilliam (WOP), 648133 Sergeant M.J. Moyles (Flight Engineer) and 1233859 Sergeant J.H. Kempton (despatcher).

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TAYLOR, Sergeant Robert Pinkerton (R66814) - **Mention in Despatches** - No.427 Squadron (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 24 February 1915. Home in Verdun, Quebec; enlisted in Montreal, 6 August 1940 as Aero Engine Mechanic. To St. Thomas (Technical Training School), 11 September 1940. Promoted AC1, 18 January 1941. To Central Flying School, Trenton, 22 January 1941. Promoted LAC, 1 October 1941. To "Y" Depot, 11 March 1942. To RAF overseas, 30 April 1942. Promoted Corporal, 1 October 1942. Promoted Sergeant, 22 May 1943. Repatriated by Long Range Aircraft and posted to Debert, 23 July 1945, apparently for Tiger Force. To Release Centre, 1 September 1945. Released 13 September 1945. DHist file

181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation dated 11 July 1944:

This airman enlisted in August 1940 and was posted overseas to England in May 1942. He has been an Aero Engine Mechanic in this squadron since December 1942 and his work generally has been outstanding. His devotion to duty and loyalty are beyond reproach.

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TAYLOR, F/L Samuel Thomas (J6861) - **Distinguished Flying Cross** - No.10 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date, **London Gazette dAted 10 July 1945** and AFRO 1291/45 dated 10 August 1945. Born 23 November 1920. Home in Sydney, Nova Scotia; enlisted in Halifax, 19 November 1940. To No.1 ANS, 23 December 1940 (guard duty). To No.2 ITS, 21 February 1941; promoted LAC, 8 April 1941 and posted that date to No.4 EFTS; graduated 28 May 1941 when posted to No.8 SFTS; graduated and commissioned 20 August 1941. To No.31 GRS, 13 September 1941. Promoted Flying Officer, 20 August 1942. To Eastern Air Command, 7 March 1943. To No.117 (BR) Squadron, 9 March 1943. To No.10 (BR) Squadron, 30 April 1944. Promoted Flight Lieutenant, 1 August 1944. To No.2 Air Command, late May 1945; To No.124 Squadron, 1 June 1945; to No.2 Release Centre, 7 June 1946; retired 10 June 1946. Living in Sydney, Nova Scotia, February 1948. As of recommendation he has flown 2,480 hours (1,080 operational - 84 sorties) On loan to TCA at time of award. Award delivered by hand, 7 August 1949. No citation in AFRO other than "in recognition of valuable services in the air." Following from DHist files:

Flight Lieutenant Taylor has completed a very large number of flying hours over the North Atlantic in his lengthy operational career. He has cheerfully and willingly captained his crew on any mission he has been ordered to perform, and consistently displayed flying skill which has been exemplary to his squadron. The keenness and devotion to duty he has at all times shown have been responsible for the successful completion of many trying flights against the enemy.

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TAYLOR, FS Sander Lochhead (R74742) - **Mention in Despatches** - Station Sea Island - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Basswood, Manitoba, 7 November 1911. Home in Vancouver; enlisted there 10 October 1940 as Service Police following five years in RCMP. Appointed Acting Corporal, 15 November 1940. To Station Vancouver, 20 November 1940; reverted to AC1, 11 January 1941. Promoted LAC, 11 April 1941. Promoted Corporal, 1 March 1942. To No.3 Repair Depot, 30

April 1942. To Western Air Command, 31 August 1942. Promoted Sergeant, 1 October 1942. Promoted Flight Sergeant, 15 January 1943. To No.2 Group Headquarters, Victoria, 26 September 1943. To No.2 Filter Detachment, 15 March 1944. To Sea Island, 15 June 1944. To Edmonton, 1 May 1945. Promoted WO2, 1 November 1945. To Western Air Command, 16 May 1946. Reverted to Sergeant 1 October 1946 in postwar RCAF Security Services. To Edmonton, 28 March 1947. To Northwest Air Command, 1 September 1947. Promoted Flight Sergeant, 1 November 1947. To Joint Air Training Centre, 27 July 1950. Commissioned 1 January 1951 (service number 26484 as Pilot Officer, simultaneous promotion to Flying Officer). Awarded Queen's Coronation Medal, 28 October 1953. Promoted Flight Lieutenant, 1 July 1953. To St. Hubert, 19 July 1954. To No.5 Air Division, Vancouver, 16 July 1957. Released 26 April 1959. Died in Vancouver, 22 October 1980 as per British Columbia Vital Statistics.

This non-commissioned officer has an outstanding record in the Royal Canadian Air Force. Possessing initiative and high qualities of leadership, he has done great work in building up the morale of all airmen in his section. His investigations have been thorough and well carried out. His devotion to duty over an extended period has been of a high order.

Original recommendation for Mention in Despatches raised 27 December 1944 by F/L L.S. Metford, reading as follows:

The records of this Non-Commissioned Officer show him to be of outstanding ability, exemplified by his work during the past six months of his four years service. With plenty of initiative and good qualities of leadership, he has done outstanding work in building up the morale of the airmen in his section, in carrying out investigations and working long periods beyond the normal call of duty.

**Note:** Postwar he continued to be an excellent Service Policeman and Provost Officer. The following selected assessments

“An extremely well informed NCO of strong, well disciplined character. Writes and speaks good English and submits excellent reports. Organizes well, handles subordinates firmly and fairly. Previous RCMP experience coupled with that of RCAF together with natural qualifications of a high order, allows the recommendation of this NCO in the highest possible category.” (F/L K.J. Hardy, Station Rivers, 20 November 1950).

“Flight Lieutenant Taylor is a reliable, conscientious and well motivated officer. He is particularly well qualified in the Air Force Police field and compares most favourably with other Security Officers of equal rank. He is neat in appearance and has a good military bearing.

Strongly recommended for promotion to Squadron Leader rank." (S/L B. Dale, Air Defence Command Headquarters, 4 July 1957).

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TAYLOR, F/O Thomas Wessell (J24251) - **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 30 January 1915 at Hazelton, British Columbia. Educated in Prince George, 1921 to 1934. Mechanic, truck driver and shipper in a lumber mill. Enlisted in Edmonton, 17 June 1942. To No.3 Manning Depot, Edmonton, 30 June 1942. To No.7 ITS, Edmonton, 13 September 1942. Promoted LAC, 6 November 1942. Posted on 8 November 1942 to No.3 AOS, Prince Albert. Graduated and commissioned on 5 March 1943. To Overseas, 26 March 1943; disembarked in Britain, 18 April 1943. Taken on strength of No.3 PRC but detached to Army, Folkstone, 21 May to 1 June 1943. To No.6 (O) AFU, 31 August 1943. Promoted Flying Officer, 5 September 1943. To No.82 OTU, 12 October 1943. To No.61 Base, 9 February 1944. Detached to Battle School, Dalton, 9-27 February 1944. To No.1666 Conversion Unit, 27 February 1944. To No.426 Squadron, date not shown on form. Navigator, killed in action with No.426 Squadron, 12/13 May 1944. Buried in Belgium. For more on this award (one of many to deceased personnel) see the entry for P/O Wilber Boyd Bentz.

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TAYLOR, S/L William Edward (C22924) - **Air Force Cross** - No.16 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Copper Cliff, Ontario, 18 September 1912 as per RCAF Press Release reporting award; educated there and Sudbury. Employed by International Nickle before war; home in Sudbury, Ontario; enlisted in Toronto, 17 December 1940. To Trenton, 11 February 1941. Granted rank of Sergeant, 18 March 1941 but then appears to have been granted Leave Without Pay and assigned to No.20 EFTS. Recalled to RCAF but continued at No.20 EFTS, 18 March 1942 when granted rank of WO2. Commissioned 1 December 1942. Promoted Flying Officer, 1 March 1943. Promoted Flight Lieutenant, 1 September 1943. To uncertain posting, 14 January 1944. To No.1 Flying Instructor School, 19 March 1944. To No.5 SFTS, 26 July 1944. To No.16 SFTS, 30 November 1944. Promoted Squadron Leader, 1 December 1944. To No.1 Air Command, 22 September 1945. To Release Centre, 18 November 1945. Retired 21 November 1945. Award presented 27 January 1946. Governor General's Records (RG.7 Group 26 Volume 59, file 190-I, dossier 7) has citation; when recommended he had flown 2,495 hours, 2,215 as instructor, 158 in previous six months.

This officer has completed more than three years as an elementary instructor and the exceptional devotion to duty which he showed played a large part in the success of that elementary school. Since assuming his duties in service flying

training he has continued to demonstrate the same energy and ability that has characterized his work all the way through. His contribution to the success of the British Commonwealth Air Training Plan is worthy of high praise.

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TAYLOR, F/O William John (J85567) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 16 November 1920 in London, Ontario; home there; enlisted there 13 February 1942. Granted Leave Without Pay until 7 March 1942 when posted to No.1 Manning Depot. To No.6 ITS, 15 August 1942; graduated and promoted LAC on 9 October 1942 but not posted to No.12 EFTS until 9 November 1942; may have graduated 22 January 1943 but not posted to No.14 SFTS until 20 February 1943; graduated and promoted Sergeant, 11 June 1943. To No.1 Group Pool, 18 June 1943. To "Y" Depot, 4 September 1943. To United Kingdom, 12 September 1943. Commissioned 22 March 1944. Posted to No.426 Squadron from No.61 Base, 14 May 1944; promoted Flying Officer, 22 September 1944; to "R" Depot, 3 November 1944. He appears to have remained on RCAF strength of United Kingdom after VE Day, being promoted Flight Lieutenant on 1 February 1946 and not repatriated to Canada until 3 August 1947 when he was taken on strength of No.10 Group. Retired 27 September 1947, settling in Sarnia. Award sent by registered mail 30 March 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.4431 (RG.24 Vol.20649) has recommendation dated 16 October 1944 when he had flown 35 sorties (157 hours 20 minutes), 19 May to 26 September 1944.

Flying Officer Taylor has completed 35 sorties over enemy territory, several of which have been over the most heavily defended areas of Hamburg, Kiel, and Metz. During all these trips this pilot has shown great determination in pressing home his attacks. He is a fine captain whose keenness and ability have been a source of inspiration to all his crew. He is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

19 May 1944 - Franceville (4.10)  
22 May 1944 - Le Mans (4.20)  
24 May 1944 - Trouville (4.10)  
27 May 1944 - Bourg Leopold (4.55)  
31 May 1944 - Au Feuvre (4.40)  
14 June 1944 - St. Pol (4.00)

16 June 1944 - Sterkrade (4.10)  
17 June 1944 - Neuville (3.55)  
21 June 1944 - St. Martin (4.20)  
23 June 1944 - Bientques (4.20)  
27 June 1944 - Foret d'Eaury (4.20)  
28 June 1944 - Metz (6.45)  
1 July 1944 - Biennais (3.55)  
4 July 1944 - Biennais (3.45)  
5 July 1944 - Biennais (3.30)  
7 July 1944 - Caen (4.20)  
12 July 1944 - Creil (4.35)  
24 July 1944 - Ferfay (3.30)  
24 July 1944 - Ferfay (3.30 - possibly a second erroneous entry)  
28 July 1944 - Hamburg (5.20)  
1 August 1944 - Ferme de Forestel (3.55)  
4 August 1944 - Bois de Cassan (4.30)  
5 August 1944 - St. Leu d' Esserrent (5.00)  
8 August 1944 - Foret de Chantilly (5.00)  
9 August 1944 - Foret de Nieppe (3.25)  
12 August 1944 - Montrichard (5.40)  
16 August 1944 - Kiel (5.25)  
9 September 1944 - Le Havre (4.15)  
10 September 1944 - Le Havre (3.45)  
11 September 1944 - Castrop Rauxel (5.45)  
12 September 1944 - Wanne Eickel (4.45)  
13 September 1944 - Osnabruck (4.50)  
15 September 1944 - Kiel (5.25)  
25 September 1944 - Calais (4.05)  
26 September 1944 - Calais (4.40)

\* \* \* \* \*

TAYLOR, Wg/O Winnifred May (V30031) - **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 30 October 1909 in Montreal; educated in Toronto. Employed by Canada Wire and Cable Company, 1927-28, then with Lever Brothers, 1928-41, rising to be in charge of Order Department. Enlisted there 23 October 1941 in Administration Branch. To Canadian Women's Air Training Depot on enlistment. Commissioned 1 December 1941. Promoted Section Officer, 1 Jun 1942. Promoted Flight Officer, 1 July 1942. Promoted Squadron Officer, 20 November 1942 (first woman CO of an RCAF unit). To No.7 Manning Depot, 18 March 1943. To No.1



Training Command, 31 March 1944. To AFHQ, 12 September 1944 as Senior Staff Officer, WD; continued in that role until WDs disbanded,. Promoted Wing Officer, 1 October 1944. Retired 10 November 1946. Award presented 1 December 1948. Employed by Canada Customs after the war but was brought back to RCAF briefly in 1954 for consultative duties. Died September 1972.

Wing Officer Taylor was among the first Royal Canadian Air Force Women's Division officers appointed. Her work from the very first was outstanding and as a result she was later assigned to increasingly responsible positions, first as Officer Commanding Training Wing, No.6 Manning Depot (WD), Toronto, the Commanding Officer No.6 Manning Depot (WD), after which she became Commanding Officer of No.7 Manning Depot (WD), Rockcliffe. In these important appointments she displayed outstanding administrative ability, coupled with loyalty and devotion to duty of a high order. By her example, initiative and leadership she created a very high standard of initial training of airwomen, the great majority of whom passed through her hands. This officer is now the Senior Women's Division Staff Officer, and through her character and personality has continued to exercise a tremendous influence for good among the airwomen. It is considered that the splendid Service attitude and discipline of thousands of airwomen are in large measure a result of Wing Officer Taylor's example and effort.

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TEASDALE, Sergeant Charles Wilfred (R149912) - **British Empire Medal** - Station Coal Harbour - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Kirkby-Lonsdale, Westmoreland, England, 19 November 1894. Home in Wolsely, Saskatchewan (farmer). Enlisted in Regina, 26 January 1942 for General Duties and posted to No.2 Manning Depot. Promoted Corporal, 25 March 1942. Reverted to AC1, 20 April 1942. To No.3 SFTS, 21 May 1942. To Coal Harbour, 23 July 1942 (worked in Officers Bar and Mess, eventually becoming Sergeant in charge). Promoted LAC, 26 July 1942. Promoted Corporal, 1 February 1943. Promoted Sergeant, 1 June 1943. To Western Air Command Headquarters, 13 August 1945 where he was NCO in command of Central Warehouse. Retired 9 April 1947. Award presented 21 February 1948. Died in Vancouver, 15 January 1963 as per British Columbia Vital Statistics.

This non-commissioned officer has been continuously employed at this isolated base for the past thirty-five months and, by virtue of his devotion to duty and the efficient manner in which he has managed his section, he has contributed highly to the morale and welfare of this station.

**Note:** On 1 February 1943 he was described as "Very industrious and capable airman" An assessment dated 29 March 1943 noted, "Has been acting as Canteen Steward in Officers' Mess, doing an excellent job; would have remustered but trade was closed just prior to arrival of Trade Test Board. His duties in the Officers's Mess have precluded his having any time in which to join in Station Activities."

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TEASE, P/O James Ansell (J89303) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 6 January 1923 in Winnipeg (8 January 1923 according to obituary); home there (warehouseman); enlisted there 25 May 1942. Granted Leave Without Pay until 16 August 1942 when posted to No.3 Manning Depot. 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.19 EFTS until 6 February 1943; graduated 3 April 1943 when posted to No.17 SFTS; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 6 August 1943; to United Kingdom, 25 August 1943. Commissioned 5 August 1944. Repatriated 15 January 1945. Promoted Flying Officer, 5 February 1945. Retired 15 March 1945. Attended University of Manitoba (Agriculture) and worked for the Department of Rural Assessment. Died in Winnipeg, 28 January 2012. 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.1730 (National Archives RG.24 Vol.20607) has recommendation dated 11 October 1944 when he had flown 35 sorties (173 hours 30 minutes).

Pilot Officer Tease, on the completion of his first tour of operations, has proven himself to be a most courageous and skilful Captain of aircraft. Although detailed to attack some of the enemy's most heavily defended targets, this officer, with complete disregard of all opposition, never once failed to successfully bomb his objective and bring his crew back safely to base. Pilot Officer Tease, under a calm and quiet manner, has shown a fine offensive spirit in action, which set a magnificent example to his crew.

The sortie list was as follows:

14 June 1944 - St.Pol (4.10, possibly as second pilot)  
21 June 1944 - St. Martin (4.45)  
23 June 1944 - Bientques (3.45)  
24 June 1944 - Bamieres (4.25)

27 June 1944 - Foret d'Eary (3.50)  
12 July 1944 - Thiverny (4.55)  
15 July 1944 - Nucourt (5.10)  
17 July 1944 - Caen area A.1 (3.55)  
20 July 1944 - Ferme de Forestel (3.50)  
24 July 1944 - Ferfay (4.05)  
25 July 1944 - Stuttgart (4.30, duty not carried out)  
28 July 1944 - Hamburg (6.15)  
31 July 1944 - Oeuf en Ternois (4.45)  
3 August 1944 - Foret de Nieppe (4.25)  
4 August 1944 - Bois de Casson (4.15)  
5 August 1944 - St. Leu d'Esserent (5.20)  
7 August 1944 - La Hogue (5.00)  
8 August 1944 - Foret de Chantilly (4.50)  
9 August 1944 - Foret de Nieppe (4.10)  
12 August 1944 - Foret de Montrichard (5.55)  
14 August 1944 - Bons Tassily (4.15)  
15 August 1944 - Brussels/Melsbroeck (3.30)  
18 August 1944 - Connantre (6.35)  
27 August 1944 - Marquis Mimoyecques (3.55)  
10 September 1944 - Le Havre (4.35)  
11 September 1944 - Castrop Rauxel (5.40)  
13 September 1944 - Osnabruck (4.35)  
15 September 1944 - Kiel (5.35)  
16 September 1944 - Boulogne (4.00)  
25 September 1944 - Calais (4.00)  
26 September 1944 - Calais (4.30)  
27 September 1944 - Bottrop (5.10)  
30 September 1944 - Sterkrade (5.05)  
4 October 1944 - Bergen (6.40)  
6 October 1944 - Dortmund (6.35)  
9 October 1944 - Bochum (6.35)

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TEES, F/O John Francis (J85134) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 13 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 21 September 1919 in Bruce Mines, Ontario; home there (bulldozer operator, salesman); enlisted in Toronto, 12 May 1942 and posted to No.1 Manning Depot, Toronto. To No.4 Manning Depot, Quebec, 2 July 1942. To No.5 ITS, Belleville, 12 September

1942; graduated and promoted LAC, 7 November 1942 but not posted to No.13 EFTS, St. Eugene, until 6 December 1942; graduated 5 February 1943 and posted next day to No.8 SFTS, Moncton; graduated and promoted Sergeant, 25 June 1943). To "Y" Depot, 29 June 1943; embarked from Canada, 16 July 1943; disembarked in United Kingdom, 22 July 1943. To No.20 (Pilots) AFU, 24 August 1943. Attached to No.1515 Beam Approach Training Flight, 28 September to 5 October 1943. To No.24 OTU, 28 December 1943. Commissioned 23 February 1944. To No.61 Base. 24 March 1944. To No.419 Squadron, 2 May 1944. Promoted Flying Officer, 26 June 1944. Promoted Flight Lieutenant, 1 September 1944. To No.22 OTU, 5 December 1944. Repatriated 2 August 1945. Retired 21 September 1945. RCAF photo PL-33096 (ex UK-15352 dated 26 September 1944) shows F/O Percy Thompson (Innisfree, Alberta) and First Lieutenant Joe Hartshorn, DFC; in centre is F/O Jack "Strip" Tees (Bruce Mines, Ontario) waiting for interrogation. Died in Yellowknife, March 1991 as per **Airforce Magazine**, issue of October-November-December 1992. Photo UK-15352 shows him. Award sent by registered mail 26 September 1948.

Flying Officer Tees has completed successfully many day and night operations against the enemy. In August 1944, when en route to St.Lou d'Esserent in daylight, his aircraft was hit by anti-aircraft fire, and although both starboard engines were put out of action, the airframe damaged and the port tire holed, Flying Officer Tees continued and successfully completed his mission. On the return journey he managed to revive the starboard inner engine and eventually made a skilful landing in very poor visibility without causing further damage to his aircraft.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has recommendation by W/C W.P. Pleasance dated 21 August 1944 when he had flown 24 sorties (122 hours five minutes).

Flying Officer Tees has successfully completed 24 day and night operations against the enemy. On the 5<sup>th</sup> August 1944, when en route to attack St. Leu d' Esserent on daylight, his aircraft was hit by anti-aircraft fire. Although the two starboard engines were put out of action, the airframe damaged and the port tire holed, Flying Officer Tees continued without hesitation and successfully bombed the target. Both starboard engines had to be feathered but, by masterly flying he managed to keep up with his formation while over enemy territory. On the return journey over England, Flying Officer Tees managed to get the starboard inner engine working again, succeeded in returning to Base and made a skilful landing in very poor visibility without further damage to his aircraft.

Through his many operations this officer has displayed coolness, courage and

devotion to duty of the highest order and I consider his actions merit the immediate award of the DFC.

**Notes:** Accident, 6 November 1944, Lancaster KB787. Daylight raid, on takeoff the port tyre burst; rim hit runway before liftoff. Undercarriage retracted okay. On return he landed on the grass at dusk, keeping port wing up, braked starboard wheel. Finally slowed down and swung 90 degree to port; undercarriage stood up. W/C Hagerman wrote, "Since the tyre blew on take off the pilot did an admirable job of getting the aircraft into the air. He did not expect the undercarriage to stand up on landing as it had been damaged on take off. I consider he wisely landed on the grass to prevent friction with the concrete runway, thus eliminating as far as possible the chance of fire." Crew were J85132 F/L J.F. Tees (pilot with 494 hours, 214 on type), J28501 F/L P.C. Thompson (navigator, DFC), J21461 F/O T.R. Dickinson (air bomber), J88286 P/O M.C. McComb (WOP/AG), 1896534 Sergeant H.M. Parsons (flight engineer), R98992 Flight Sergeant I.C. McLeod (mid-upper gunner) and R159922 Flight Sergeant E.N. Newton (rear gunner).

Application for Operational Wing dated 17 November 1944 stated he had flown 34 sorties (180 hours 15 minutes), 9 May to 16 November 1944.

Assessed 11 January 1945 when he had flown 675 hours (239 in past six months) - "An officer of outstanding personality and professional ability; should do well with more service experience." (W/C D.C. Hagerman).

Assessed 8 July 1945 on work at No.22 OTU - had flown 781 hours (106 in past six months) - "A sound officer and instructor. Can be relied upon to do his best. Good discipline. Personality average." (W/C J.K.M. Cooke).

Repatriation form dated 7 July 1945 stated he had flown 34 sorties (179 hours 15 minutes), the last on 16 November 1944. Also 380.10 non-operational hours. Types and hours overseas were Oxford (93.55), Whitley (88.30), Halifax II and V (41.30), Lancaster X (231.10) and Wellington (104.20).

**Training:** Attended No.5 ITS, 14 September to 7 November 1942. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 751 points of a possible 1,000. Placed 44<sup>th</sup> in a class of 118. "Very self confident and assured, has neat appearance."

Attended No.13 EFTS, 7 December 1942 to 5 February 1943. Fleet Finch aircraft - 10.20 dual to first solo, 31.05 total day dual, 28.25 day solo, 3.05 night dual, 1.55 night solo. Was eight hours on instruments. Logged 13 hours in Link. Remarks on Link were "Keen, attentive attitude, average performance, work average throughout course, inclined to skid around corrections."

Chief Flying Instructor wrote, "Airmanship fair, rough on controls, low average instruments, too tense, careless at times." Ground courses in Navigation, Airmanship, Armament (written), Aircraft Recognition and Signals (practical). Scored 491 points of a possible 700. Placed 21<sup>st</sup> in a class of 30.

Attended No.8 SFTS, 8 March to 25 June 1943. Anson II aircraft - 6.00 dual to first solo, 67.15 day dual, 73.35 day solo, 10.15 night dual, 9.45 night solo. Was 26.00 on instruments. Logged 20.15 in Link. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Signals (written and practical) and Meteorology. Scored 508 points of a possible 700. Placed 50<sup>th</sup> in a class of 60. "An average student and pilot. Does not show any exceptional ability but is a good worker."

Attended No.20 (Pilots) AFU, 24 August to 28 December 1943. Oxford aircraft - 4.50 day dual to first day solo, 24.10 total day dual, 19.15 day solo; 3.30 night dual to first night solo, 11.05 total night dual, 19.40 night solo. Was twelve hours on instruments and 1.15 in formation; logged 10.30 in Link. Flying Tests in General Flying (260/400), Applied Flying (130/200), Instrument Flying (140/250), Night Flying (62/100) and Link (35/50). "This pupil is a good natural pilot, very willing and keen and has set a good example throughout the course. His flying is confident and he has reached a good average standard."

Attended No.24 OTU, 28 December 1943 to 8 March 1944. Whitley aircraft - 2.10 day dual to first day solo, 6.05 total day dual, 3.20 day at controls with a captain, 39.25 at controls without a captain; 3.00 night dual to first night solo, 3.30 total night dual, 4.10 night at controls with a captain, 32.00 at controls night without a captain. Was 13.00 on instruments. Logged 15.20 in Link. Flying Tests in General Flying (320/400), Applied Flying (180/200), Instrument Flying (200/250), Night Flying (85/100) and Link (35/50). Ground examinations in Airmanship (189). "An ex-AFU pilot of above average ability who coped well on the heavier aircraft. Tees took over his crew from a commissioned captain and in these rather difficult circumstances he did very well and has proved himself to be above average. He has carried out four cross countries by day and three by night in addition to a Bullseye exercise and a Nickel raid. Three fighter affiliation exercises by day and one by night have been successfully carried out."

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TEGERDINE, F/L George Mervin (J26757) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 23 October 1917 in Bassano, Alberta; home in Oakland, California (plant foreman) or River Forrest, Illinois (but still described as Canadian); enlisted in Windsor, Ontario, 20 April 1942 and posted to No.1 Manning Depot. To No.4 Manning Depot, 10 June 1942. To No.5 Manning Depot, 24 July 1942. To No.5 ITS, 29 August 1940; graduated and promoted LAC,

24 October 1942 but not posted to No.10 EFTS until 21 November 1942; may have graduated 22 January 1943 but not posted to No.16 SFTS until 6 February 1943; graduated and commissioned 28 May 1943. To No.31 GRS, 11 June 1943. To "Y" Depot, date uncertain; taken on strength of No.3 PRC, Bournemouth, 13 October 1943. Promoted Flying Officer, 28 November 1943. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To St. Hubert, 27 June 1945. To No.4 Release Centre, 10 October 1945; retired 19 October 1945. RCAF Photo PL-42162 (ex UK-18921 dated 23 February 1945 is captioned as follows: "Two American pilots, both pilots in the RCAF, were reunited recently at a bomber station in England when F/L R.M. Tegerdine, Oakland, California, a Spitfire pilot with the Wolf Squadron in Belgium, visited his big brother, F/L G.M. 'Tex' Tegerdine, Oakland, California., who pilots one of the four-engined Halifax bombers from the Lion Squadron. F/O Tegerdine, on the right, hit the headlines recently when he crashed landed his Spitfire on the roof of a Belgian town when his engine 'packed up' soon after taking off on a patrol. The fighter broke to pieces on impact with the buildings, but F/O Tegerdine had a lucky escape and climbed out of the cockpit with only injuries and bruises." Award presented in Chicago, 28 November 1949. No citation in AFRO other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation from W/C V.F. Ganderton dated 19 March 1945 when he had flown 28 sorties (168 hours 40 minutes), 3 September 1944 to 3 March 1945.

This officer has completed twenty-eight heavy operational bombing attacks against the enemy.

This squadron has been doing special mining work for the Group, and as Flight Lieutenant Tegerdine is one of the most dependable pilots, he has been chosen to do this extremely difficult work. In order to ensure that his vegetables [mines] have been planted in the correct location, this pilot on one occasion made three complete runs over the garden area. On another occasion he made two runs, bringing back photographs of an excellent calibre. His bombing raids have been outstanding, and due to his tenacity, endurance and fine offensive spirit, he has instilled a high standard of morale in his crew.

In view of Flight Lieutenant Tegerdine's excellent record and having proved himself an outstanding member of a gallant crew, I strongly recommend that he be awarded a non-immediate Distinguished Flying Cross.

The sortie list was as follows:

- 3 September 1944 - Volkel (second pilot, 3.30)
- 6 September 1944 - Emden (second pilot, 4.05)

11 September 1944 - Le Havre (4.10)  
12 September 1944 - Dortmund (5.20)  
20 September 1944 - Calais (3.30)  
24 September 1944 - Calais (4.05)  
25 September 1944 - Calais (4.10)  
27 September 1944 - Sterkrade (6.05)  
28 September 1944 - Cap Gris Nez (4.40)  
6 October 1944 - Dortmund (7.05)  
28 October 1944 - Cologne (4.40)  
1 November 1944 - Oberhausen (6.05)  
2 November 1944 - Dusseldorf (5.55)  
6 November 1944 - Gelsenkirchen (5.40)  
16 November 1944 - target name illegible on form (4.50)  
21 November 1944 - Castrop Rauxel (7.05)  
6 December 1944 - Osnabruck (6.25)  
18 December 1944 - Duisburg (6.35)  
26 December 1944 - St. Vith (7.10)  
1 February 1945 - Mainz (1.40, duty not carried out)  
2 February 1945 - Wanne Eickel (6.20)  
4 February 1945 - Gardening (5.45)  
7 February 1945 - Goch (6.30)  
13 February 1945 - Bohlen (8.00)  
14 February 1945 - Gardening (7.25)  
17 February 1945 - Wesel (6.00)  
20 February 1945 - Bohlen (7.30)  
23 February 1945 - Essen (6.00)  
24 February 1945 - Kamen (6.25)  
3 March 1945 - Gardening (5.50)

TEGERDINE, F/L George Mervin, DFC (J26759) - **Croix de Guerre with Bronze Star (France)** - Award as per AFRO 485/47 dated 12 September 1947. Pilot. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Flight Lieutenant Tegerdine was captain of a heavy bomber aircraft in No.6 Group, Bomber Command. He completed many hazardous special missions against German-held installations in France. This officer was an outstanding member of his squadron.

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TEIT, F/O Sigurd Olaf Vivian (J88844) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 7 March 1915 in Merritt, British Columbia; home there (miner); enlisted in Vancouver, 12 June 1942 and posted to No.3 Manning Depot. To No.3 WS, 1 August 1942; promoted LAC, 3 September 1942; graduated 16 March 1943 when posted to No.2 Manning Depot; to No.1 Air Gunner Ground Training School, date uncertain; to No.9 BGS, 12 June 1943; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943. Commissioned 5 August 1944. Promoted Flying Officer, 5 February 1945. Repatriated 18 June 1945. To Debert, 19 June 1945. To Halifax, 4 October 1945. Retired 12 October 1945. Died 5 November 2002 in Merritt, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2003. Award presented 6 May 1950. RCAF photo PL-28845 (ex UK-9941 dated 29 April 1944) shows him receiving a toaster from Kamloops (sponsoring city for No.419 Squadron), suggesting he was then with that unit. No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 23 May 1945 when he had flown 42 sorties (210 hours 50 minutes) as a rear gunner, 7 March to 9 August 1944 (37 sorties, 181 hours 40 minutes) and 22 April to 10 May 1945 (29 hours ten minutes, five missions, 22 April to 10 May 1945 - three "Exodus" trips included.

Flying Officer Teit has flown as rear gunner on thirty-seven sorties in 1943-44 against German targets at the peak of their defensive power. He has had several encounters with enemy aircraft, and by his vigilance and cool command of hazardous situations, has brought his aircraft safely through. In his resolution and courage, he has proven a tower of strength to his crew and his calm, matter-of-fact acceptance of operational hazards has greatly influenced everyone who works with him. He has carried over these qualities into his section work and has exerted considerable command over the members of his section.

In view of his operational record and excellent work in the squadron, I unhesitatingly recommend him for the award of the Non-Immediate Distinguished Flying Cross.

The sortie list was as follows:

### **First Tour**

7 March 1944 - Lemans (6.05)

22 March 1944 - Gardening (7.15)

23 March 1944 - Laon (6.20)  
25 March 1944 - Aulnoye (6.15)  
26 March 1944 - Courtrain (4.40)  
29 March 1944 - Paris (7.00)  
30 March 1944 - Gardening (5.50)  
1 April 1944 - Gardening (3.35)  
8 April 1944 - Gardening (3.30)  
9 April 1944 - Lille (4.00)  
20 April 1944 - Lens (4.50)  
28 April 1944 - Montzen (4.20)  
9 May 1944 - St. Valerie en Conde (3.50)  
11 May 1944 - Boulogne (3.35)  
12 May 1944 - Louvain (4.35)  
22 May 1944 - Dortmund (4.50)  
24 May 1944 - Aachen (5.10)  
27 May 1944 - Bourg Leopold (4.55)  
30 May 1944 - Mont Couple (3.30)  
4 June 1944 - Calais (3.30)  
5 June 1944 - Merville (5.00)  
6 June 1944 - Contes (5.25)  
12 June 1944 - Cambrai (4.50)  
14 June 1944 - St. Pol (4.15)  
27 June 1944 - Foret d'Auwy (5.05)  
4 July 1944 - Villeneuve St. Georges (6.20)  
6 July 1944 - Siracourt (4.15)  
7 July 1944 - Caen (4.30)  
15 July 1944 - Bois de Saudine (4.15)  
18 July 1944 - Caen (4.10)  
18 July 1944 - Wesseling (6.05)  
23 July 1944 - Kiel (5.35)  
4 August 1944 - Bois des Cassons (5.00)  
5 August 1944 - St. Leu d'Esserant (5.10)  
7 August 1944 - south of Caen (4.30)  
8 August 1944 - Chantilly (5.25)  
9 August 1944 - Acquet (4.05)

## **Second Tour**

22 April 1945 - Bremen (5.30)  
25 April 1945 - Wangerooge (4.30)

3 May 1945 - Recalled (3.50)  
8 May 1945 - Exodus (4.30)  
9 May 1945 - Exodus (5. 50)  
10 May 1945 - Exodus (5.00)

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TELFORD, F/L Robert Bruce (J87333) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 30 October 1921 in Vancouver, British Columbia; home there (summer jobs in fish packing and canneries); educated at University of British Columbia (pre-medical). Former member of COTC. Enlisted in Vancouver, 28 August 1942. To No.3 Manning Depot, Edmonton, 4 October 1942. To No.4 ITS, Edmonton, 9 January 1943; graduated and promoted LAC, 19 March 1943 but not posted to No.5 EFTS, High River until 4 April 1943; graduated 28 May 1943 and posted next day to No.3 SFTS, Calgary; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Embarked from New York, 8 October 1943; disembarked in Britain, 16 October 1943. To No.11 (Pilots) AFU, 30 November 1943. Attached to No.1534 Beam Approach Training Flight, 25 January to 1 February 1944. To No.82 OTU, 14 March 1944. Commissioned 19 May 1944. To No.61 Base, 25 June 1944. Attached to No.1659 Conversion Unit, 6 July to 10 August 1944. To No.434 Squadron, 10 August 1944. Promoted Flying Officer, 19 November 1944. Promoted Flight Lieutenant, 1 January 1945. Repatriated 23 April 1945. To Western Air Command, 8 May 1945. To No.8 Release Centre, 27 June 1945. Retired 28 June 1945. Award presented 29 May 1947. Commissioned as Captain, Royal Canadian Dental Corps, 26 February 1952. To 15 February 1954. Died in West Vancouver, 23 June 1994. 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 24 March 1945 when he had flown 35 sorties (219 hours 55 minutes), 16 August 1944 to 7 March 1945.

Flying Officer Telford has completed a tour of operations totalling thirty-six sorties, the majority of which were attacks against heavily defended German targets. Throughout his tour Flying Officer Telford has at all times displayed courage, keenness and devotion to duty. His fine offensive spirit and dogged determination to press home the attack has set a splendid example to all other pilots in the squadron.

The sortie list was as follows:

16 August 1944 - Kiel (5.45)

18 August 1944 - Bremen (5..35)  
27 August 1944 - Mimeyecques (4.00)  
15 September 1944 - Kiel (6.10, bags of flak)  
17 September 1944 - Boulogne (4.20)  
18 September 1944 - Domburg (4.00, recalled)  
20 September 1944 - Calais (3.25)  
25 September 1944 - Calais (4.10)  
26 September 1944 - Calais (4.20)  
27 September 1944 - Gladbach (5.35)  
28 September 1944 - Cap Gris Nez (4.25)  
14 October 1944 - Duisburg (5.10)  
14 October 1944 - Duisburg (6.20)  
23 October 1944 - Essen (6.00)  
25 October 1944 - Hamburg (5.30)  
28 October 1944 - Cologne (5.45)  
30 October 1944 - Cologne (6.10)  
1 November 1944 - Oberhausen (6.15)  
2 November 1944 - Dusseldorf (5.55, fighters)  
4 November 1944 - Bochum (6.00, fighters)  
27 November 1944 - Neuss (5.40)  
30 November 1944 - Disburg (6.35)  
2 December 1944 - Hagen (7.30)  
4 December 1944 - Karlsruhe (7.35)  
5 December 1944 - Soest (6.35)  
6 December 1944 - Osnabruck (6.25)  
17 December 1944 - Duisburg (6.05)  
1 February 1945 - Mannheim (8.10)  
2 February 1945 - Wiesbaden (6.50)  
4 February 1945 - Bonn (6.55)  
7 February 1945 - Goch (6.05)  
20 February 1945 - Dortmund (6.50)  
27 February 1945 - Mainz (7.15)  
1 March 1945 - Mannheim (7.20)  
5 March 1945 - Chemnitz (10.05)  
7 March 1945 - Dessau (9.30)

**Notes:** Accident, 0330 hours, 15 October 1944, Skellingthorpe, Halifax III serial MZ921. Operational. Aircraft had a 1,000 pound bomb hang up. "There was insufficient petrol left to go out and jettison. When approaching to land, bomb appeared to drop on to bomb doors, and on landing, found the rear starboard bomb door damaged, and bomb partially protruding."

Accident, 1928 hours, 15 January 1945, Lancaster KB789. Station Croft. Non-operational (night training). He had 444 hours behind him but only four on Lancaster. Landing, aircraft drifted to starboard and right wheel hit a sodium lamp, parts of which appear to have struck starboard rudder which jammed. By using throttles and brakes he was able to stop on the grass to the right of the runway. His check pilot was F/O J.W. Andras.

Application for Operational Wing dated 11 March 1945 stated he had flown 36 sorties (222 hours 25 minutes), 16 August 1944 to 8 March 1945.

Repatriation form dated 10 April 1945 stated he had flown 36 sorties (222 hours 25 minutes), the last on 7 March 1945. Non-operational flying was 261 hours 50 minutes. Types flown overseas were Oxford (69 hours 25 minutes), Wellington III and X (72.40), Halifax II and V (44.55), Halifax III (197.50) and Lancaster (99.25).

**Training:** Attended No.4 ITS, 1 January to 19 March 1943. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas Armament (written and practical), Aircraft Recognition, Drill, Signals (buzzer) and Meteorology. Scored 811 points of a possible 1,000. Placed 36<sup>th</sup> in a class of 97. "Average sports. Alert, confident, good background. Intelligent. Athletic. Father is a doctor."

Attended No.5 EFTS, 5 April to 28 May 1943. Cornell aircraft - nine hours 20 minutes dual to first solo, 34.35 day dual, 36.55 day solo, 2.45 night dual, 1.15 night solo. Was ten hours on instruments. Logged 9.20 in Link. Ground courses in Navigation, Airmanship, Armament (written practical), Aircraft Recognition and Signals (written). Scored 509 points of a possible 700. Placed 20<sup>th</sup> in a class of 42. "Average ground school ability. Average pilot - just slightly rough on controls. No outstanding faults - conduct very good."

Attended No.3 SFTS, 29 May to 17 September 1943. Cessna and Anson aircraft - 4.35 day dual to first solo, 82.50 total day dual, 61.35 day solo, 2.00 night dual, to first night solo, 11.20 total night dual, 9.00 night solo. Was 15.50 in formation and 30/15 instruments. Logged 18 hours in Link. Flying tests in General Flying (230/300), Instrument Flying (135/200), Navigation (104/150), Armament (124/150), Night Flying (75/100), Formation Flying (35/50) and Link (36/50). Ground examinations in Airmanship (119/200), Armament (160/200), Navigation (147/200), Signals (163/200), Aircraft Recognition (75/100) and Meteorology (79/100).

Attached to No.1534 Beam Approach Training Flight, 25 January to 1 February 1944, Oxford aircraft - 10.25 (all on instruments) plus five hours in Link. Rated in Beam Approach Procedure and Q Codes (Link, 136/200), Receiver Operation (70/100), Instrument Flying (172/250), Cloud and Night Flying (173/250) and General Application of Beam Approach Procedure in Flying (138/200). "A very steady and keen pupil who nearly attained an above average standard."

Attended No.82 OTU, 14 March to 15 June 1944. Wellington III and X aircraft - 4.25 day dual to first day solo, 6.50 total day dual, 30.55 day solo, 3.25 night dual to first night solo; 4.45 total night dual,, 31.35 night solo. Was eleven hours in Link. Flying Tests in General Flying (300/400), Applied Flying (140/200), Instrument Flying (180/200), Night Flying (80/100) and Link (33/50). Ground examinations in Airmanship (231/300), Armament (228/300), Navigation (no test, sick) and Signals (no test, sick). "Keen and conscientious captain who has coped quite well during the course. Should make good operational captain."

\* \* \* \* \*

TELFORD, F/O William Stuart (J25350) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 9 February 1924 in Guelph, Ontario; home in Breslau, Ontario; enlisted in Guelph, 9 February 1942. Granted Leave Without Pay until 5 July 1942 when posted to No.1 Manning Depot. To No.1 ITS, 26 September 1942; graduated and promoted LAC, 5 December 1942' posted that date to No.4 BGS; may have graduated 9 February 1943 but not posted to No.4 AOS until 6 March 1943; graduated and commissioned 16 April 1943. To |"Y" Depot, 30 April 1943. To RAF overseas, 22 June 1943. Promoted Flying Officer, 16 October 1943. Promoted Flight Lieutenant, 16 April 1945. Repatriated 2 August 1945. To No.2 Air Command, 13 August 1945, To Mountain View, 15 September 1945. Released 13 October 1945. Award sent by registered mail 13 January 1949.

This officer, as a bomb aimer, has constantly exhibited skill and determination of the highest order in attacks on Germany and occupied territory. He has always displayed outstanding ability and accuracy despite numerous attacks by enemy aircraft and anti-aircraft fire. In all his work on the ground and in the air he has shown unswerving devotion to duty.

\* \* \* \* \*

TEMPLE, P/O Jack Jones (J90711) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 31 December 1944 as per **London Gazette** dated 9 January 1945 and AFRO 471/45 dated 16 March 1945. Born 7 May 1922 in Toronto; home in Fort William, Ontario; enlisted Port Arthur, 5 May 1941. Granted Leave Without Pay until 11 July 1941 when posted to No.2 Manning Depot. To No.2 ITS, 20 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.19 EFTS; ceased training and posted to Trenton, 2 November 1941; to No.5 AOS, 19 December 1941; graduated 28 March 1942 when posted to No.7 BGS; graduated and promoted Sergeant, 9 May 1942; posted that date to No.1 ANS; graduated 8 June 1942 when posted to "Y" Depot; to RAF overseas, 19 July 1942. Promoted Flight Sergeant, 9 January

1943. Promoted WO2, 9 May 1943. Commissioned 20 June 1944. Promoted Flying Officer, 20 December 1944. Repatriated 23 July 1945. Retired 19 September 1945. Award presented 18 October 1947. Died 10 March 2007 in Fort St. John, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2007. RCAF photo PL-41050 (ex UK-14163 dated 23 November 1944) is captioned as follows: "The coastal defences that were never used - RCAF personnel of the RCAF Buffalo Squadron can now swim without lurking fear of a Service Policeman now that the beaches have been opened to the public. Going through the bars through which they once lovingly looked are WO1 Don Acker of Fargo, North Dakota, WO1 Jack Temple (Fort William), F/O Alex Gates (Manchester, England) and F/O Ted Mosher (Halifax, Nova Scotia)." Photo PL-41051 (ex UK-14164 dated 23 November 1944) shows English children getting a ride in the sea in a dinghy pulled by WO Acker and WO Temple.

This officer has participated in many operational sorties including ten anti-  
shipping patrols. A most capable and courageous navigator, he has always given  
his pilot the utmost assistance while his coolness and steadiness in the face of  
the enemy have been most praiseworthy.

\* \* \* \* \*

TEMPLEMAN, F/O Frank (C12400) - **Mention in Despatches** - Station Torbay - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 11 October 1910. Enlisted in Halifax, 26 June 1942 as Education Officer and commissioned that date on posting to No.5 Manning Depot. To Torbay, 10 July 1942. Promoted Flying Officer, 1 September 1942. Promoted Flight Lieutenant, 1 December 1944. Retired 3 December 1945.

This officer has consistently performed outstanding service as Unit Educational Officer for over two years at this station. His untiring devotion to duty, in spite of difficulties peculiar to units in Newfoundland, has been an outstanding example to all ranks. In addition, Flying Officer Templeman cheerfully and energetically assumes duties not normally required of an Educational Officer and has shown a keen interest in all phases of station activities. His keen sense of humour and cheerfulness have been a constant source of inspiration to all ranks.

\* \* \* \* \*

TEMPLEMAN, P/O Leslie George (C48208) - **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. Born 12 July 1915. Home in Blackfoot, Alberta where he was raised on a farm and worked as a guide at Mount Robson; enlisted in Edmonton, 13

June 1941 as Aero Engine Mechanic and posted to No.2A Manning Depot. To No.3 Manning Depot, 22 June 1941. To Technical Training School, St. Thomas, 30 August 1941. Promoted AC1, 7 February 1942. To No.5 (BR) Squadron, 26 February 1942. Promoted LAC, 7 May 1942. Remustered to aircrew as Flight Engineer, 1 November 1942. Promoted Corporal, 1 December 1942. Promoted Sergeant, 1 April 1943. Promoted Flight Sergeant, 1 December 1943. Commissioned 26 August 1944. To No.3 OTU, 30 November 1944. Promoted Flying Officer, 19 January 1945. To No.7 Photo Wing, 7 March 1945. To No.3 Release Centre, 18 December 1945. Retired 30 December 1945. Pilot according to obituary. After the war he moved to Winnipeg and worked for the Hudson Bay Company. Died in Winnipeg, 18 April 2006. No citation.

\* \* \* \* \*

TEMPLEMAN, FS Thomas (R61012, later C45694) - **Distinguished Flying Medal** - No.7 Squadron - Award effective 4 December 1942 as per **London Gazette** of that date and AFRO 410/43 dated 12 March 1943. Born in Edmonton, 13 October 1916; home there (plumber); enlisted there 10 August 1940. To Patricia Bay, 13 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 Embarkation Depot, 5 May 1941. To RAF overseas, 29 May 1941. Promoted Flight Sergeant, 6 December 1941. Promoted WO2, 3 June 1942. Missing, 16 June 1942. Reported safe, 5 October 1942. Promoted WO1, 1 December 1942. Repatriated via Rockcliffe, 12 August 1943. To No.3 Manning Depot, 31 August 1943. To Patricia Bay, 23 December 1943. Commissioned in Flying Control Brach, 14 February 1944 with simultaneous promotion to Flying Officer. To Patricia Bay Flying Control, 15 February 1944. To Trenton, 21 April 1944. To Western Air Command, 25 May 1944. To Edmonton, 31 October 1944. To illegible posting, 22 April 1945. To Western Air Command, 21 June 1945. To No.8 Release Centre, 24 January 1946. Retired 31 January 1946. Award presented 15 April 1944. Died in 1999 (mentioned in obituary of his widow, Gladys Elinor Templeman, who died in Vancouver, 3 February 2007).

This airman was captain of an aircraft which attacked an objective in the Rhineland one night in June, 1942. On the return flight his aircraft was attacked by two Junkers 88s and severely damaged. In most hazardous circumstances which followed, this airman displayed great fortitude and determination in keeping with the highest traditions of the Royal Air Force. Throughout, Flight Sergeant Templeman has proved himself to be an outstanding captain, who has set an exceptionally high standard by his courageous example and extreme devotion to duty.

NOTE: I.T. Tavender, in **The Distinguished Flying Medal: A Record of Courage, 1918-1982** J.B. Hayward and Son, Suffolk, 1990), pp.12-13) describes the events behind this award; they are far



more dramatic than indicated. On the night of 16 June 1942, piloting a Stirling to Essen, his aircraft was attacked over Belgium on the homeward run by two Ju.88s; it was set on fire. Templeman had trouble keeping control while the crew baled out; only when certain they were all out did he leave the aircraft. He made a bad landing in the dark, broke an ankle, and was dazed. He nevertheless escaped from the area; some wire from a fence, wrapped tightly around his flying boot, supported the fractured ankle.

He walked four days until he reached France where he was arrested. He escaped his captors and reached Vichy France, then crossed the Pyrenees. The trip to the Pyrenees lasted six weeks; apart from an 18-mile train journey it was all on foot despite intense pain from the ankle. He received no assistance, guidance, medical aid or shelter, slept rough in the open, and once his emergency rations were gone he begged and stole food. At one stage he went without food for a week.

On reaching the Pyrenees he removed the wire from the boot; it had cut into his flesh and he had to cut the boot away. He made a crude support for his ankle and then tried to sneak into Spain by night. Near the border his ankle support gave way and he fell 20 feet into a ravine, breaking his back. In agonizing pain he crawled to a village where he gave himself up to Spanish authorities. He passed several more days in prison camps before receiving medical attention. He was finally repatriated to England on 5 October 1942. There followed major treatment of the ankle and spine including many months in a plaster cast.

Templeman was recommended for a DCM but this was not approved; instead he received the DFM. The story is largely confirmed by DCM recommendation found in Public Records Office Air 2/5684. It reads as follows:

The above airman was captain of an aircraft which bombed Bonn on 16<sup>th</sup> June 1942. On the return journey the aircraft was attacked by night fighters. Although experiencing great difficulty in controlling his fiercely burning aircraft, Flight Sergeant remained at the controls until the entire crew had baled out.

On landing he fractured an ankle and was badly dazed, but was able to escape from the vicinity in spite of active enemy patrols. He made a support for his fractured ankle with some wire he obtained, binding it around his flying boot. He then walked for four days until he reached France, where he was arrested. Escaping, he reached the Line of Demarcation and passed through enemy patrols to enter Unoccupied France.

He then walked to the Spanish frontier. Attempting to cross the Pyrenees on foot at night, his ankle support gave way causing him to fall twenty feet into a ravine, breaking his back. In spite of his great pain, he crawled to a village where

he gave himself into custody, but it was not until many days later and after passing through several prison camps, that he obtained medal aid. He was finally repatriated to this country on 5<sup>th</sup> October 1942.

Flight Sergeant Templeman, notwithstanding his fractured ankle, walked the entire journey from Northern Belgium to Spain, with the exception of a short train ride of 30 kilometres. The journey took six weeks. Throughout he received no assistance, guidance, medical aid or shelter and was obliged to sleep, either by day or night, in the open. He lived first on the contents of his emergency ration box, and later on food which he was able to beg or steal. At one period he was without sustenance for over a week. The flying boot which he bound to his ankle was not removed until it wore out and had to be cut away in the latter stage of his journey.

This airman is now in RAF Hospital, Halton, where following treatment to his ankle and a major operation to his spine, he will lie in a plaster cast for many months to come.

Flight Sergeant Templeman's escape from enemy occupied territory is a shining example of outstanding courage, endurance and devotion to duty.

\* \* \* \* \*

TEMPLETON, F/L Gordon McNab (J88506) - **Distinguished Flying Cross** - No.186 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 11 November 1921, Montreal; home there. Insurance clerk. Enlisted in Montreal, 24 April 1942; to No.5 Manning Depot, 24 May 1942. To No.5 Equipment Depot, 3 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 promoted Sergeant, 14 May 1943. To No.1 GRS, 28 May 1943. To "Y" Depot, 23 October 1943. Taken on strength of No.3 PRC, 31 October 1943. Commissioned 11 July 1944. Promoted Flying Officer, 24 December 1944. Promoted Flight Lieutenant, 28 December 1944. Repatriated 8 April 1945. To No.13 EFTS, 19 May 1945. To No.1 SFTS, 15 September 1945. To No.2 Release Centre, 18 October 1945. Retired 23 October 1945. Award presented in Montreal, 25 November 1949. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". Public Records Office Air 2/9082 has recommendation dated 20 March 1945 when he had flown 35 sorties (177 hours 38 minutes), 18 October 1944 to 5 March 1945.

\* denotes daylight mission

18 October 1944 - Bonn (5.03)\*  
20 October 1944 - Stuttgart (6.12)  
22 October 1944 - Neuss (4.27)\*  
23 October 1944 - Essen (5.25)  
25 October 1944 - Essen (4.18)\*  
28 October 1944 - Cologne (4.41)\*  
30 October 1944 - Wesselring (4.50)\*  
31 October 1944 - Welheim (5.03)\*  
15 November 1944 - Dortmund (4.42)\*  
16 November 1944 - Heinsburg (4.41)\*  
20 November 1944 - Homberg (4.44)\*  
21 November 1944 - Homberg (4.24)\*  
23 November 1944 - Gelsenkirchen (3.56)\*  
26 November 1944 - Fulda (5.53)\*  
29 November 1944 - Neuss (4.54)  
2 December 1944 - Dortmund (3.57)\*  
5 December 1944 - Schwannenaue (4.09)\*  
8 December 1944 - Duisburg (4.20)\*  
12 December 1944 - Witten (4.31)\*  
15 December 1944 - Seigen (3.08)\*  
28 December 1944 - Cologne (4.05)\*  
31 December 1944 - Vohwinkel (5.06)\*  
2 January 1945 - Nuremberg (7.15)  
6 January 1945 - Neuss (5.09)  
7 January 1945 - Munich (7.43)  
11 January 1945 - Krefeld (5.28)\*  
15 January 1945 - Erkenschwick (5.05)\*  
22 January 1945 - Duisburg (4.45)  
9 February 1945 - Hohenbodberg (4.39)  
13 February 1945 - Dresden (9.03)  
27 February 1945 - Gelsenkirchen (5.19)\*  
28 February 1945 - Gelsenkirchen (4.47)\*  
2 March 1945 - Cologne (5.26)\*  
4 March 1945 - Wanne Eickel (4.52)\*  
5 March 1945 - Gelsenkirchen (5.38)\*

This officer has completed many operations against heavily defended German targets in Germany. As captain and pilot he has flown both by day and by night

and has always shown fine captaincy. Photographs of the target on some of his sorties have been outstanding and prove that every effort has been made to hit the aiming point, regardless of heavy flak.

NOTE: The Station Commander adds, on 22 March 1945, his rather illuminating comments:

An officer whose highly-strung temperament have him a very real appreciation of danger but who, with great courage, coolness and determination completed every mission in a most efficient manner.

\* \* \* \* \*

TENNANT, G/C Ernest Clare (C1010) - **Officer, Order of the British Empire** - Station Mountain View - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946. Born in Winnipeg, 16 January 1897. Enlisted in 47<sup>th</sup> Battalion, CEF, 13 August 1915 in Vernon, British Columbia. To England, 13 November 1915. To France, 10 August 1916. Attached to 10 Field Company, Canadian Engineers, 3-24 March 1917. To England, 27 April 1919. To Canada, 27 May 1919. Demobilized in Vancouver, 10 June 1919. He had attained rank of Lance Corporal (Lewis gunner and first aid.). Civil servant with Air Board, enlisting as Stores Clerk, 2 March 1923 in rank of Air Mechanic Grade 2; promoted Air Mechanic, Grade 1, 1 September 1923. To RCAF in rank of LAC, 1 April 1924. Remustered as Aircraft Hand, 24 April 1924. Remustered as Fitter, AE, 1 March 1926. To flying course, 1 February 1927. Qualified as NCO pilot (Sergeant), 30 May 1927 and posted to Winnipeg Air Station. Crashed an Avro that year and posted to Camp Borden for winter refresher flying. To Vancouver for Seaplane Course, 7 March to 30 April 1928. Took advanced photo course in Ottawa, 1928-29. To Winnipeg Air Station, 7 March 1929. To No.4 Photo Detachment, Winnipeg, 31 March 1929. Promoted Flight Sergeant, 1 August 1929. To No.9 Photo Detachment, Winnipeg, 1 April 1930. To Station Vancouver, 15 February 1933, where eventually taken on strength of No.4 (Flying Boat) Squadron. Took an armament course and then sent to No.11 Detachment (Auxiliary), May 1936. To Camp Borden, date uncertain; to Station Trenton. 19 June 1937. Promoted WO2, 15 July 1937. To Courses Abroad, 17 August 1937. To Armament Instructor Course, Eastchurch, 28 August 1937. Commissioned in Trenton, 1 July 1939 (General List). Promoted Flight Lieutenant, 15 August 1940. Promoted Acting Squadron Leader, 1 January 1941. In May 1941 he conducted a photographic survey of Western Air Command bases using Fairchild 638 on floats. F/L D.H. Baker, Western Air Command Photographic Officer, was the photographer. Confirmed as Squadron Leader, 15 July 1941. To Western Air Command Headquarters, 20 December 1941. Promoted Wing Commander, 15 June 1942. To Prince Rupert, 19 April 1943. To No.2 BGS, Mossbank, 30 September 1943. Promoted Group Captain, 1 January 1944. To No.3 BGS, Macdonald, 15 December 1944. To Pennfield Ridge, 6 August 1945. To Mountain View again, 22 August 1945.

To Western Air Command, 2 October 1945. To Air Armament School, Mountain View, date uncertain. To Western Air Command Headquarters, 1 October 1946. Retired 15 May 1947 as a Group Captain. Died in Penticton, British Columbia, 21 August 1964 as per **The Legionary** of November 1964. RCAF photo PL-1373 taken as a Flight Lieutenant, 1941. Award sent by registered mail.

This officer has exceptional technical qualifications and ability. These qualities, together with his unswerving loyalty and strong sense of devotion to duty, have made him a tower of strength to all with whom he has served during the war years. He has filled with distinction, various staff appointments and has proved a thoroughly capable and efficient commanding officer. His mature judgement and strong sense of responsibility have won for him universal respect. His excellent work over a long period of time is worthy of high praise.

This came from a recommendation , 1 September 1945 by Air Commodore A.D. Ross, No.1 Air Command, Trenton, as follows:

Group Captain Tennant is an officer with long service and exceptional technical qualifications and ability. These qualities, together with his unswerving loyalty and strong sense of devotion to duty, have made him a tower of strength to all with whom he has served during the war years. He has filled with distinction, various staff appointments and has proved a thoroughly capable and efficient commanding officer. His mature judgement and strong sense of responsibility have won for him universal respect. This officer's excellent work over a long period of time well merits recognition.

**Assessments:** "The above is a very good pilot, keen, capable and conscientious." (22 November 1928, Winnipeg, recommended for promotion).

Report dated 31 December 1933 on flying for 1933 in which year he flew 88 hours, "general operations including photography." Looks like S/L Shearer (No.4 Flying Boat Squadron) assessing. "Unusually good pilot. Has carried out his duties in a very able manner. Good judgement and is a careful pilot." Further described as "A very good pilot and Engine Fitter. Very keen in his work, which he carries out in an intelligent and reliable manner. Uses tact in controlling airmen under him. Has been recommended for promotion to commissioned rank." Also, "Very good photographic pilot. Very good Drill Instructor. Takes a very active interest in Boy Scout work."

Report dated 31 December 1936 by F/L J.A.H. Loudon, Air Armament School, Camp Borden. That year he had flown 87 hours 45 minutes as pilot, 27 hours 40 minutes on "other" work (instruction ?) And seven hours 20 minutes as passenger.. With Army Service Squadron and

Armament Training Flight. "An accurate, steady pilot with considerable experience of flying boat operations. Has proved himself an excellent pilot for bombing and air firing duties." Elsewhere, "This NCO has more than justified his selection as Senior NCO of the Air Armament School. He has, by his enthusiasm and resourcefulness, materially increased the efficiency of the School and has proven himself invaluable as a lecturer and in the organization and coordination of work in the School." Also described thus: "An excellent disciplinarian who has taken a keen interest in all that concerns the welfare of his men. His neat appearance and military bearing have set a good example to his subordinates. An outstanding NCO, strongly recommended for a Commission."

"A thoroughly qualified Armament Officer with an excellent flying record on not too modern types of aircraft. Presently posted to command RCAF Prince Rupert Station. Consider that this officer would make ideal Bombing and Gunnery School Commanding Officer, and present experience at Prince Rupert will admirably qualify him for such an appointment. A valuable officer with sound judgement and fund of service knowledge." (G/C W.A. Jones, Western Air Command Headquarters, 6 July 1943).

**Accident:** In Avro Viper seaplane, G-CYGJ, 20 September 1927, Hole River Settlement, Manitoba. Took off from Lac du Bonnet to bring Fire Ranger G.K. Lambert back from Hole River. On touchdown, port wing dipped and finally fractured on water. Mr, Lambert came to his assistance by canoe. At the time he had 21.40 dual and 42.25 solo. "An error in judgement on the part of the pilot."

\* \* \* \* \*

TERCIER, FS Lionel Lucien (R150564) - **British Empire Medal** - No.9 Construction and Maintenance Unit - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 20 November 1916. Home in Edmonton, Alberta; enlisted there 7 January 1942 for General Duties and posted to No.3 Manning Depot. To "B", 26 January 1942. To Western Air Command, 2 March 1942. To No.1 WCU, 6 March 1942. Promoted LAC, 7 July 1942. Promoted Corporal, 1 December 1942. Promoted Sergeant, 1 July 1943. Promoted Flight Sergeant, 1 September 1944. To No.7 Release Unit, 6 November 1945. Released 20 November 1945. Award presented 29 November 1947. Died in Bonnyville, Alberta, 1977.

This non-commissioned officer has developed exceptional qualities of leadership and energy. His ability and resourcefulness are most outstanding. He has performed his duties under arduous conditions, in a manner far in excess of normal requirements. He has always shown willingness to carry on construction work entailing long hours and under very difficult local conditions. His skill in

training and leading the men under him is exceptionally praiseworthy and his own efforts to acquire and pass on technical knowledge is of great benefit to those serving under him.

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TERROUX, F/L Louis Joseph Jacques Henri (J85107) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born in Montreal, 4 June 1919; home in Cartierville, Quebec; enlisted Montreal, 28 April 1941. To No.4 Manning Depot, 6 May 1941. To No.3 ITS, 27 July 1941; graduated and promoted LAC, 24 September 1941 when posted to No.4 EFTS; graduated 21 November 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 10 April 1942. To "Y" Depot, 11 April 1942. To No.1 WS, 24 April 1942. Promoted Flight Sergeant, 10 October 1942. To No.2 WS, 4 January 1943. Promoted WO2, 10 April 1943. To No.2 SFTS, 28 April 1943. To "Y" Depot, 18 June 1943. To United Kingdom, 15 July 1943. Promoted WO1, 10 October 1943. Commissioned 22 February 1944. Promoted Flying Officer, 10 July 1944. Repatriated via Yarmouth, 23 July 1945. To No.2 Release Centre, 1 September 1945. Retired 13 September 1945, Award presented in Montreal, 25 November 1949.

This officer is an exceptionally keen and skilful pilot. He has completed very many sorties including attacks on such targets as Stuttgart, Kiel and Hamburg. He has displayed exceptional keenness and his determination to make every sortie a success has won great praise.

The original recommendation, drafted by W/C Hugh Ledoux on 29 September 1944, found in DHH file 181.009 D.1633 (National Library and Archives, RG.24, Volume 20603). He had completed 34 sorties (168 hours): sortie list and text as follows:

22 May 1944 - Le Mans (5.00, second pilot)  
27 May 1944 - Bourg Leopold (5.35)  
31 May 1944 - Au Fevre (4.45)  
2 June 1944 - Neufchatel (4.00)  
5 June 1944 - Houlgate (5.25)  
6 June 1944 - Coutances (4.50)  
8 June 1944 - Mayennes (5.00)  
10 June 1944 - Versailles (5.25)  
12 June 1944 - Cambrai (5.05)  
14 June 1944 - St. Pol (4.15)  
15 June 1944 - Boulogne (4.10)  
17 June 1944 - Oisemont Neuville (4.20)  
21 June 1944 - St. Martin (4.40)

24 June 1944 - Bemieres (3.55)  
6 July 1944 - Coquereaux (4.20)  
7 July 1944 - Caen (4.20)  
15 July 1944 - Nucourt (4.25)  
17 July 1944 - Caen A.1 (4.40)  
18 July 1944 - Wesseling (5.25)  
24 July 1944 - Ferfay (4.20)  
25 July 1944 - Stuttgart (7.50)  
28 July 1944 - Hamburg (5.20)  
31 July 1944 - Oeuf en Ternois (4.50)  
3 August 1944 - Foret de Nieppe (4.50)  
4 August 1944 - Bois de Cassan (4.40)  
5 August 1944 - St. Leu d'Esserent (5.20)  
7 August 1944 - La Hogue (4.45)  
8 August 1944 - Foret de Chantilly (4.35)  
9 August 1944 - Foret de Nieppe (5.00)  
10 August 1944 - La Pollis or La Pallice (6.35)  
12 August 1944 - Foret de Mont Richard (5.50)  
14 August 1944 - Bons Tassily (4.25)  
16 August 1944 - Kiel (5.55)  
12 September 1944 - Wanne Eickel (5.10)

An exceptionally keen bomber pilot, Flight Lieutenant Terroux has recently completed a tour of operations. His sorties have included the highly defended targets of Stuttgart, Kiel, Hamburg and Wesseling.

On the night of 27<sup>th</sup> May 1944, Flight Lieutenant Terroux and his crew were detailed to bomb a target in Bourg Leopold. Despite very poor visibility a very successful attack was driven home. Directly over the target the aircraft was attacked by two enemy fighters. Displaying outstanding airmanship, Flying Officer Terroux succeeded in evading the fighters. On the return trip to base, the aircraft was again attacked four times. Persistent evasive action succeeded in evading the attackers.

Throughout his whole tour of operations Flight Lieutenant Terroux has shown a keen devotion to duty and an unshakeable determination to drive home successful attacks. His example is worthy of emulation and high praise. It is for these reasons that I recommend Flight Lieutenant Terroux for the Non-Immediate award of the Distinguished Flying Cross.



To this G/C W.P. Pleasance (Commanding Officer, Station Tholthorpe) added on 3 October 1944:

The exceptional skill and confidence displayed by this officer during his operational tour has been an inspiration to his crew and other members of his squadron, and has many times saved his aircraft from perilous situations.

On 6 October 1944, Air Commodore J.L. Hurley (Base Commander, No.62 Base) noted:

Flight Lieutenant Terroux's calculated handling of his aircraft and his ability to think quickly in an emergency have set a splendid example of fearlessness and determination which are considered worthy of recognition by the award of the Non-Immediate Distinguished Flying Cross.

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TERROUX, W/C Stuart Alexander (C1943) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Enlisted in Montreal, 21 March 1940 in Administration Branch. Granted rank of Wing Commander, 15 June 1941. To No.4 Manning Depot, 4 November 1941. To No.2 Training Command, 22 May 1942. To Trenton, 8 August 1942. To "Y" Depot, 26 October 1942. To RAF overseas, 19 November 1942. Repatriated 21 August 1945. To No.2 Release Centre, 30 August 1945. Retired 2 October 1945.

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TERRY, S/L Victor Maurice (C913) - **Air Force Cross** - No. 23 EFTS - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 21 October 1916 at Peterborough, Ontario (RCAF press release reporting award). Educated in Kamloops (1922-1927), Banff (1927-1928), Calgary Connaught (1928-1931), Calgary Technical High School (1931-1933) and Calgary Institute of Technology (1937-1938, aeronautics). Worked before the war for Kamloops **Sentinel** and as mechanic and service station attendant in Midnapore and Calgary. Enlisted 15 August 1938 at Calgary (P/P/O, Non-Permanent General List, No.113 Fighter Squadron). To Camp Borden, 25 March 1940. Qualified for pilot's flying badge on 20 May 1940. Continued advanced training at No.1 SFTS, 20 May to 13 July 1940. To Central Flying School, Trenton, 22 July 1940. On staff duties there to 23 May 1941. To No.5 EFTS, High River, 26 May 1941 (Assistant Supervisory Officer). Promoted Flight Lieutenant, 15 August 1941. To No.15 EFTS, Regina, 16 September 1941 (Chief Supervisory Officer). To No.3 SFTS, 4 May 1942 (Examining Officer and Flight Commander). Promoted Squadron Leader, 15 July 1942. To No.23 EFTS, Davisdon, 9 November 1942 (Chief Instructor). To "Y" Depot, 25

January 1943. Embarked from Canada, 2 February 1943; disembarked in Britain, 13 February 1943. To Empire Central Flying School, 24 February 1943. To RCAF Repatriation Depot, 27 May 1943. Repatriated via Rockcliffe, 13 June 1943. To No.23 EFTS, Davidson, 17 June 1943. Attended War Staff College, Toronto, 3 October to 10 December 1943. To Central Flying School, 31 December 1943 (Officer Commanding No.1 Composite Visiting Flight, CFS Instructor). Promoted Wing Commander, 1 June 1944. To Whitehorse, 14 July 1944 (Commanding Officer). . To No.8 Release Centre, 11 January 1946; to No.442 Squadron, 16 October 1946; retired 17 January 1947 to Vancouver. See DHist file 181.009 D.1262 (RG.24 Vol.20597); recommended 31 August 1943 when he had flown 1,609 hours 25 minutes (99 hours five minutes in previous six months), including 1,300 hours as instructor (21 hours 10 minutes in previous six months). Award presented 14 June 1944. Died in North Vancouver, 6 August 1976.

Squadron Leader Terry, as Chief Instructor, has carried out his duties in a most effective and highly successful manner. His enthusiasm and tireless energy in seeking ways to improve training, together with his personal ability as a pilot and instructor, have been a splendid example and a constant source of encouragement to junior instructors and of definite benefit to Elementary Training.

Recommended 31 August 1943 by W/C R.F. Gladden. He had flown 1,609 hours 25 minutes (99.05 in past six months of which 1,300 hours were instructional (20.10 in past six months).

This officer has flown 1,610 hours in Service aircraft, 1,300 of which were spent instructing. He now holds an A.1 instructor's category on all types, His enthusiasm and timeless energy in seeking ways to improve training, added to his personal ability as a pilot and instructor, have been a splendid example and constant source of encouragement to junior instructors and have definitely accrued to the benefit of Elementary Training. This officer is the first Chief Instructor at this first and only RCAF operated Elementary Flying Training School in Canada, which assignment has been carried out by him in a most effective and highly successful manner.

Endorsed on 31 August 1943 by A/V/M T.A. Lawrence (Air Officer Commanding, No.2 Training Command). Approved by Honours in War Committee, 11 October 1943 and by Air Marshal L.S. Breadner (Chief of the Air Staff), 12 October 1943.

**Notes:** A summary of his types flown and times lists the following (hours approximate): Tiger Moth (300), Fleet (200), Anson (200), Harvard (200), Crane (300), Cornell (200), Yale (25), Nomad (25), Oxford (100), Lockheed 10 and 12 (100), Fleet Fort (20), Mustang (5), Lysander (5), Dakota (10), Beechcraft (100), Stearman (20), Norseman, wheels and floats (30), Battle (25),

Bolingbroke and Blenheim(30), Hurricane (30), Spitfire II and V (20), Master II and III (50), Wellington II (10), Mitchell (40), Mosquito II and VI (15), Beaufighter I (5), Hudson (50) and Ventura I and II (30).

Attended Central Flying School, 24 July to 29 August 1940. Prior flying had been 28.10 single engine dual, 25.00 single engine solo, 36.20 twin engine dual, 72.50 twin engine solo. On CFS course he flew 25.45 single engine dual, 28.10 single engine solo, 4.40 twin engine dual, 4.25 twin engine solo. "A clean cut, hard working pupil. Flying standard above average. Instructional Flying accurate. Voice good. Should make exceptionally good instructor with experience." (F/L P/Y. Davoud). Ground school marks in Airframes (89/100), Engines (99/100), Airmanship (67/100) and Air Navigation (88/100). Test on 15 August 1940 in Fleet, Harvard and Lockheed. Assessed under following headings - Sequence (good), Voice (excellent), Manner (very good), Ability to impart knowledge (above average), Ability as a pilot (above average), and Remarks ("Has an excellent voice and manner. Should make a very capable instructor." (S/L E.M. Mitchell). Awarded Category "B".

Retested 11 September 1942 on Crane by S/L Shelfoon. Assessed under following headings - Sequence (excellent), Voice (excellent), Manner (pleasant), Ability to impart knowledge (exceptional), Ability as a pilot (above average in all respects), and Remarks ("an excellent pilot and instructor." Awarded A.1 Category.

Attending Empire Central Flying School he flew a variety of British type. W/C A.C. Kermode wrote of him, "Keen and willing but not outstanding in the work of the course on the ground. He finds it hard to adapt himself to any new ideas or to think that there may be flaws in old ideas that have become firmly established in his mind. The course has benefited him more than he thinks." W/C A. Watts added, "Worked hard, very keen and got a lot from the course. A capable pilot." On 10 June 1943, the Commandant (Air Commodore G.S. Oddie), wrote, "A good, smart young officer who took his job seriously and who, by reason of his keenness and loyalty to his own training was a little inflexible. A thoroughly good instructor whose imagination has now probably been stirred."

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TESSIER, F/O Joseph Wilfred Leandre (J27415) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 23 November 1945 as per **London Gazette** of 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 2 December 1918 in St.Faustin, Quebec. Educated at Trois Rivieres, 1924 to 1934, and Three Rivers Commercial School, 1934-1935 bilingual commercial course). Home in Lachute, Quebec; CPR time keeper, 1936-1938; Shawingigan Water and Power Company Clerk, 1938-1940; CIL Interviewer, Brownsburg, 1940-1941; Clerk again, J.E Price, Brownsburg, 1941 to enlistment); enlisted Montreal, 8 April 1942. To No.5 Manning Depot,

Lachine, 27 July 1941. To No.5 ITS, Belleville, 8 November 1942; graduated and promoted LAC, 23 January 1943 but not posted to No.4 AOS, London until 7 February 1943; graduated and commissioned, 25 June 1943; to "Y" Depot, Halifax, 10 July 1943). Embarked from Canada, 16 July 1943. Disembarked in Britain, 22 July 1943. To No.3 PRC, Bournemouth, 23 July 1943. Attached to ACOS, Sidmouth (whatever that is), 16 August to 11 September 1943. To No.6 Observer) AFU, 14 September 1943. To No.3 PRC again, 26 October 1943. Attached to No.8 Air Gunner School, 26 November to 4 December 1943. To No.23 OTU, 21 December 1943. Promoted Flying Officer, 25 December 1943. To No.22 OTU, 15 March 1944. To No.61 Base, 21 June 1944. Attached to No.1659 Conversion Unit, 21 June to 20 July 1944. To No.425 Squadron, 20 July 1944. Attached to Battle School, 29 July to 24 September 1944. Attached to No.1659 Conversion Unit, 24 September to 24 November 1944. Repatriated with No.425 Squadron via Eastern Air Command, 13 June 1945. To Station Debert, 6 September 1945. To Station Moncton, 13 October 1945. To Air Navigation School, Station Summerside, 20 November 1945. To No.168 (Heavy Transport) Squadron, 6 December 1945. To No.124 Squadron, Rockcliffe, 21 March 1946. To Station Rockcliffe, 1 October 1946. Retired 24 February 1947. Award presented 22 February 1949. Died 10 February 1988 as per **Legion Magazine**. RCAF photo PL-28893 (ex UK-10382 dated 5 May 1944) is a classroom scene at an OTU; F/O Gaby Taschereau (standing) explains his experiences; seated in front row are F/O Bill Tessier (Lachute), Sergeant Gaston Dufour (Thetford), F/O Emile St. Arnaud (Big River, Saskatchewan); seated in front row are P/O Joe Baillargeon (Windsor, Ontario) and F/O Ken Renaud (Edmonton).

Flying Officer Tessier has completed a number of sorties against well defended targets such as Chemnitz, Osnabruck, Hamburg, Cologne and Essen. In March 1945, he was detailed to attack Hemningstedt. Some of the navigational instruments of his bomber proved unserviceable and extremely bad weather was encountered. Despite this, by dint of initiative and determination, he successfully directed the aircraft to the target and back to base. On another occasion this officer was navigator in the leading aircraft during an attack against Rheine. Heavy anti-aircraft fire was encountered and the aircraft was damaged. However, this officer kept coolly at his post and the success of this operation was due in a large measure to his courage and devotion to duty. Flying Officer Tessier has proved a valuable asset to his squadron.

The original recommendation was drafted 19 May 1945 when he had flown fifteen sorties (93 hours 55 minutes). Sortie list and submission as follows:

6 December 1944 - Osnabruck (6.25)  
28 December 1944 - Opladen (5.30)  
29 December 1944 - Trois Dorf (7.15)

30 December 1944 - Cologne (6.40)  
5 March 1945 - Chemnitz (8.40)  
7 March 1945 - Hemmingstadt (6.25)  
8 March 1945 - Hamburg (6.20)  
11 March 1945 - Essen (6.00)  
12 March 1945 - Dortmund (6.40)  
13 March 1945 - Wuppertal (5.55)  
14 March 1945 - Zweibrucken (7.00)  
21 March 1945 - Rheine (3.15)  
22 March 1945 - Dorsten (5.25)  
24 March 1945 - Gladbach (6.15)  
18 April 1945 - Heligoland (4.50)

Flying Officer Tessier, navigator of this squadron, has made fifteen operational sorties against such well defended targets as Chemnitz, Osnabruck, Hamburg, Cologne, Essen, etc and at all times has shown the greatest qualities of fortitude on action to duty and expertness in his trade.

On 7<sup>th</sup> of March 1945, the crew of which this officer is a member was briefed to attack Hemmingstadt in Germany. On setting course over base, it was found that the Gee was unserviceable. Undaunted by this, and the fact that extremely bad weather would be encountered, Flying Officer Tessier assured his captain he was confident he could navigate to the target. Later on in the trip it was discovered that the H2S was also unserviceable. His cheerful confidence and determination inspired his crew and by dint of initiative and faultless navigation, he directed the aircraft to the target and successfully back to base.

On another occasion Flying Officer Tessier was navigator in the leading bomber of a gaggle formation proceeding against Rheine when his aircraft came under predicted flak and was riddled with holes. However, this gallant officer, conscious of his responsibility, kept coolly at his job, and the success of this operation is partly due to his courage and dogged devotion to duty.

Flying Officer Tessier has proved a valuable asset to his squadron where his great qualities as an aircrew have been a constant inspiration to his comrades. It is therefore recommended that he be awarded the Non-Immediate Distinguished Flying Cross.

**Notes:** His file includes several reports of exercises flown at No.1659 Conversion Unit. These averaged about four hours per trip and a variety of challenges including radio jamming. The

remarks of the training officer indicate the demands of the course and Tessier's progress. Following a flight on 9 November 1944 the report was annotated with numerous critical comments such as "Careless work spoils work - watch your plotting of Gee fixes - calculations made very carelessly. Must pay more attention to ETAs." An exercise on 18 November was much better - "Average trip - work neat and tidy and fairly accurate. Timing good." On this latter exercise Tessier noted other problems such as "H2S, no heat for scanner." and "Gee doesn't work."

On 6 December 1944 on his first operational sortie he had a head cold and returned with a small perforation of left eardrum. He was grounded for twenty days and treated as an outpatient. He then flew three sorties, having some difficulty clearing ears but otherwise no serious complaint. After a period of leave he returned to base but again had ear blockage problems and was grounded. A medical report dated 30 January 1945 indicated he would be grounded again for at least a week. These problems explain a relatively short tour of 15 sorties.

Upon repatriation he signed a form which indicated he had flown 467 hours total of which 95 hours 25 minutes were operational (15 sorties).

He appears to have applied for the Interim Air Force. On 7 September 1945 G/C J.H.L. Lecompte wrote of him, "Above average ability and very keen in his work. Has displayed qualities of leadership when acting as Assistant Navigation Leader in the squadron. Educational requirement just complied with by equivalent other qualities justify consideration of this application."

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TETT, P/O John Kearns (J15223) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 29 July 1942 as per **London Gazette** dated 4 August 1942 and AFRO 1413/42 dated 4 September 1942. Born in Kingston, Ontario, 7 April 1916; home in Toronto; enlisted there 20 July 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 12 October 1940 when posted to No.8 EFTS; may have graduated 20 November 1940 but not posted to No.7 SFTS until 28 November 1940; graduated and promoted Sergeant, 6 March 1941. To Embarkation Depot, 6 March 1941. To overseas, 5 April 1941 or 20 April 1941; to No.23 OTU, 26 April 1941; to No.103 Squadron, 22 June 1941; appears to have been shot down but rescued, 3 August 1941; commissioned 19 February 1942. to No.12 OTU, 17 May 1942; to No.7 FIS, 12 June 1942; to No.22 OTU, 19 September 1942. Promoted Flight Lieutenant, 19 September 1942. Repatriated to Canada, 28 April 1943 and taken on strength of RCAF Station Rockcliffe. To No.1 Composite Training School, 16 June 1943. Award presented 22 June 1943. To No.11 Recruiting Centre, Toronto, 5 August 1943. To No.2 SFTS, 31 October 1943. To AFHQ, Ottawa, 9 November 1943. Promoted Squadron Leader, 1 October 1944. To RCAF Staff College, 3 December 1944; attended but released 16 May 1945. Rejoined RCAF as a Special Education Officer, 17 November 1952 in rank of Squadron Leader (212712). Promoted Wing Commander, 17 November 1952. Awarded Queen's Coronation Medal, 1953 while at AFHQ as a Wing Commander; had been recommended by Ontario Department of Education. Retired 29 May

1965. Died in Kingston, Ontario, 17 August 1984. Photo PL-3117 shows three graduates of No.7 SFTS - R6220 D.N. Campbell, R68200 1 F.S. Houston, R69838 J.K. Tett.

This officer is an exceptional captain. His skilful piloting and cool judgement have won confidence of his crew. He has participated in numerous sorties over enemy and enemy occupied territory involving attacks on highly defended targets. On one occasion his aircraft came down in the sea. During the subsequent thirteen hours in which the crew drifted in the dinghy, Pilot Officer Tett offered a source of encouragement to all. On another occasion he displayed great determination during his attack on Essen. Although one engine of his aircraft failed before reaching the target he flew on and bombed his objective. Displaying skilful airmanship he flew the aircraft safely back to base and made a safe landing. He has at all times displayed great devotion to duty.

NOTE: Public Record Office Air 2/9591 has recommendation drafted 24 May 1942 when he had flown 30 sorties (187 hours five minutes). Sortie list and submission follows, but it differs in some detail from that enumerated later when he applied for Operational Wings::

10 July 1941 - Cologne (4.10, second pilot)  
20 July 1941 - Cologne (6.10, second pilot)  
8 August 1941 - Boulogne (3.45, second pilot)  
7 September 1941 - Boulogne (4.30, second pilot)  
16 September 1941 - Karlsruhe (7.25, second pilot)  
20 September 1941 - Berlin (7.20, second pilot)  
26 September 1941 - Cologne (4.45, second pilot)  
22 October 1941 - Le Havre (5.25)  
26 November 1941 - Ostend (5.30)  
30 November 1941 - Emden (6.50)  
28 December 1941 - Wilhelmshaven (5.30)  
9 January 1942 - Brest (6.30)  
10 January 1942 - Wilhelmshaven (6.30)  
6 February 1942 - Brest (5.30)  
11 February 1942 - Brest (7.30)  
12 February 1942 - **Scharnhorst** (3.15, daylight)  
14 February 1942 - Mannheim (6.00)  
21 February 1942 - SCUTTLE (8.30)  
13 March 1942 - Cologne (6.30)  
27 March 1942 - St. Nazaire (5.30)  
5 April 1942 - Cologne (6.10)  
6 April 1942 - Essen (3.00)  
8 April 1942 - Hamburg (7.10)  
10 April 1942 - Essen (5.30)  
23 April 1942 - Rostock (8.30)  
25 April 1942 - Rostock (8.30)

26 April 1942 - Rostock (8.30)  
28 April 1942 - Kiel (7.30)  
29 April 1942 - Paris (5.40)  
4 May 1942 - Stuttgart (9.30)

Pilot Officer Tett has completed 30 sorties of which 23 were as captain. Throughout his tour he has displayed excellent qualities as a captain; his ability to make instant decisions in emergency, his skilful piloting and his cool judgement have set a high standard of morale in his crew.

Early in his operational tour, when flying as second pilot, Pilot Officer Tett's aircraft was landed in the sea. Pilot Officer Tett on this occasion acted with great presence of mind and greatly helped his captain. During the 13 hours in the dinghy, Pilot Officer Tett, by his cheerfulness, helped to encourage the rest of the crew.

On the night of 10/11th April 1942, on a raid to Essen, the port engine failed just before reaching the target. Pilot Officer Tett continued on and bombed the objective. Flying on one engine, he flew 250 miles and landed safely at a base in England, without damaging the aircraft or injuring any of his crew. While over enemy territory he sent a message to base describing his trouble. By his skilful airmanship under most trying circumstances, Pilot Officer Tett successfully completed his mission and extricated his crew and aircraft from a perilous situation.

On another occasion, this officer volunteered to take the place of a pilot who had gone sick 30 minutes before the aircraft was due to take off. Pilot Officer Tett took off to [sic] time and completed the operation successfully and well.

His enthusiasm and cheerfulness, which have infected the rest of his crew, and his determined efficiency and disregard of danger fully merit the award of the Distinguished Flying Cross for which I strongly recommend him.

Also on 24 May 1942 the Officer Commanding, Station Elsham Wolds, wrote:

This officer possesses exceptional qualities of leadership and determination and he has set a fine example to his crew at all times. In spite of his ditching in the sea and other very shaky experiences, he refused to allow himself to be deterred or shaken from his task in hand. His fine record and consistent good work deserves recognition. I strongly recommend him for the award of the Distinguished Flying Cross.

TETT, F/L John Kearns, DFC (J15223) - **Mention in Despatches** - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. No citation has



been found, but the following excerpt from a letter dated 18 March 1943 (G/C F.G. Wait to National Defence Headquarters in Ottawa) may be relevant:

While on the strength on this squadron [No.103] he completed an operational tour of 222 hours in 35 sorties in Wellington aircraft, and was very highly regarded as a pilot and captain of aircraft, being awarded the Distinguished Flying Cross for aggressiveness and keen devotion to duty.

Following his tour, Flight Lieutenant Tett was posted in May 1942 for instructional duties at No.12 OTU and shortly after at No.22 OTU, where he has been for the past several months. He has completed CFS, ECU and BAT courses.

At No.22 OTU, this officer has been placed in charge of the airmanship class and "gunshop" and it is stated to be the best of its kind in Bomber Command. He has a wide reputation for his ability to impart his extensive knowledge in airmanship to crews to get them working as teams rather than individual members of an aircraft crew. It is reported that the accident rate at No.22 OTU has been materially reduced due to his efforts in this regard.

A document dated 26 May 1944 gives his operational flying time as 217 hours 50 minutes and number of sorties as 33. His application for operational wings date 15 January 1944 lists 34 sorties (32 with No.12 Squadron and two with No.12 OTU) as follows:

10 July 1941 - target not stated (4.20; identified as Cologne in Air 2/9591)  
20 July 1941 - target not stated (6.10; identified as Cologne in Air 2/9591)  
2 Aug 1941 - Hamburg (8.35; not listed in Air 2/9591)  
7 Aug 1941 - Boulogne (3.45; dated 8 August in Air 2/9591)  
7 Sept 1941 - target not stated (4.00; identified as Boulogne in Air 2/9591)  
15 Sept 1941 - Karlsruhe (7.25; dated 15 September 1941 in Air 2/9591)  
20 Sept 1941 - Berlin (7.15)  
26 Sept 1941 - Cologne (4.15)  
22 Oct 1941 - Le Havre (5.30)  
26 Nov 1941 - Ostend (4.00)  
30 Nov 1941 - Emden (6.00)  
28 Dec 1941 - Wilhelmshaven (5.20)  
8 Jan 1942 - Brest (5.20; dated 9 January in Air 2/9591)  
10 Jan 1942 - Wilhelmshaven (6.10)  
8 Feb 1942 - Brest (6.30; dated 6 February 1942 in Air 2/9591)  
11 Feb 1942 - Brest (6.20)  
13 Feb 1942 - Shipping (9.50; identified in Air 2/9591 as 12 February, **Scharnhorst** )  
14 Feb 1942 - Mannheim (5.55)  
21 Feb 1942 - Mannheim (7.05)  
2 Mar 1942 - Hamburg (13.40; not in Air 2/9591 list)  
13 Mar 1942 - Cologne (6.00)

27 Mar 1942 - St.Nazaire (6.50)  
5 April 1942 - Cologne (6.10)  
6 April 1942 - Essen (3.00)  
8 April 1942 - Hamburg (7.20)  
10 Apr 1942 - Essen (4.30)  
23 Apr 1942 - Rostock (8.15)  
24 Apr 1942 - Rostock (8.25)  
26 Apr 1942 - Rostock (7.50)  
28 Apr 1942 - Kiel (7.35)  
29 Apr 1942 - Paris (5.45)  
4 May 1942 - Stuttgart (7.50)  
30 May 1942 - Cologne (5.00, flown after compilation of Air 2/9591 list)  
1 June 1942 - Essen (5.50, flown after compilation of Air 2/9591 list)

RCAF Press Release No. 1056 dated 7 January 1943 read as follows:

After a long tour of bomber operations during which he won the Distinguished Flying Cross, F/L John Tett, Classic Avenue, Toronto, Ontario, has taken over the task of instructing at what is practically a Canadian Operational Training Unit. F/L Tett was formerly Canadian high board diving champion.

Joining the Service in April, 1941, Tett went through his training at Toronto, Sea Island, Vancouver, and graduated in the first class to leave the Service Flying Training School at McLeod, Alta. Coming overseas, he was attached to a Royal Air Force squadron flying Blenheims, and later to another using Wellingtons.

It was during a raid in one of the latter aircraft that the Toronto pilot earned his Distinguished Flying Cross. The target was Essen, but before it was reached, one motor of the plane "packed up". This didn't deter Tett, however, and he continued, and dropped his bombs successfully. On the way home, he was unable to gain altitude, and flew across France at 2,000 feet.

The German anti-aircraft batteries found this much to their liking, and after catching the Wellington in a cone of searchlights, proceeded to put up a barrage of heavy flak all about it. Tett managed to get his aircraft home without further damage, however.

On another trip, this time to Hamburg, the plane ran out of petrol going across the North Sea, and the crew was forced to "ditch" it. They were in a dinghy for eight hours when they were sighted by a Blenheim, and they began to cheer. It proved to be a bit premature, however, for they were lost again, and it was another five hours before they were picked up. With Tett on this occasion was S/L Lester Lindo, the navigator, who went from Jamaica to join the Royal Canadian Air Force.

\* \* \* \* \*

TEW, F/L William Richard (J7597) - **Distinguished Flying Cross** - No.401 Squadron - Award effective 7 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1453/45 dated 14 September 1945. Born 19 April 1918 in Toronto; home there (mechanic, former member of Royal Canadian Artillery); enlisted there 7 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 28 December 1940. To "K", 11 January 1941. To No.3 ITS, 9 April 1941; graduated and promoted LAC 16 May 1941 when posted to No.11 EFTS; graduated 3 July 1941 when posted to No.14 SFTS; graduated and commissioned 25 September 1941. To Embarkation Depot, 26 September 1941; to RAF overseas, 15 October 1941. Further trained at No.56 OTU (18 November 1941 to 20 February 1942). To No.3 Squadron (20 February to 29 August 1942), No.534 Squadron (1 September 1942 to 21 January 1943), No.132 Squadron (21-30 January 1943) and No.401 Squadron (30 January 1943 to 24 July 1944). Promoted Flying Officer, 25 September 1942; promoted Flight Lieutenant, 25 September 1943. Shot down on 24 July 1944; reported safe in American lines, 24 August 1944. Returned to Canada, 29 September 1944 but back in UK, 5 December 1944. No.401 Squadron again, 11 January to 23 June 1945. Returned to Canada, 6 August 1945; released 26 September 1945. Re-enlisted at Trenton, 10 May 1946 (19610). Had an extensive postwar career in fighter and fighter control duties in Canada and Europe. To CAC, 2 September 1947. To St, Hubert, 1 December 1948. To No.410 Squadron, 11 January 1949. Promoted to Squadron Leader, 1 June 1950. To Canadian Joint Staff, Washington, November 1950. Promoted Wing Commander, 1 July 1957 while with No.427 Squadron in Europe. Retired 19 April 1967. DFC sent by registered mail, 28 June 1949. Wartime aerial victories as follows: **29 November 1943**, one FW.190 damaged; **7 June 1944**, one FW.190 damaged, Chievres; **28 June 1944**, one FW.190 destroyed; **7 July 1944**, one Bf.109 destroyed; **23 January 1945**, one Ar.234 probably destroyed and one Ar.234 damaged (shared with eleven other pilots); **20 April 1945**, two Bf.109s destroyed. Photos of him are PL-24046 (studio portrait), PL-28490 (ex UK-9513 dated 6 April 1944, standing by Spitfire), PL-30225 (wearing Mae West) and PL-142140 (postwar portrait). Wartime flying times as follows: Finch, 77 hours; Harvard II, 114 hour; Master, six hours; Hurricane, 253 hours; Spitfire, 682 hours. Died in Parry Sound, Ontario, 11 September 1981 as per **Airforce Magazine** of December 1981.

Now on his second tour of operational duty, he has completed a large number of sorties. During his first tour of duty he destroyed two enemy aircraft and damaged two others, and in addition he destroyed or damaged seventy-five enemy vehicles. Since then Flight Lieutenant Tew has destroyed at least a further two enemy aircraft and caused considerable damage to the enemy's lines of communications. At all times he has displayed a fine fighting spirit and set a high standard of skill, courage and devotion to duty.

\* \* \* \* \*

THACKERAY, F/O John Robert (J28989) - **Distinguished Flying Cross** - No.427 Squadron - Award

effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 21 April 1925. Home in Regina; enlisted there 28 October 1942. To No.2 Manning Depot, 13 November 1942. To No.7 SFTS (guard duty), 16 January 1943. To No.2 Pre-Aircrew Education Detachment, 18 April 1943. To No.2 Air Gunner Ground Training School, 14 May 1943. Promoted LAC, 26 June 1943 when posted to No.3 BGS; graduated and commissioned 6 August 1943. To No.5 Manning Depot, 20 August 1943. To No.111 OTU, 6 September 1943. To No.31 Personnel Depot, 16 December 1943. To RAF overseas, 26 December 1943. Promoted Flying Officer, 6 February 1944. Repatriated 23 March 1945. To No.2 Air Command, 3 April 1945. Retired 9 June 1945. Incident described was on 31 December 1944; see also Millward. Award sent by registered mail, 11 July 1950. RCAF photo PL-40232 (ex UK-15807 dated 16 October 1944) shows four gunners of No.427 Squadron grouped around a fireplace following a raid on Bochum. Left to right they are F/O J.R. Thackeray (Regina), F/O Hugh MacGregor (Kitscoty, Alberta), F/O C.E. Monty (Montreal, on second tour) and Warrant Officer D.J. McCoy, DFM (Carruthers, Saskatchewan, on second tour).

This officer has taken part in a large number of operational sorties. His fine technical skill and cool courage in the face of the enemy have inspired confidence in the other members of his crew and have materially contributed to the successful completion of many missions. In December 1944, whilst engaged on a minelaying operation in the Oslo Fiord, Flying Officer Thackeray's aircraft was attacked three times by a Junkers 88. During the third attack this officer and his fellow air gunner succeeded in destroying the enemy fighter.

DHist file 181.009 D.1729 (RG.24 Vol.20607) has original recommendation dated 18 January 1945, drafted by W/C V.F. Ganderton, when he had flown 30 sorties (174 hours 35 minutes), 27 August 1944 to 14 January 1945.

27 August 1944 - Minoyecques (3.45)  
28 August 1944 - Forestel (3.55)  
3 September 1944 - Volkel (3.25)  
11 September 1944 - Le Havre (4.10)  
12 September 1944 - Dortmund (4.25)  
14 September 1944 Wilhelmshaven (3.40, recalled)  
15 September 1944 - Kiel (6.20)  
20 September 1944 - Calais (3.20)  
24 September 1944 - Calais (4.00)  
25 September 1944 - Calais (4.35)  
27 September 1944 - Sterkrade (6.10)  
28 September 1944 - Cap Gris Nez (4.00)  
9 October 1944 - Bochum (6.30)  
14 October 1944 - Duisburg (5.50)  
14 October 1944 - Duisburg (4.25, duty not carried out)  
16 October 1944 - Wilhelmshaven (5.15)  
23 October 1944 - Essen (6.00)

28 October 1944 - Cologne (5.40)  
30 October 1944 - Cologne (5.55)  
4 November 1944 - Bochum (4.15)  
6 November 1944 - Gelsenkirchen (5.20)  
21 November 1944 - Castrop Rauxel (6.20)  
25 November 1944 - Gardening (7.10)  
30 November 1944 - Duisburg (6.30)  
4 December 1944 - Karlsruhe (6.55)  
5 December 1944 - Soest (6.40)  
18 December 1944 - Duisburg (6.35)  
30 December 1944 - Cologne (6.10)  
31 December 1944 - Gardening (6.55)  
6 January 1945 - Hanau (7.10)  
12 January 1945 - Gardening (6.15)  
14 January 1945 - Gardening (6.20)

This air gunner has completed thirty operational bombing attacks against the enemy. His work in general has been exceptional.

On December 31<sup>st</sup>, while gardening in the Oslo Fiord, his bomber was attacked three times by a Ju.88. On the third attack both gunners were successful in destroying the enemy fighter (confirmed).

Flying Officer Thackeray sets his mind on the task at hand, fearlessly and with a fine offensive spirit, setting a magnificent example to his crew.

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

RCAF Press Release No. 8241 dated 13 January 1945 from F/L H.W. Eggleston reads:

WITH THE RCAF BOMBER GROUP IN GREAT BRITAIN: -- A third attack by an enemy fighter, identified as JU.88, while a Halifax bomber from the Lion squadron was orbiting over the target on a mining expedition, proved costly to the Jerry, and he finally crashed into the sea after the bomber's gunners had beaten off two attacks and outshot the Nazi in a thrilling gun duel on the third.

The gunners, who both scored hits on the fighter, and have received confirmation of their "kill" are P/O H.M.D. Millward, mid-upper gunner, 68 McDonald Street, Ottawa, Ontario and F/O J.R. Thackeray, rear-gunner, 1440

Montague Street, Regina, Saskatchewan. Captain of the bomber was F/O W.B. Britton, Eston, Saskatchewan.

The bomber was circling the target in an effort to drop its "eggs" accurately when the mid-upper gunner spotted the fighter passing below. It moved in to attack with cannon and machine guns blazing. Both gunners returned the fire without visual damage to the fighter. On the second attack, the fighter closed in to 100 yards range, firing as he attacked from the starboard quarter above. Both gunners gave him a short burst and saw hits on the wings. He broke away below, then, attacked again from the starboard quarter above as the skipper had the "Hally" in violent evasive action. In the exchange of fire, the gunners scored more hits on the fighter and they had the satisfaction of seeing him crash into the sea. "That guy came in once too often for his own good", F/O Thackeray related. "We must have hit the pilot on the third attack as there was no sign of flames. It was a clear night and we had no difficulty following him down until he crashed into the water." Both gunners claim "kill".

\* \* \* \* \*

THAUVETTE, F/O Rolland Doue (J37778) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 6 May 1917 at Alexandria, Ontario; home there (baker). Enlisted in Ottawa, 20 November 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To technical Training School, 16 January 1942. To Mountain View, 6 May 1942. Promoted AC1, 7 May 1942. Promoted LAC, 1 October 1942. Remustered to aircrew and posted to No.5 ITS, 23 January 1943. To No.10 EFTS, 4 March 1943. Ceased training and posted to No.5 Manning Depot, 6 May 1943. To No.4 AOS, 12 June 1943. Graduated and commissioned, 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, 23 November 1943. Promoted Flying Officer, 29 April 1944. Repatriated 1 June 1945. To Release Centre, 12 June 1945. To Class "E" Reserve, 13 July 1945. Accepted for Interim Force as Aero Engine Mechanic, 28 June 1946 with rank of AC2. To Trenton, 3 July 1946. To No.6 Repair Depot, 21 August 1946. Promoted LAC, 1 October 1946. Discharged 4 December 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.2618 (RG.24 Vol.20627) has recommendation dated 30 March 1945 when he had completed 30 sorties (181 hours 40 minutes) from 9 October 1944 to 8 March 1945.

This officer has taken part in a large number of operational sorties on such heavily defended targets as Munster, Cologne and Essen. 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.

The high degree of navigational skill attained by the squadron is a reflection on the ability and example set by Flying Officer Thauvette who has never spared himself in his endeavours to create a high morale among his fellow navigators. He is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

9 October 1944 - Bochum (6.35)  
12 October 1944 - Wanne Eickel (5.15)  
14 October 1944 - Duisburg (5.15)  
14 October 1944 - Duisburg (5.45)  
15 October 1944 - Wilhelmshaven (5.00)  
23 October 1944 - Essen (5.45)  
25 October 1944 - Homberg (5.10)  
30 October 1944 - Cologne (6.10)  
16 November 1944 - Julich (5.05)  
18 November 1944 - Munster (5.35)  
21 November 1944 - Castrop Rauxel (6.05)  
30 November 1944 - Duisburg (6.20)  
4 December 1944 - Karlsruhe (7.00)  
5 December 1944 - Soest (6.35)  
6 December 1944 - Osnabruck (5.45)  
18 December 1944 - Duisburg (5.15)  
24 December 1944 - Dusseldorf (4.15)  
28 December 1944 - Opladen (5.55)  
29 December 1944 - Trois Dorf (6.30)  
30 December 1944 - Cologne (6.15)  
14 January 1945 - Grevenbroisch (6.10)  
28 January 1945 - Stuttgart (6.45)  
2 February 1945 - Wanne Eickel (6.15)  
9 February 1945 - Wanne Eickel (6.10)  
13 February 1945 - Bohlen-Leipzig (8.15)  
14 February 1945 - Chemnitz (8.20)  
27 February 1945 - Wesel (5.35)  
2 March 1945 - Cologne (5.40)  
7 March 1945 - Hemmingstedt (6.35)  
8 March 1945 - Hamburg (6.25)

\* \* \* \* \*

THIMENS, FS Guy Remy (Can 7607) - **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 5 January 1917 at Van Kleek Hill, Ontario; enlisted 9 May 1939 as Equipment Assistant; to No.8 (BR) Squadron, 26 August 1939; promoted AC1, 9 November 1939; to Technical Training School, St. Thomas, 12 June 1940. To No.5 Equipment Depot, 29 July 1940; to Air Training Command, 30 October 1940; promoted LAC, 1 November 1940; to No.6 SFTS, 2 November 1940; to No.14 SFTS, 3 July 1941. Promoted Corporal, 1 October 1941. To "Y" Depot, 21 January 1942. To RAF overseas, 9 February 1942. To No.400 Squadron, 4 March 1942; to No.422 Squadron, 14 July 1942. Promoted Sergeant, 1 October 1942; promoted Flight Sergeant, 29 January 1943. to No.61 Base, 22 November 1943; to Station Leeming, 14 December 1943; repatriated 23 April 1945; to Lachine, 7 June 1945; to Trenton, 10 August 1945. To No.11 Aeronautical Inspection Detachment, 26 August 1945. To No.2 Release Centre, 2 November 1945; released 7 November 1945.

\* \* \* \* \*

THIRLWELL, F/O Bertram Francis Legh (J36708) - **Mention in Despatches** - No.175 Squadron (AFRO gives only "Overseas" as a unit) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 1 June 1919 in Medicine Hat; enlisted in Calgary, 19 November 1940. To Technical Training School, St. Thomas, 22 December 1940. To No.1 ITS, Toronto, 20 February 1941; graduated and promoted LAC, 27 March 1941; posted that date to No.2 EFTS, Fort William; to No.10 SFTS, Dauphin, 26 May 1941; graduated and promoted Sergeant, 8 August 1941. To Embarkation Depot, 9 August 1941; to RAF overseas, 14 September 1941. Taken on strength of No.3 PRC, overseas, 29 September 1941; to No.52 OTU, 28 October 1941; to No.43 Squadron, 10 February 1942; to No.2 (O) AFU, 30 May 1942; to Tangmere, 8 July 1942; repatriated to Canada, 26 August 1942 (disembarking 6 September 1942); to No.1 OTU, Bagotville, 24 September 1942; commissioned 6 October 1943; to "Y" Depot, 31 October 1943; overseas again, 25 November 1943; to No.186 Squadron, 31 December 1943; to No.175 Squadron, 21 February 1944; promoted Flying Officer 6 April 1944; posted to No.83 Group Servicing Unit, 11 March 1945; to Canada, 6 August 1945; released 5 October 1945. Died in Victoria, 13 February 2009.

On 26 April 1944, returning from a sortie on JR508, he was short of fuel and wheel doors were hanging open. He was advised by his leader of this over France. On approach to base (Holmsley South) he selected wheels down but only the port green light came on. He went round again, but by now the fuel situation was critical (red light showing). He continued to try to get the full undercarriage down, but half-way round the circuit the engine cut. He dived



slightly, the engine picked up and he retracted port wheel and flaps for a belly landing on the grass to the left of the runway. The cause of the undercarriage failure was a screwdriver found wedged in the stirrup of the "Up" Lock on starboard leg.

A form dated 27 April 1945 credits him with 110 sorties (108 hours 40 minutes) with No.175 Squadron. On another form dated 27 July 1945 he claimed to have flown 123 sorties (118 operational hours) and 234 non-operational hours; this may have included flying prior to No.175 Squadron. His last sortie had been on 3 March 1945. Types flown had included Typhoon (201 hours), Tempest (six), Hurricane (82), Auster (nine), Spitfire (51) and Master (three). Other forms indicate his first sortie with No.175 Squadron was 27 April 1944. He had earlier flown at least one sortie with No.43 Squadron (9 April 1942).

\* \* \* \* \*

THISTLE, P/O Lewellyn B. (J89195) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 6 October 1922 in Norfolk County, Ontario; home Amherstberg, Ontario. Formerly in Essex Scottish. Enlisted in Windsor, 9 September 1941 and posted to No.1 Manning Depot. To No.3 WS, 18 December 1941. Promoted LAC, 19 February 1942. To No.7 BGS. 4 July 1942. Graduated and promoted Sergeant, 3 August 1942. To No.10 AOS, 17 August 1942. To "Y" Depot, 16 June 1943; to RAF overseas, 22 June 1943. Promoted Flight Sergeant, 3 February 1943. Promoted WO2, 3 August 1943. Posted to No.426 Squadron in March 1944. Wireless operator for Flight Sergeant Simmons' crew. Commissioned 6 August 1944. Posted to R Depot, 2 January 1945. Repatriated 15 January 1945. To No.1 Air Command, 26 January 1945. Promoted Flying Officer, 6 February 1945. To No.4 Release Centre, 7 March 1945. Released 10 April 1945. Died in Pontiac, Oakland, Michigan, 10 January 1973. RCAF photo PL-323100 (ex UK-14573 dated 6 September 1945) shows brothers LAC M.M. Thistle (left, motor transport driver, overseas eight months) and Warrant Officer L.B. Thistle (right, "a wireless air gunner with 22 trips and 14 months overseas to his credit"). 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 (156 hours 35 minutes), 25 March to 9 October 1944.

Pilot Officer Thistle has completed 32 sorties over heavily defended enemy territory including Essen, Dusseldorf, Karlsruhe, Stuttgart and Hamburg. On numerous occasions the aircraft [in] which he was flying has been badly damaged by flak, in two instances his radio equipment was damaged and Pilot Officer Thistle made the necessary repairs so that he could pick up the broadcast and pass the information to his pilot. He has always maintained a keen interest

in his work and his excellent example has been an inspiration to those with whom he works. He is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

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 - Friedrichshaven (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 - Dongen (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 - Connatre (5.55)  
25 August 1944 - Brest (4.35)  
27 August 1944 - Mimoyeques (3.20)  
31 August 1944 - Cezembre (4.45)  
16 September 1944 - Boulogne (3.35)  
25 September 1944 - Calais (4.15)  
26 September 1944 - Calais (4.30)  
27 September 1944 - Bottrop (4.10)  
28 September 1944 - Cap Gris Nez (3.15)  
30 September 1944 - Sterkrade (4.45)  
6 October 1944 - Dortmund (5.45)  
9 October 1944 - Bochum (5.40)

\* \* \* \* \*

THOMAS, FS Bernard Lewis (Can 4639) - **British Empire Medal** - 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 in Birmingham, England, 22 December 1916. Educated for five years in Wales and two years in Alberta. Prewar he was a fireman in a steam plant (eight months) and a welder (three and one-half years). Enlisted in Calgary, 19 September 1939 as Airframe Mechanic. To No.6 (BR) Squadron, 9 October 1939. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. To No.4 SFTS, Saskatoon, 12 September 1940. Promoted Corporal, 15 October 1940. Promoted Sergeant, 15 February 1941. To No.3 SFTS, 19 February 1941. To No.15 SFTS, Claresholm, 10 June 1941. Promoted Flight Sergeant, 1 March 1942. Attended Senior NCO Course, School of Administration, Trenton, 13 July to 8 August 1942. To No.3 Repair Depot, 28 November 1942. To Western Air Command Headquarters, 8 July 1943, to be a member of the Command Trade Test Board. Appears to have gone to other duties with the Engineering Directorate, Western Air Command Headquarters early in 1945. To Release Centre, 28 August 1945; released 29 August 1945. Rejoined RCAF, 9 March 1949 in rank of Sergeant and as Foreman of Works; to No.9403 Unit, Calgary, 20 March 1949; to Canadian Joint Air Training Centre, Rivers, 25 July 1950; promoted Flight Sergeant, 1 May 1951. To Whitehorse (Watson Lake Detachment), 16 January 1952. Retired 8 March 1954. Died in New Westminster, British Columbia, 24 December 1984 as per British Columbia Vital Statistics.

This non-commissioned officer, by his devotion to duty and outstanding ability, has contributed greatly to the technical efficiency of the aircraft maintenance branch. His loyalty has been exemplified in his endeavour to serve to the best of his ability in whatever capacity assigned and he has thus been an outstanding example to those serving under him. By his personal initiative he has, without direction, undertaken and successfully completed tasks over and above his line of duty.

This was based on a recommendation raised 25 July 1945 by W/C J.N. Stevenson, Western Air Command Headquarters, cleared at Command Headquarters on 10 September 1945, and by the Honours in War Committee (AFHQ) on 20 November 1945; "Recommended for BEM, New Year List 1946" and signed by Air Commodore M. Costello. Text in the submission was as follows:

Flight Sergeant Thomas, by his devotion to duty and outstanding ability, has contributed greatly to the technical efficiency of the aircraft maintenance branch. His loyalty has been exemplified in his endeavour to serve to the best of his ability in whatever capacity assigned and he has thus been an outstanding example to those serving under him. By his personal initiative he has, without direction, undertaken and successfully completed tasks over and above his line of duty, and by so doing has contributed materially to the successful prosecution

of the war.

**Notes:** Attended a Ground Defence Course, 28 June to 11 July 1943 but was posted before its completion. He had limited time on the 25-yard rifle range. Rated good in all bayonet exercises: "Puts plenty of energy into all the drills." Course included Field Tactics in which he was assessed for (and passed) the following subjects: Unarmed combat, Disarming, Duck Walk, Ruthlessness, Flying Tackles, Freezing, Station Reconnaissance, Snake Crawl, and Assault Course. "Exceptionally good at Unarmed Combat. Would be a good instructor. Rated fair to good in all battle drills and in fieldcraft." The course also included instruction on hand grenade (taken, passed), Thompson sub-machine gun (taken, passed), shoulder single shot (scored 7/35), Automatic pistol (taken, passed), and the following not taken - Rifle Grenades, Sten Gun, Hip Single Shot and Automatic Weapons. Also attended ten Gas lectures as part of a more extended gas course.

Upon release in 1945, he was interviewed about postwar plans and the report of this indicated that he planned to return to his former employer as a welder, perhaps going into partnership with him if a new shop was opened. "He is a man of mature judgement, is aggressive, has initiative and self-reliance. He handles men well and should enjoy success in business as he has an easy manner and inspires confidence. He hopes to use his Re-Establishment Credit towards the purchase of tools for his trade. A very fine, capable stable type of man who is willing to work."

His postwar RCAF career was uneven, particularly at Watson Lake. On 27 August 1952, Major Millage C. Nolen, US Signals, wrote to the Commanding Officer, Station Whitehorse. He mentioned a "classified mission", 15-25 July 1952, when 21 members of the USAF and US Army were quartered at Watson Lake. He singled out FS Thomas for special praise - "Flight Sergeant Thomas was very helpful and cooperative to members of the mission and was at all times courteous and tactful in his relationship with the OIC of the mission, the undersigned. This attitude of cooperation and helpfulness was a contributory factor in the successful completion of the mission, and is highly commendable."

His assessment dated 30 December 1952 (S/L E.A. Wilson) was equally enthusiastic: "This NCO is a keen, conscientious and very competent NCO. He has been the NCI in charge Watson Lake for the past six months and has accepted his responsibilities with a great deal of enthusiasm. The airmen of his Detachment respect him highly. He has proven several times that he has the ability to make correct decisions on problems which would normally require the responsibility of an officer. His personality and pleasant manner has on several occasions been brought to the attention of his Commanding Officer by very senior officers."

All was not so easy, as described in detail in his mid-year assessment of 1953. Flying Officer

H.W. Cameron wrote: "Flight Sergeant Thomas is a very conscientious NCO, a capable tradesman with a thorough knowledge of Administration. He lacks the tact to handle and promotes harmony amongst the men to the best advantage, and at times arouses antagonism, not only with the men, but with other affiliated sections. It is definitely felt by the assessing officer that this is caused more by this NCO's personality than intent."

On 28 July 1953, S/L E.S. Stann (1 Tactical Group) wrote, "Although there is nothing intentionally personal in the above remarks, F/O Cameron's opinion of FS Thomas dates back to a period of service together at another unit. This NCO was trained in the regular force, his standards are high and he expects much from his men and give much himself. He has improved both the morale and the efficiency of his Detachment and his work at Watson Lake has, on a number of occasions, been the subject of a commendation by visiting officers. Most of the complaints received regarding his tactlessness have come from civilian employees who, in this part of the country, are noted for their indolent attitude. Nevertheless, I have discussed this particular failing in great detail with FS Thomas on this date. I have every confidence in this NCO and I feel that he will make a genuine effort to overcome a trait which, to a lesser degree, is needed by many NCO's in the Service today. FS Thomas is recommended for promotion."

\* \* \* \* \*

THOMAS, FS Edwin Horton (R92293) - **Distinguished Flying Medal** - No.218 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 14 May 1943 and AFRO 1078/43 dated 11 June 1943. Born in Burnaby, British Columbia, 3 June 1915. Home in New Westminster, British Columbia (educated to High School Entrance plus four years of commercial college; employed as stenographer); enlisted in Vancouver, 19 February 1941 and posted to No.2 Manning Depot, Brandon. To No.32 SFTS, Moose Jaw, 29 March 1941 (guard duty); to No.2 WS, Calgary, 25 May 1941. Promoted LAC, 26 June 1941; to No.3 BGS, Macdonald, 11 October 1941; graduated and promoted Sergeant, 8 November 1941. To "Y" Depot, Halifax, 10 November 1941. Taken on strength of No.3 PRC, 26 December 1941. To No.2 Signal School, Yatesbury, 20 January 1942. To No.3 AOS, 14 March 1942; to No.20 OTU, 21 April 1942; to No.1651 Conversion Unit, 22 July 1942; to No.218 Squadron, 7 September 1942. Promoted Flight Sergeant, 1 October 1942. To No.1651 Conversion Unit, 2 April 1943. Attached to No.1 Air Armament School, 17 April to 8 June 1943. Commissioned 3 July 1943 (J18090). Posted from No.1651 Conversion Unit to No.514 Squadron, 25 November 1943 Missing, presume dead, 14 January 1944 Lancaster LL685, No.514 Squadron; crew consisted of 46091 A/S/L E.F. Sly, DFM, AFM, captain; J18090 P/O E.M. Thomas, DFM, Air Bomber; J16399 F/O J.L. Martin, Navigator; NZ405487 P/O W.L. Harvey, DFM, WOP/AIR; J17725 F/O J.A. Sneddon, DFM, Mid-Upper Gunner; 155354 F/O F.G. Rocher, DFM, rear gunner and 52159 F/O R.F. Boulter, Flight Engineer. 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). 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.

Flight Sergeant Thomas, as bomb aimer, has consistently shown the greatest keenness and determination to place his bombs accurately on the target. He has taken part in attacks on many of the enemy's heavily defended areas displaying exceptional coolness in the face of the fiercest opposition.

NOTE: Public Record Office Air 2/8950 has the original recommendation, drafted 16 March 1943 when he had flown 28 sorties (170 operational hours) as follows:

14 September 1942 - Dusseldorf (4.20)  
16 September 1942 - Kampen (3.25)  
18 September 1942 - Frisians (4.35)  
23 September 1942 - Frisians (5.00)  
1 October 1942 - Herrenwyk (8.20)  
2 October 1942 - Krefeld (3.30)  
5 October 1942 - Aachen (5.20)  
6 October 1942 - Osnabruck (4.30)  
12 October 1942 - Kattegat (6.30)  
24 October 1942 - Milan (6.20)  
26 October 1942 - Gironde (6.35)  
6 November 1942 - St.Etienne (6.40)  
9 November 1942 - Hamburg (6.00)  
16 November 1942 - Bayonne (9.15)  
20 November 1942 - Turin (7.10)  
8 December 1942 - Stettin Bay (8.00)  
16 December 1942 - Deipholz (4.20)  
8 January 1943 - Heligoland Bight (5.25)  
27 January 1943 - Stettin Bay (7.40)  
3 February 1943 - Lorient (5.00)  
7 February 1943 - Lorient (6.00)

13 February 1943 - Hamburg (5.50)  
14 February 1943 - Cologne (4.30)  
16 February 1943 - Lorient (5.15)  
18 February 1943 - Gironde (7.15)  
19 February 1943 - Wilhelmshaven (5.20)  
10 March 1943 - Gironde (7.00)  
11 March 1943 - Stuttgart (6.40)

Flight Sergeant Thomas is a Bomber Aimer in No.218 Squadron who has been on operations since September 1942. Throughout his operational tour, this airman has shown the greatest keenness and determination to place his bombs accurately on the target. His tour has included many of the most strongly defended targets, and he has won a reputation for refusing to be distressed by the fiercest opposition. His coolness has been exemplary, and he has frequently brought back photographs of the aiming point. He is strongly recommended for the award of the Distinguished Flying Medal.

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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THOMAS, Sergeant (now Flight Sergeant) Gwyn Eilir (R123366) - **British Empire Medal** - No.1 Flying Instructor School - Award effective 1 January 1945 as per **Canada Gazette** of that date and AFRO 89/45 dated 19 January 1945). Born in Cardiff, South Wales, 13 September 1907 (RCAF press release 4907 announcing award). Educated there. . Enlisted in Toronto, 8 August 1941 as Armourer; posted on enlistment to No.4A Manning Depot. To No.8 SFTS, 28 August 1941. To Air Armament School, 10 October 1941. Promoted AC1, 1 December 1941; to No.111 (Fighter) Squadron, 2 December 1941. To Air Armament School, 2 February 1942. To No.4 BGS,

31 March 1942. Promoted Corporal, 1 June 1942. Promoted Sergeant, 1 November 1942. To No.1 Flying Instructor School, 23 July 1943. Promoted Flight Sergeant, 1 December 1944.. To Central Flying School, 31 January 1945. To Release Centre, 10 July 1945; retired 12 July 1945.

Flight Sergeant Thomas has shown outstanding ability and initiative in designing and perfecting synthetic training devices used in armament training, a number of which have been accepted as standard trainers in armament schools. In this way he has made an outstanding contribution to synthetic training particularly and to the training plan generally. His devotion to duty and untiring efforts in this work throughout his career have proved most beneficial and are worthy of high praise.

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THOMAS, Sergeant (now P/O) Howard Vincent MacKenzie (R66571/C48673) - **Mention in Despatches** - No.160 (Bomber Reconnaissance) Squadron - Award effective 6 January 1945 as per **Canada Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born in London, England, 18 January 1905. Home in Montreal (educated at Rosemont Public School, 1912-1918m Montreal Technical School, 1922-1927; worked for Molsons Brewery, general maintenance, 1936-1940); enlisted there 14 June 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 27 September 1940. Promoted AC1, 8 February 1941; to No.1 WS, Montreal, 12 February 1941; to No.3 Training Command, St. Hubert, 22 April 1941; to No.3 Communications and Ferry Flight, St. Hubert, 23 April 1941. Promoted LAC, 1 July 1941. Remustered to aircrew and posted to No.9 BGS, 12 June 1943. Qualified as Flight Engineer, 6 August 1943 and promoted Sergeant. To Halifax, 7 August 1943. To No.160 (BR) Squadron, Yarmouth, 18 August 1943. Promoted Fligh Sergeant, 6 May 1944. Commissioned 19 August 1944. To Eastern Air Command Headquarters, 11 January 1945. To No.164 Squadron, Moncton, 14 January 1945. To No.3 OTU, Patricia Bay, 7 February 1945. Promoted Flying Officer, 19 February 1945. To Station Patricia Bay, 4 August 1945. To No.2 Release Centre, 13 September 1945. Retired 21 September 1945. Died in Montreal, 1995.

This flight engineer, with superior skill and unfailing devotion to duty, has performed numerous sorties on anti-submarine operations. His cheerful and co-operative spirit have been an inspiration to other flight engineers. He has rendered outstanding service.

This began as a recommendation for a DFM dated 30 September 1944 when he had flown 956 hours 30 minutes (420.15 in previous six months). Credited with 87 sorties.

Sergeant Thomas, in nearly a thousand flying hours of which more than 600 were on anti-submarine operations has proven himself to be an exceptional



Flight Engineer. Twice leading his squadron in A.A.B. examination his superior knowledge of his work and his unfailing devotion to duty have been an example and inspiration to all engineers of his Unit.

This was supported by G/C R.S. Grandy on 20 October 1944 but reduced elsewhere at uncertain date.

**Training:** Attended No.9 BGS, 14 June to 23 July 1943. Flew in Fairey Battle aircraft (ten hours 15 minutes) and spent four hours 20 minutes in Turret Manipulation. Fired 483 rounds on 25-yard range, and 780 rounds on 200-yard range. Exposed three films. Fired 300 rounds air-to-ground, 1,875 rounds air-to-air (3.7 percent hits). Ground courses in Guns, Pyrotechnics and Ammunition, written (204/250), Guns, practical (83/100), Sighting, written (177/250), Turrets, practical (164/200), Aircraft Recognition (156/200). Placed second in a class of 15. "Quiet. Industrious and respectful student. Is popular and keen."

Attended School of Aeronautical Engineers, 26 July to 7 August 1943. Obtained 84 percent on written examination and 86 percent in oral examination. "Very good practical and theory man. Shows signs of some previous experience. Should make an excellent flight engineer." Placed first in a class of 15, (S/L H.E. Bishop).

Attended Flight Engineer Operational Training Course (Canso A), 13 August to 15 October 1943. Flew 222 hours 35 minutes on course. Training stressed general knowledge of seamanship, airmanship, crewmanship, Armament and Technical (Airframes and Engines). Scored 97 percent. "Has excellent knowledge of Canso and aircraft engines generally. Is first class engineer in all phases of his work, Highest mark in examination." (WO2 J.O. Phillips). Application for Operational Wing dated 15 November 1944 listed the following sorties, all with No.160 Squadron on Canso aircraft:

19 August 1943 - Patrol (7.45)  
22 August 1943 - Convoy (8.50)  
26 August 1943 - Patrol (4.45)  
27 August 1943 - Sweep (11.30)  
29 August 1943 - Convoy (13.00)  
27 September 1943 - Convoy (15.25)  
29 September 1943 - Convoy (13.25)  
4 October 1943 - Convoy (4.45)  
4 October 1943 - Convoy (5.30)  
7 October 1943 - Convoy (10.00)  
9 October 1943 - Convoy (5.30)  
9 October 1943 - Convoy (4.10)

15 October 1943 - Convoy (6.40)  
20 October 1943 - Convoy (4.25)  
23 October 1943 - Convoy (10.45)  
25 October 1943 - Convoy (15.10)  
31 October 1943 - Convoy (7.15)  
1 November 1943 - Convoy (4.55)  
5 November 1943 - Convoy (12.30)  
8 November 1943 - Convoy (8.55)  
10 November 1943 - Convoy (6.05)  
11 November 1943 - Convoy (5.10)  
15 November 1943 - Convoy (9.20)  
19 November 1943 - Convoy (5.35)  
1 December 1943 - Convoy (13.35)  
13 December 1943 - Convoy (1.30)  
19 December 1943 - Convoy (11.20)  
25 December 1943 - Convoy (6.30)  
18 January 1944 - Convoy (5.00)  
26 January 1944 - Convoy (5.30)  
26 January 1944 - Convoy (5.00)  
28 January 1944 - Convoy (12.00)  
3 February 1944 - Convoy (2.00)  
7 February 1944 - Convoy (4.40)  
9 February 1944 - Convoy (4.40)  
19 February 1944 - Convoy (4.50)  
20 February 1944 - Search (5.50)  
22 February 1944 - Search (5.50)  
3 March 1944 - Convoy (4.00)  
6 March 1944 - Convoy (5.10)  
10 March 1944 - Convoy (5.00)  
14 March 1944 - Sweep (5.30)  
18 March 1944 - Convoy (4.50)  
21 March 1944 - Convoy (4.30)  
22 March 1944 - Convoy (4.50)  
23 March 1944 - Convoy (5.00)  
24 March 1944 - Sweep (13.50)  
24 March 1944 - Convoy (8.20)  
28 March 1944 - Convoy (4.55)  
29 March 1944 - Convoy (9.50)  
1 April 1944 - Sweep (12.30)  
3 April 1944 - Sweep (9.15)

5 April 1944 - Convoy (12.30)  
7 April 1944 - Convoy (11.50)  
11 April 1944 - Convoy (4.20)  
19 April 1944 - Convoy (13.00)  
22 April 1944 - Convoy (5.00)  
22 April 1944 - Convoy (5.10)  
29 April 1944 - Convoy (12.10)  
1 May 1944 - Convoy (11.20)  
10 May 1944 - Convoy (2.20)  
13 May 1944 - Convoy (4.50)  
13 May 1944 - Convoy (4.55)  
15 May 1944 - Search (13.10)  
17 May 1944 - Convoy (3.50)  
21 May 1944 - Sweep (14.15)  
23 May 1944 - Sweep (13.15)  
25 May 1944 - Sweep (7.40)  
27 May 1944 - Convoy (3.20)  
29 May 1944 - Sweep (20 minutes)  
29 May 1944 - Sweep (45 minutes)  
31 May 1944 - Sweep (11.20)  
2 June 1944 - Convoy (3.00)  
2 June 1944 - Convoy (4.50)  
6 June 1944 - Convoy (9.30)  
8 June 1944 - Sweep (11.50)  
14 June 1944 - Sweep (10.35)  
28 June 1944 - Sweep (11.20)  
3 August 1944 - Squadron movement (5.15)  
10 August 1944 - Patrol (11.10)  
16 August 1944 - Convoy (9.40)  
10 September 1944 - Convoy (11.10)  
13 September 1944 - Convoy (9.10)  
18 September 1944 - Convoy (10.45)  
20 September 1944 - Convoy (10.45)  
28 September 1944 - Convoy (11.35)  
26 October 1944 - Convoy (10.00)

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THOMAS, F/L Joseph Frank (J7975) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 6 April 1945 as per **London Gazette** of that date and AFRO 765/45 dated 4 May 1945.

Born 1 February 1918 in Brooksby, Saskatchewan as "Joseph Tomaszewski". Educated at Belgrave, Saskatchewan, 1925-1931 and Gronlid, Saskatchewan, 1931-1935. Home in Vancouver (assistant postmaster); enlisted in Regina, Saskatchewan, 26 May 1937 as machinist and attended Technical Training School, Trenton. To No.3 Repair Depot, Vancouver 25 March 1938, serving there and with No.4 (BR) Squadron. Promoted Corporal, 1 September 1939. Promoted Sergeant, 1 October 1940. Remustered to aircrew, reverted to AC2 and posted to No.2 ITS, 1 May 1942; graduated and promoted LAC, 7 June 1941 and posted to No.18 EFTS; graduated 26 July 1941 when posted to No.15 SFTS; graduated and commissioned 7 October 1941. To Central Flying School, Trenton, 9 October 1941. To No.15 SFTS, 29 December 1941. Promoted Flying Officer, 1 September 1942. To No.3 Training Command Headquarters, 23 May 1943. Attached to No.45 Group and engaged in Baltimore aircraft ferry work to North Africa, 24 May to 24 July 1943. To No.15 SFTS again, 24 July 1943. To "Y" Depot, 30 November 1943. Taken on strength of No.3 PRC, 21 January 1944. Promoted Flight Lieutenant, 1 February 1944. Attached to ACOS (whatever that is), 20-31 March 1944. To No.6 (Pilots) AFU, 4 April 1944; attached to No.1517 Beam Approach Training Flight while there. To No.22 OTU, 13 June 1944. To No.61 Base, 30 August 1944. Attached to No.1666 Conversion Unit, 13 September to 26 October 1944. To No.424 Squadron, 26 October 1944. Attended Merlin Handling Course, 7-13 January 1945 as unit converted to Lancasters. Promoted Acting Squadron Leader, 1 May 1945; relinquished that rank, 1 June 1945. Repatriated by air, 12 June 1945. To No.419 Squadron, 13 August 1945. To Ottawa, 30 September 1945. Re-engaged 18 January 1946. Accepted for permanent force, 1 October 1946 with rank of Flight Lieutenant (9644). To Centralia, 5 April 1947, attending Instrument Flying School course and then instructing. To Toronto, 8 August 1947. To No.1 Flying Training School, 5 October 1947. To No.412 Squadron, 22 November 1948. Killed in flying accident, 21 April 1949 (Maritimes, Expeditor aircraft 1425, six crew plus one civilian missing). Photo PL-42165 (ex UK-18924 dated 23 February 1945) is captioned as follows: "Despite the fact that the starboard engine of their Lancaster bomber 'packed up' four minutes after it was airborne from its home base, these two Vancouver airmen decided to finish the job and went on to bomb railway yards in Bonn, Germany. Both members of the Tiger Squadron, F/L J.F. Thomas, Vancouver, at the left was at the controls of the bomber while F/O A.D. Lamb, Vancouver, the navigator, kept his skipper on track all the way to the target and back to base." Photo PL-42910 (ex UK-19874) of 30 March 1945 shows F/L J.F. Thomas, DFC on right, with F/O W.G. Sutherland of Winnipeg (bomb aimer) soon after raid on oil refinery, Hemmingstedt, near Heide, Germany. RCAF photo PL-43069 (ex-UK-20053) dated 9 April 1945 is captioned as follows: "F/L C.P. Lundeen, DFC, DFM, Preeceville, Saskatchewan, left extreme, and F/L J.F. Thomas, DFC, Vancouver, pilots with the Tiger Squadron of the RCAF Bomber Group, are shown here chatting with Sam Ross, Canadian war correspondent, outside the squadron offices." RCAF photo PL-44444 (ex UK-22016 dated 7 June 1945) shows him as a flight commander; caption says that he won his wings at Claresholm and that Duke of Windsor pinned them on. Photo PL-50467 shows his widow, Edith Thomas, following receipt of his medal from the Governor General, 14 November 1949.

This officer has participated in numerous sorties and has invariably displayed a high degree of skill and determination. One night in February 1945, Flight Lieutenant Thomas pilot an aircraft detailed to attack Bonn. On the outward flight one engine became unserviceable. In spite of this Flight Lieutenant Thomas completed his mission successfully. He set a fine example of devotion to duty.

DHH file 181.009 D.1509 (Library and Archives Canada RG.24 Volume 20599) has original recommendation by W/C C.C.W. Marshall dated 21 February 1945 when he had flown 15 sorties (102 hours 45 minutes).

29 October 1944 - Cologne (5.05, landed at Woodbridge; hit by flak)  
30 October 1944 - Cologne (6.15)  
18 November 1944 - Munster (6.50)  
21 November 1944 - Castrop Rauxel (6.45, very good prang, good pictures)  
27 November 1944 - Neuss (5.50)  
17 December 1944 - Duisburg (6.15)  
26 December 1944 - St. Vith (7.05, daylight, good prang, fighter attack)  
30 December 1944 - Cologne (6.15)  
31 December 1944 - Oslo Fjord (7.00)  
2 January 1945 - Ludwigshaven (7.50)  
1 February 1945 - Ludwigshaven (7.45, no nav aids, otherwise good trip)  
2 February 1945 - Wiesbaden (6.40)  
4 February 1945 - Bonn (6.25, three engines after take-off)  
7 February 1945 - Goch (6.15)  
13 February 1945 - Dresden (10.10, good trip)

On the night of the 4<sup>th</sup> of February Flight Lieutenant Thomas and crew were ordered to attack Bonn. Whilst taking off, a coolant leak was detected. Immediate feathering action was taken by this officer at the low altitude of 500 feet.

Displaying a high standard of determination, Flight Lieutenant Thomas set course immediately in an endeavour to reach the target on time. Unable to climb above 14,000 feet on three engines, this officer skilfully carried out the attack at this height and returned his aircraft and crew safely to base.

This officer's fine display of skill and determination to press on to the attack under adverse conditions are a fine example to all. I strongly recommend this

officer for the award of the immediate Distinguished Flying Cross.

**Note:** Application for Operational Wing, submitted 11 January 1946, listed sorties with No.424 Squadron as follows (trips from 29 October 1944 to 2 January 1945 on Halifax III aircraft; all others on Lancasters):

29 October 1944 - Cologne (5.05, day)  
30 October 1944 - Cologne (6.15)  
18 November 1944 - Munster (6.50, day)  
21 November 1944 - Castrop Rauxel (6.45)  
27 November 1944 - Neuss (5.50)  
17 December 1944 - Duisburg (6.15)  
26 December 1944 - St.Vith (7.05, day)  
30 December 1944 - Cologne (6.15)  
31 December 1944 - Oslo, minelaying (7.20)  
2 January 1944 - Ludwigshaven (7.50)  
1 February 1945 - Ludwigshaven (7.45)  
2 February 1945 - Wiesbaden (6.40)  
4 February 1945 - Bonn (6.25)  
7 February 1945 - Goch (6.15)  
13 February 1945 - Dresden (10.10)  
15 February 1945 - Oslo, minelaying (5.00)  
21 February 1945 - Duisburg (6.45)  
23 February 1945 - Fredericstad, minelaying (7.20)  
24 February 1945 - Sandefjord, minelaying (7.50)  
2 March 1945 - Cologne (5.50, day)  
5 March 1945 - Chemnitz (9.55)  
15 March 1945 - Hagen (7.05)  
16 March 1945 - Heligoland, minelaying (4.55)

He also reported conducting three "Exodus" flights on Lancasters, evacuating a total of 24 former POWs.

As of November 1947 he estimated his flying as being 2,200 hours total (190.25 on operations, 1,300 instructing) and he had 120 hours in Link.

**Circumstances of Loss:** On 21 April 1949 he was flying from Rockcliffe to Chatham, New Brunswick. The aircraft was last heard from over Presque Isle, Maine, and estimated 45 to 50 minutes from its destination. An extensive search included low level helicopter flights and aerial photography.

**Selected Assessments:** "He is a conscientious and reliable instructor. He is hard working and liked by his students and doing a good job of instructing." (W/C W.E. Kennedy, No.15 SFTS, 18 April 1942).

"This officer has commanded a flight for the last three months and has made a satisfactory job of it. He is interested in his work and takes a keen interest in the welfare of his men." (S/L D.D. Atkinson, No.15 SFTS, 4 October 1942).

"Inexperienced in staff work but is progressing very favourably with experience." (W/C F.R. Sharp, AFHQ, 15 December 1945).

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THOMAS, F/L Kenneth Roye (J12554) - **Air Force Cross** - No.2 ANS - Award effective 11 August 1945 as per **Canada Gazette** of that date and AFRO 1453/45 dated 14th September 1945. Born in Toronto, 15 August 1916. Educated there. Store clerk and warehouse manager at various businesses, 1935- 1941 including Dunlop Tires (1940-1941). Home in Windsor, Ontario. Irish Regiment of Canada, 8 August 1940 to August 1941. Enlisted in RCAF, Toronto, 7 August 1941. To No.12 Equipment Depot, Montreal, 7 August 1941. To No.3 ITS, 10 November 1941; graduated and promoted LAC, 3 January 1942 when posted to No.11 EFTS; graduated 14 March 1942 when posted to No.13 SFTS; graduated and commissioned 3 July 1942. To No.1 GRS, 24 July 1942. To No.31 OTU, 9 October 1942; to No.1 Manning Depot, 20 December 1942; promoted Flying Officer, 3 January 1943. Returned to No.31 OTU, 29 January 1943. To No.1 CNS, 12 March 1943. To No.2 ANS, Charlottetown, 20 February 1944. Promoted Flight Lieutenant, 1 August 1944. To Mountain View, 7 July 1945. To No.6 Repair Depot, 25 August 1945. To No.3 Release Centre, 15 October 1945. Retired 17 October 1945. Invested with award in Ottawa, 24 January 1956. As of recommendation he had flown 1,180 hours, 142 in previous six months.

This officer has proved himself an outstanding pilot and an exceedingly conscientious Flight Commander. His great skill, efficiency and keenness have long been recognized as great contributions to the high standard of navigation at this unit. His ability, enthusiasm and devotion to duty have set a magnificent example for those with whom he has served.

Recommendation for an AFC raised 12 May 1945 as follows:

Flight Lieutenant Thomas has proved to be an above average pilot and an exceedingly conscientious officer. He has served as a Flight Commander at this unit since its formation and has always carried out his duties with

unquestionable ability and efficiency. He always places the exigencies of the service foremost and his zeal and devotion to duty are outstanding characteristics. His qualities of leadership are noticeable, and without fail he receives the support of those who serve under him.

Air Commodore A.D. Ross suggested (12 May 1945) that it be downgraded to a Commendation. This was changed again on 15 June 1945 (by whom is not clear and the AFC was endorsed by Air Commodore M. Costello on 9 July 1945; approved at CAS level, 12 July 1945.

**Training:** Interviewed in Toronto, 29 April 1941 by F/O J.R. Richardson. "Good stocky built lad, keen, alert, intelligent. Should make good pilot material."

Course at No.3 ITS was 10 November 1941 to 2 January 1942. Courses in Mathematics (89/100), Armament, practical and oral (86/100), Signals (100/100), Hygiene and Sanitation (28/40), Drill (85/100) and Law and Discipline (60/60). "Neat, confident, active. Determined, Calm. Good mannered," Placed tenth in a class of 164.

Course at No.11 EFTS was 5 January to 14 March 1942. Fleet Finch aircraft - 30 hours 10 minutes dual, 40 hours five minutes solo including seven hours on instruments. Logged ten hours in Link. "Average pilot material who should go far. Very steady and keen, Likes flying very much. Good on aerobatics." Ground courses in Airmanship (149/200), Airframes (77/100), Aero Engines (94/100), Signals, practical (100/100), Theory of Flight (85/100), Air Navigation (169/200), Armament, oral (101/125), Aircraft Recognition (47/75). Placed fourth in a class of 39.

Course at No.13 SFTS was 16 March to 3 July 1942. Harvard aircraft. 60 hours 20 minutes day dual, 73 hours 40 minutes day solo, eight hours 15 minutes night dual, ten hours 45 minutes night solo. Was 32,55 on instruments; logged 20 hours in Link. "Clear hood flying average. Instrument flying above average. Good worker, should do well." Ground course is Airmanship and Maintenance (148/200), Armament, written (79/100), Armament, practical (76/100), Navigation and Meteorology (119/150), Signals, written (31/50), Signals, practical (95/100). "Very good type, intelligent, good worker, well above average in G.I.S." Placed sixth in a class of 44. Recommended for reconnaissance.

Course at No.1 GRS was 27 July to 26 September 1942. Anson aircraft - 52 hours 55 minutes on Navigation (all by day). "Above average. A very good navigator with a sound grasp of navigation to back up his practical work." Graded 236/300 in Navigation and 79/100 in Air Reconnaissance. Tested in DR Navigation, intermediate (83/100), DR Navigation, final (270/300), Astro Navigation (86/100), Compasses and Instruments (152/200), Meteorology (139/200), Signals (87/100), Reconnaissance (146/200), Coding (75/100), Ship Recognition (138/200), Photography (89/100) and Visual Signals (Pass). "Very intelligent but inclined to



'coast' rather than push." (F/O D.H. Bradley). "An intelligent pupil who has obtained good results without exerting himself. Needs keeping up to the mark." (W/C C.T. Reynell).

**Selected Assessments:** "This officer is a hard worker. He has conscientiously and painstakingly performed his duties as an Assistant Flight Commander for a period of five months. His attitude towards authority is excellent. It is recommended that he be promoted to the acting rank of Flight Lieutenant." (F/L E.H. Bird, No.1 ANS, 8 January 1944).

"Flight Lieutenant Thomas has proved to be a very capable Flight Commander. His duties have always been carried out in the most efficient manner. He is generally an above average officer." (F/L H.A. Lester, No.2 ANS, 19 March 1945).

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THOMAS, F/L Lloyd Duncan (J5473) - **Distinguished Flying Cross** - No.5 Squadron - Award effective 28 April 1944 as per **London Gazette** dated 5 May 1944 and AFRO 1296/44 dated 16 June 1944. Born 10 September 1915 in Marshall, Texas. Home in Detroit, Michigan (American citizen) working five years as a Chartered Accountant in Toronto. Enlisted in Toronto, 6 September 1940. To No.1 Manning Depot, Toronto, 7 September 1940. To No.4 BGS, 6 October 1940 (guard duty). To No.1 ITS, Toronto, 29 November 1940. Graduated 3 January 1941 when promoted LAC. To No.9 EFTS, St. Catharines, 3 January 1941. Course completed and posted to No.1A Manning Depot, Picton, 22 February 1941. To No.6 SFTS, Dunnville, 6 March 1941. (graduated and commissioned 17 May 1941). To Halifax, 17 May 1941. His movement to Britain appears to have been very indirect. Taken on strength of No.17 Squadron, 10 November 1941. Once in Britain he embarked again, 2 December 1941, proceeding via Freetown, Takoradi and Khartoum. Arrived in India, 2 February 1942, still with No.17 Squadron. Promoted Flying Officer, 17 May 1942. To No.3 Anti-Aircraft Flight, 12 October 1942. To No.5 Squadron, 1 December 1942. Promoted Flight Lieutenant, 17 May 1943. Posted to a Flight Commander position in No.5 Squadron, 1 January 1944. Killed in action 18 April 1944 in Burma (Hurricane LD580).

Flight Lieutenant Thomas has been engaged on operational flying since October 1941, and has completed a large number of sorties in the European and Burma theatres of war. During the period of evacuation from Burma he set a fine example of courage, leadership and skill. Since then he has flown on bombing and low level attacks in support of the army on the Arakan and Imphal fronts and has displayed outstanding keenness and tenacity in air combat. This officer has destroyed at least two enemy aircraft and he has destroyed many more on the ground.

**Combats:** Chris Shores mentions him several times in **Bloody Shambles** (Volume II), viz:

7 February 1942: Ten Hurricanes scrambled to intercept a Japanese sweep, four making contact and claims being made by Sergeant "Tex" Barrick (two Ki.27s destroyed, one damaged), Flying Officer Lloyd Thomas (one destroyed). Two others claimed by pilots of No.136 Squadron.

6 March 1942: Fourteen Ki.27s flew a patrol over Mingaladon and overflew a previously undiscovered airstrip code-named "Highland Queen". Several Hurricanes managed to take off and Lloyd Thomas shot down one - probably Warrant Officer Saburo Hagiwara who force-landed and returned to his unit next day. This was followed by an attack on the airstrip; No.17 Squadron was instructed to withdraw.

21 March 1942: "Highland Queen" being now in Japanese hands, RAF fighters take offensive action, and 14 enemy aircraft were claimed destroyed on the ground including two by Thomas.

7 April 1942: Eight Hurricanes flown from Calcutta to Lashio via Imphal and the Chin Hills; Thomas led the reinforcement formation.

**Other incidents:** Damaged Hurricane IID, KX228, 1 July 1943 on a non-operational flight. Took off at 0640 hours for a low-level cross-country run, Burdwen-Kenkure-Base. At the time of the accident he had flown 465 solo hours (137 hours ten minutes on Hurricanes):

As we were about to start firing soon I decided to try sighting practice. Having practically three sighting runs, I decided to try a tank dummy attack from 20 feet as there was a large flat paddy stretch before me. I increased revs to 2,550 and boost to +2 in order to have increased manoeuvrability at low level. I had just picked a target when my machine took a dip downward and I felt a slight shudder. I increased revs and boost but the shudder increased. Believing that I had touched my prop on a ridge or post, I throttled back to see if I could get the machine under control. Having flown 3 or 400 yards the machine sank to the ground. As there was a large crowd of natives about, I did not have time to investigate what I had struck. The crash occurred at 0700.

**Circumstances of death:** Briefed to carry out a Rhubarb operation on the roads between Paungbyin and Pinlebu, Wuntho and Kawlin, Burma. Airborne about 1450 hours, accompanied by WO N. McLaughlin, RNZAF (No.2) and FS Gore (No.3). On reaching Kawlin (1550 hours) he headed directly over Kawlin West landing ground in a northerly direction, taking very slight evasive action at about 300 feet. When he had crossed the runway and almost reached the edge of the airfield the nose of his aircraft dropped suddenly. At first it was thought he had seen a target and was diving to attack but the angle of his dive and his speed increased. His aircraft was seen to hit the ground one-half mile north of the airfield at a 45-degree angle and

exploded. There was no sign he had tried to bale out. An accompanying pilot concluded that he had been hit and slumped over the controls.

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THOMAS, Sergeant Lucien Irving (R88221) - **Distinguished Flying Medal** - No.405 Squadron - Award effective 17 April 1943 as per **London Gazette** dated 20 April 1943 and AFRO 985/43 dated 28 May 1943. Born 19 August 1918. Home in Richmond, Virginia (American citizen); enlisted in Halifax, 13 March 1941. To Trenton, 28 April 1941. To No.1 ITS, 15 July 1941; to Trenton again, 28 August 1941; promoted LAC, 25 September 1941; to No.8 BGS, 11 October 1941; graduated and promoted Sergeant, 8 November 1941. To "Y" Depot, 9 November 1941; to RAF overseas, 8 February 1942. Attended No.1 AAS Manby and No.22 OTU, Wellsbourne. Discharged from RCAF on transfer to American forces, 27 April 1943. Flew B-26 Marauders, returning to United States in 1944. At the end of the war he was a B-29 gunner on Guam. Served in the Korean War with the 452<sup>nd</sup> Bomb Group (Douglas B-26 Invaders) and then with B-29s based on Okinawa. Pulled strings to be assigned to Third Bomb Group, 13<sup>th</sup> Bomb Squadron as Squadron Gunnery Chief and reportedly flew two back-to-back tours. Remained in USAF performing some "interesting and challenging assignments." During Vietnam War he was Assistant to the Director of Munitions and managed to fly several missions over Vietnam and Laos to assess munitions effectiveness. Died 25 September 2005 and buried in Arlington National Cemetery. Taking RCAF oath of allegiance in 1941 caused him some administrative and citizenship difficulties whilst serving with the postwar USAF; see "A Man Without a Country", **Invader: The Newsletter of the 13th Bomb Squadron Association (Korea)**, March 1995. Photo PL-19294 shows him as a Technical Sergeant, U.S. Army Air Forces, just after investiture, 7 July 1943.

This airman, who has taken part in twenty-four operational missions, is an air gunner of high merit. On several occasions, when his aircraft has been attacked by enemy fighters, his accurate shooting has driven them off. In September 1942 he shot down one of three Junkers 88 which attempted to attack his aircraft. One night in March 1943, during an operation against Duisburg, his aircraft was intercepted by an enemy fighter which attempted to attack from close range. Coolly and skilfully, Sergeant Thomas delivered telling bursts of flame [fire ?] causing the attacker to break away with his engine on fire. By his great skill this airman has contributed materially to the safe return of his aircraft on several occasions.

Public Record Office Air 2/4956 has original recommendation drafted 29 March 1943 when he had flown 24 sorties (231 hours 38 minutes); reproduced in Ian Tavender, **The Distinguished Flying Medal Register for the Second World War** (Savannah, 2000):

On the night of 26<sup>th</sup> March 1943, Halifax II "S" JB.875 participated in bombing operations against Duisburg. At 21.32 hours, flying at a height of 17,000 feet, the rear gunner of our aircraft, Can/R.88221 Thomas, L.I., sighted an enemy aircraft (Ju.88) which followed on the port quarter for a few minutes and peeled off for attack. He came in from 400 yards to within 100 yards of the rear turret. At this time the rear gunner was firing at the enemy aircraft which peeled off with one engine smoking and on fire and dived into 10/10ths cloud. Sergeant Thomas maintained fire from the start of the dive until the enemy aircraft disappeared into cloud at approximately 800 yards distance. The enemy aircraft did not fire its guns at any time. 638678 Sergeant Laing, H., Flight Engineer and Can./J.20131 Pilot Officer Ellinor, C.R., the pilot, and Can/R/93078 Sergeant Carleton, E.B., the second gunner, definitely confirm that the enemy aircraft disappeared with an engine on fire. The rear gunner had fired 500 rounds from each gun without stoppages. The enemy fighter is claimed as destroyed. Sergeant Thomas has participated in four other combats with the enemy during his 24 operational trips. These were as follows:

Night of 25<sup>th</sup> June 1942, target Bremen, enemy aircraft (Ju.88) driven off by short bursts.

9<sup>th</sup> September 1942, target Dusseldorf, our aircraft was attacked by an Me.109, twenty minutes off the target. Sergeant Thomas fired 800 rounds. The aircraft returned fire but discontinued the attack.

13<sup>th</sup> September 1942, target Bremen, our aircraft was attacked by three enemy aircraft (Ju.88s) directly over Den Helder. The rear gunner, Sergeant Thomas, shot down one. The claim was allowed.

15<sup>th</sup> October 1942, target Cologne, in crossing the Dutch coast, our aircraft was attacked by two Me.109s which were driven off with no damage to our aircraft. Over the target the aircraft was attacked by another Me.109, 800 rounds were fired by Sergeant Thomas and no damage was sustained by our aircraft.

In five combats with the enemy, Sergeant Thomas has shot down two Ju.88s. His zest for action and ability as an Air Gunner have won the respect and admiration of the entire squadron.

**Note:** Public Record Office Air 50/248 has Combat Report for action of 15 October 1942, aircraft R/405, DF514.

While on the way to Cologne on the night of October 15, at 2100 hours, flying on heading 290, height 16,000 feet, ground speed 120 m.p.h.. We were just approaching the target when I sighted one Me.109 at 300 yards range on the starboard quarter below. He came in to attack at this range and I gave him two short bursts. When he had closed to about 200 yards, he fired a very bright light which blinded me and did not see him break away. He did not fire his guns. A second attack was made a few minutes after, this time from the direction of the port quarter above. I sighted him at about 300 yards and gave my pilot evasive action turn port. I opened fire at the same time at a range of 300 yards with three short bursts. He chased without firing to about 200 yards when he dived steeply and disappeared. No damage to enemy aircraft was seen. No damage or casualties were suffered by our own aircraft.

Same file has following report for action of 26/27 March 1943:

Whilst on operations to Duisburg on the night of 26/27th March 1943, Halifax, Letter "B", JB875 of 405 Squadron was attacked by an enemy fighter, identified by the rear gunner as a Ju.88, at a point 0640 degrees East 5145 degrees North of Duisburg at 2132 hours. The Halifax was flying at 17,1000 feet heading 185 degrees true, and I.A.S. 160. Visibility was good with no moon, 10/10 cloud below at 10,500 feet.

The enemy aircraft was first sighted by Sergeant Thomas (Rear Gunner) on the port quarter at 400 yards range. The Ju.88 followed on the port quarter for a few minutes, then turned in for its attack. He came in from 400 yards to within 100 yards of the tail turret, breaking away to starboard quarter in a climbing turn. All this time Sergeant Thomas was firing at the enemy aircraft. The enemy aircraft was seen to peel off with one engine smoking and on fire and dived into 10/10 cloud. Sergeant Thomas still followed him from time of dive into 10/10 cloud, which was approximately 800 yards from their own aircraft. There was no indication of imminent attack before the enemy aircraft was sighted. The enemy aircraft never fired its guns. Sergeant Laing, the engineer, and Pilot Officer Elliner, the second pilot, and the second gunner, Sergeant Carlton, state that the enemy aircraft definitely disappeared with engine on fire. The rear gunner fired 500 rounds per gun without stoppages. The enemy fighter is claimed as destroyed.

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THOMAS, W/C Robert Idris (C1571) - **Air Force Cross** - Station Ucluelet - Award effective 3

November 1944 as per **London Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born in Liverpool, England, 8 September 1906. Enlisted in RCAF, Vancouver, 1 March 1927 (Rigger). Confirmed as AC2, 1 June 1927. Promoted AC1, 1 October 1927. Promoted LAC, 1 August 1928. Recommended for Pilot Training, 9 August 1928 by F/L A.H. Hull, Station Vancouver, who wrote, "He has been under observation for the past 10 months with a view to being recommended for this course." To Camp Borden, 1 October 1928. Promoted Sergeant (pilot), 2 March 1929; others were G.V. Miscampbell, F.J. Ewart, R.W. Pike, W.S. Tourgis, and S. Volk. To Vancouver for Seaplane Course, 14 March 1929. To Winnipeg Air Station, 26 May 1929; reporting 29 May 1929 for duty with Civil Government Air Operations. Injured in aircraft crash at Little Bear Lake while on strength of Ladder Lake, 27 July 1929 (aircraft badly smashed; he was thrown clear). Attended Applied Photography Course, Camp Borden, January-March 1930; obtained 173 marks out of 200. F/L A. de Niverville wrote, "This NCO's work was characterised by a desire to get the best out of the course. He should make a successful photographic pilot." He also passed Trade Tests as a Carpenter (November 1930). Remained on strength of Winnipeg Air Station to December 1931 (main duty was forestry patrols). Took Advanced Photographic Course (Pilots), Ottawa Air Station, 11 January to 31 March 1932. Posted back to Winnipeg for routine duties, April 1932. To Station Trenton, 13 August 1932. For pilot duties. To Camp Borden, February and March 1933 (instrument flying course) To Ottawa Air Station, March 1933 for air transport duties; injured in a football match at Rockcliffe, 22 August 1933. To Fort Smith, NWT, 18 September 1936 to command Meteorological Detachment (to March 1937). Promoted Flight Sergeant, 1 April 1937. Awarded Coronation Medal, 29 June 1937. On strength of Station Rockcliffe, April to December 1937 (photo detachment duties). Injured 8 December 1937 (aircraft hit a snow bank landing at St. Hubert). Spent winters of 1937-38 and 1938-39 at Rockcliffe while flying with No.6 General Purpose Detachment, summers 1938 and 1939. To No.8 (BR) Squadron, Sydney, September 1939. Commissioned, 15 November 1939 with simultaneous promotion to Flying Officer. Remained on strength of No.8 (BR) Squadron until December 1940. Promoted Flight Lieutenant, 1 November 1940. Posted to Station Rivers, January 1941 for Specialist Navigation Course; at Station Sydney, April to July 1941. Commanded No.5 (BR) Detachment at North Sydney, July to September 1941. Ferried Stranraers to West Coast, September to December 1941. Test pilot at No.3 Repair Depot, Vancouver, January to April 1942 when posted to Western Air Command Headquarters as Bomber Reconnaissance Controller. Promoted Squadron Leader, 1 July 1942. To Coal Harbour, September 1942 (Commanding Officer of No.120 Squadron from then until December 1942 and subsequently commanding the station to May 1943). Air Staff Officer at No.4 Group Headquarters, Prince Rupert, June to November 1943. Promoted Wing Commander, 15 November 1943. Chief Supervisory Officer at No.1 AOS, Malton, February to June 1944; Commanding Officer, Station Uclulet, June to September 1944. Attended War Staff College, and authorized to "W.S." symbol, 16 November 1944 (others on course were W/C R.A. Buckham, DFC, W/C H.C. Godefroy, DSO, DFC, W/C C.A. James, AFC, S/L G.H. Avent, DFC, S/L W.A.G. Conrad, DFC, S/L W.W. Gilmour, S/L B.G. Miller, S/L D.L. Ramsey,

S/L B.R. Walker, DFC, S/L G.C. Semple, DFC and S/L A.W. Speed. At Station Prince George, December 1944 to April 1945 (Operation POLAR BEAR detachment); awarded Long Service and Good Conduct Medal, 4 May 1945. Commanding Officer of Station Prince Rupert, May to August 1945. Appointed Commanding Officer, St. Hubert, August 1945. To Station Trenton, 9 June 1946. To No.22 Photo Wing, 12 May 1947; to Station Rockcliffe, 30 November 1949; to Air Transport Command Headquarters, 6 December 1950; to Station Rockcliffe, 28 January 1952. Awarded Queen's Coronation Medal, 1953. To Lachine, 6 May 1953. To Station Rockcliffe, 11 July 1953. Retired 18 December 1955. Photo PL-104639 is a portrait, circa 1952. Died in Ottawa, 21 June 1986. Governor General's Records (RG.7 Group 26, Volume 58, file 190-I) has citation. As of recommendation he had flown 2,436 hours, 230 on operations (62 sorties). He had been recommended by G/C W.E. Bennett, Western Air Command Headquarters, 22 August 1944.

This officer has a long record of loyal and efficient service in the air. As a pilot on transport, communication and air survey duties in peace time, and on reconnaissance anti-submarine patrols in war time, he has executed all tasks with energy, determination and outstanding ability. As the commander of a detachment, a squadron, and at present a station, he has always set a fine example as a pilot and leader.

A report on his flying training, 4 October 1928 to 2 March 1929, is interesting. He logged 19 hours 40 minutes dual and 48 hours 45 minutes solo (all on Avro 504N aircraft); he was progressively assessed by P/O P.A. Hutton and F/L E.G. Fullerton; the CFI was S/L C.M. McEwen. The station CO, W/C G.M. Croil, was particularly impressed, writing on 2 March 1929, "This airman is a very good type. Shows keenness. He was only 2 % below the over all average of the leader of the class. His deportment and bearing have been good. An exceptionally good all round airman in flight duties. Above the average as a pilot."

At Vancouver (seaplane course) he flew an Avro (two hours dual, six hours 40 minutes solo), Vedette (1.40 dual, 12.55 solo) and Moth (two hours dual, 16.40 solo). His instructor, F/O C.E.F. Arthur, wrote, "Instruction has been given him in care and maintenance, taxiing and handling seaplanes and flying boats, Owing to conditions during his course, very little opportunity has been afforded him of practising glassy water alightings. Acting Sergeant Thomas is keen and consistent, and has shown confidence throughout his course. As he gains experience, he should develop into a useful seaplane and flying boat pilot."

Typical years: 1935 he flew 159.15 as pilot, 20 minutes on dual instruction and 13.35 as passenger. In 1936 he flew 159.55 as pilot, 3.55 on dual, 13.15 as passenger. S/L R.S. Grandy wrote, 31 December 1936, "Keen on all flying duties and a sound pilot. He has been in charge of a detachment on meteorological operations for 3 ½ months. He has shown good

administrative judgement to date.”

3 October 1938, S/L W.W. Brown wrote, “This NCO has had thorough training and experience in all phases of types of CGAO work, including winter operations in the Northwest Territories, and employment as NCO i/c of GP Detachments. He has had considerable experience with aircraft radio. Flight Sergeant Thomas has proven himself capable of handling appointments of considerable responsibility requiring resourcefulness and initiative. During the past summer he did the work previously done by a Flight Lieutenant. His personality, conscientiousness and regard for the Service are above average. He is considered to be qualified in all respects for appointment to commissioned rank in the RCAF.”

On 20 October 1938 the Group Captain commanding Station Rockcliffe wrote, “I concur in the remarks of the Unit Commander. Flight Sergeant Thomas has a pleasing direct personality, his mode of address is good and his appearance is above average. He possesses an alert, progressive mind and is always striving to advance his knowledge and attainments. He is recommended for appointment to a Commission in the General List of the Permanent Active Air Force.

His work that year is best shown by S/L Brown’s assessment dated 22 December 1938. That year he had flown 147 hours 40 minutes as pilot (4.05 as passenger). He was considered proficient on Fairchild 51 and 71, Bellanca, Fleet, Tomtit, Vedette, Fairchild 24, Avro Avian, Moth, Tiger Moth, Vancouver and Delta. “This NCO has carried out his duties as NCO-in-Charge of No.6 (GP) Detachment in a very excellent manner. He is extremely conscientious in the execution of his duties. He is tactful in the supervision of his subordinates and shows a keen interest in their welfare. His dress and deportment are above reproach.”

On 25 September 1948, W/C R.C. Davis wrote, “This officer was responsible directly to AOC ATC for functional control of 22 Photo Wing and the undersigned for the administration of his unit. The largest photo coverage in the history of the RCAF was accomplished this year under W/C Thomas’s direction. The administration of the Wing was of a high standard. I consider that the success achieved by the Photo Squadrons was due in a large part to the ability, experience and determination of this officer. As PMC W/C Thomas controlled the Mess efficiently and maintained the high standard of service and of functions expected at Rockcliffe.

As of 31 December 1954 he reported having flown Norseman (121.00), Canso (115.35), Beech (39.45), Dakota (202.20), North Star (10.30), Goose (53.40), Anson (37.55), Otter (6.05), Mentor (1.15) and 2538.50 on “15 additional types”. These were not broken down, but a form circa 1948 suggested at least 400 hours on Stranraers.

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THOMAS, F/L Roy Daryl (J23052) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 20 June 1945 as per **London Gazette** dated 29 June 1945 and AFRO 1453/45 dated 14 September 1945. Born 8 June 1919 in Vancouver; home there. Enlisted there 10 October 1940. To Technical Training School, 31 October 1940. To No.1 ITS, 22 December 1940. Graduated and promoted LAC, 27 January 1941 when posted to No.12 EFTS; graduated 29 March 1941 and posted to No.1 Manning Depot; to No.5 SFTS, 10 April 1941. Graduated and promoted Sergeant, 21 June 1941. To No.1 ANS, 29 June 1941. To No.3 SFTS, 29 August 1941. Promoted Flight Sergeant, 21 December 1941. Promoted WO2, 21 June 1942. Commissioned 1 November 1942. Promoted Flying Officer, 10 July 1943. To No.36 OTU, 6 December 1943. To "Y" Depot, 26 February 1944; taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Promoted Flight Lieutenant, 16 January 1945. Repatriated, 26 September 1945. Retired 7 November 1945. Served postwar in RCAF Auxiliary (120179) from 25 January 1947 onwards, notably in No.442 Squadron, rising to Squadron Leader. Died in Coquitlam, 6 March 2007. Victories as follows: **20/21 August 1944**, one V-1 destroyed; **12 October 1944**, one Junkers W.34 destroyed plus one Ju.87 destroyed plus one Ju.87 probably destroyed plus three JU.87s damaged (all on ground). RCAF photo PL-40814 (ex UK-16678 dated 4 December 1944) is captioned as follows: "Li'l Abner, Pansy Yokum, and the rest of Al Capp's favourites occupy an honoured place on the fuselage of the RCAF's City of Edmonton Squadron's Mosquitos. Drawn by one of the ground crew they are clever adaptations of the famous comic strip. Here Mammy Yokum has Hitler on a tray all ready to be served up to some fate or other. The airmen admiring the cartoon on their aircraft from left to right are F/O R.D. Thomas of Vancouver, pilot, and F/L Wray MacDonald of Toronto, navigator."

This officer has taken part in numerous operational sorties. In October 1944, while on a daylight sortie against Memsy Brod airfield, Czechoslovakia, he destroyed at least three enemy aircraft and damaged a further three. He has also destroyed one flying bomb and twenty-two enemy transport vehicles and has inflicted considerable damage on the enemy's lines of communication. As deputy flight commander Flight Lieutenant Thomas has consistently set a fine example and by his outstanding skill he has materially contributed to the operational efficiency of his squadron.

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THOMAS, F/O William Evans (J14456) - **Mention in Despatches** - No.115 Squadron (Canada) - Award effective 5 May 1944 as per **Canada Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 2 February 1921. Home in Toronto; enlisted there, 25 October 1940. To No.2 BGS (guard duty), 3 December 1940. To No.2 ITS, 21 February 1941; graduated and promoted LAC, 8 April 1941 when posted to No.13 EFTS; graduated 28 May 1941 when posted to No.8

SFTS; graduated and promoted Sergeant, 20 August 1941. To No.115 (Fighter) Squadron, 21 August 1941. Promoted Flight Sergeant and WO2, 20 August 1942. Subsequently commissioned with effect from 1 July 1942. Promoted Flying Officer, 1 January 1943. To "Y" Depot, 14 August 1944. Taken on strength of No.3 PRC, Bournemouth, 25 August 1944. Promoted Flight Lieutenant, 1 January 1945. Died 12 August 1945. DHist file 181.009 D.1636 (RG.24 Vol.20604) has recommendation for a DFM dated 25 January 1944. Attack had occurred in 7 July 1942 (when Thomas was a Flight Sergeant); delay attributed to slowness of American authorities in acknowledging RCAF role in operation. Navigator was P/O L.H.J. Shebeski.

This officer, while acting as pilot of an RCAF aircraft patrolling off the Alaska Coast, showed skill and presence of mind in carrying out a bombing attack which resulted in the probable destruction of an enemy submarine.

NOTE: RCAF Routine Orders dated 29 October 1943 carry the following under the heading "Sentence of a General Court-Martial."

1. Flying Officer William Evans Thomas (J14456), an officer of the Royal Canadian Air Force serving at an RCAF unit in Western Air Command, was tried by a general court-martial on the 4<sup>th</sup> day of August 1943, and was found guilty on a charge of when pilot of one of His Majesty's aircraft flew it between the masts of a steamship, carrying away a portion of the aerial and causing danger of bodily injury to his crew.

2. He was sentenced to be severely reprimanded and to take rank and precedence as if his appointment as flying officer bore date of 1<sup>st</sup> July 1943. The finding and sentence, having been confirmed by the Governor General in Council, were promulgated to the accused.

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THOMPSON, F/L Charles Austin (J20025) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 5 February 1921 at Blind River, Ontario; home in Sault Ste.Marie, Ontario. Enlisted in North Bay, 30 August 1941 and posted to No.4 Manning Depot. To No.5 SFTS (guard duty), 9 August 1941; to No.5 ITS, 27 October 1941; graduated and promoted LAC, 20 December 1941 when posted to No.13 EFTS; to No.2 SFTS, 14 March 1942. Graduated and commissioned, 3 July 1942. To No.3 Flying Instructor School, 1 August 1942. To No.2 EFTS, 24 September 1942. Promoted Flying Officer, 3 January 1943. To No.19 EFTS, 5 June 1943. To No.17 SFTS, 9 August 1943. To "Y" Depot, 19 October 1943. Taken on strength of No.3 PRC, 31 October 1943. Repatriated with No.405 Squadron, 17 June 1945; to No.408 Squadron,

Greenwood, 20 June 1945. To Eastern Air Command, 2 October 1945; to Release Centre, 18 November 1945; retired 21 November 1945. 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 2/9083 has recommendation dated 23 March 1945 when he had flown 33 sorties (178 hours 15 minutes), 1 November 1944 to 20 March 1945.

1 November 1944 - Oberhausen (5.40)  
2 November 1944 - Dusseldorf (5.55)  
4 November 1944 - Bochum (5.45)  
6 November 1944 - Gelsenkirchen (5.00)  
16 November 1944 - Munich (5.15)  
18 November 1944 - Munster (6.35)  
4 December 1944 - Karlsruhe (7.00)  
5 December 1944 - Soest (5.55)  
6 December 1944 - Osnabruck (6.50)  
17 December 1944 - Duisburg (6.30)  
24 December 1944 - Dusseldorf (4.20)  
27 December 1944 - Opladen (6.00)  
29 December 1944 - Troisdorf (6.30)  
30 December 1944 - Cologne (6.45)  
2 January 1945 - Ludwigshaven (7.35)  
5 January 1945 - Hanover (5.35)  
6 January 1945 - Hanau (7.25)  
14 February 1945 - Chemnitz (7.05)  
20 February 1945 - Dortmund (4.45)  
21 February 1945 - Duisburg (4.25)  
23 February 1945 - Essen (4.05)  
24 February 1945 - Kanen (4.25)  
1 March 1945 - Mannheim (5.05)  
5 March 1945 - Chemnitz (7.35)  
7 March 1945 - Dessau (8.40)  
8 March 1945 - Hamburg (5.35)  
11 March 1945 - Essen (4.25)  
12 March 1945 - Dortmund (4.35)  
14 March 1945 - Zweibrucken (5.05)  
15 March 1945 - Misburg (6.20)  
16 March 1945 - Nuremburg (6.50)  
18 March 1945 - Witten (5.00)  
20 March 1945 - Heide (5.05)

Flight Lieutenant Thompson is an outstanding captain of aircraft. During all his operations, including attacks on such targets as Munich, Hamburg and Dessau, Flight Lieutenant Thompson has pressed home his attacks successfully in the face of all opposition. His courage and determination are amply reflected in the results he has achieved. This officer has never failed to carry out the important tasks assigned to him in a most exemplary manner and he has set an exceptionally fine example to the whole squadron.

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THOMPSON, S/L Charles Robert (J4892) - **Commended for Valuable Services in the Air** - No.7 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Edmonton, Alberta, 2 March 1914; home there; enlisted there, 10 August 1940. To Patricia Bay, 23 September 1940. To No.2 ITS, 22 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, 30 March 1941. Posted that date to Central Flying School, Trenton. Commissioned 19 April 1941. Posted to No.7 SFTS, date uncertain. Promoted Flying Officer, 20 March 1942. Promoted Flight Lieutenant, 1 July 1942. To No.2 Flying Instructor School, 4 September 1943. To Ottawa, 30 September 1943. Promoted Squadron Leader, 1 December 1943. To "Y" Depot, date uncertain. Went overseas, April 1944 as Armament Liaison Officer in Fighter Command Headquarters for six months before returning to Canada. Released in October 1945. Briefly a store manager, but then went to University of Alberta, graduating in Aeronautical Engineering Physics (1949); rejoined RCAF in September 1948. At Winter Experimental Establishment, June 1950 to October 1954. Attended RCAF Staff College; OC No.12 Technical Support Unit and No.11 Technical Support Unit; to AFHQ in July 1959 as Group Captain.

This officer through diligence and extreme devotion to duty has risen to the position of examining officer in which capacity he has been instrumental in raising the standard of instruction in his squadron to a very high average.

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THOMPSON, LAW Denise Marjorie (W317603) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. Born 17 September 1915. Trained and employed as a stenographer. Home in Victoria, British Columbia; enlisted there, 13 December 1943. At No.7 Manning Depot, Rockcliffe, 10 January to 1 March 1944; classified as Clerk/Stenographer; to No.2 Composite Training School, 2 March 1944; promoted AW1, 3 March 1944; to No.3 Repair

Depot, 30 March 1944; to No.5 OTU, 10 April 1944; promoted LAW, 1 July 1944; to "Y" Depot, Halifax, for posting overseas, 9 November 1944; embarked from Canada, 24 November 1944; arrived overseas, 5 December 1944; to Headquarters, No.6 Group, 13 December 1944; to Station Tholthorpe, 10 October 1945; to RCAF Overseas Headquarters, 5 November 1945; repatriated to Canada, 17 June 1946; released Home in October 1948 was Chemanius, British Columbia. As of August 1985 she was Mrs. Denise Kimpton, residing in Victoria.

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THOMPSON, F/L Dunstan Pentland (C2206) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 2 February 1915 in Toronto. Home in Saskatoon, Saskatchewan. Worked for Consolidated Mining and Smelting Limited, Goldfield, Saskatchewan, 1938-1939, initially as an underground labourer but transferred to Engineering Department, conducting underground surveys. Also attended University of Saskatchewan, sessions of 1935-1936, 1936-1937 and 1937-1938, graduating with a Bachelor of Science Degree in Civil Engineering. While there he took courses in Theory of Flight, Air Navigation and Meteorology. Interviewed for RCAF on 2 April 1940 by a F/O Aslin who wrote, "Aggressive and inclined to be impatient by nature but appears to be well qualified. Of good appearance, intelligence and personality." Enlisted in Saskatoon, Saskatchewan, 12 June 1940, initially on the Non-Flying List and commissioned that date as Armament Officer. To Trenton, 5 July 1940 and attended No.1 Air Navigation School, 8 July to 28 September 1940. Promoted Flying Officer, 28 September 1940 and reclassified as Navigation Officer that date. To No.3 AOS, Regina, 30 September 1940. To No.10 AOS, Chatham, 21 July 1941. Promoted Flight Lieutenant, 15 November 1941. To No.2 ANS, Pennfield Ridge, 5 April 1942. To No.1 ANS, Rivers, 12 May 1942. To "Y" Depot, 25 September 1943. Embarked from New York, 8 October 1943. Disembarked in Britain, 16 October 1943 and posted to No.3 PRC, Bournemouth. To No.1 (Observer) AFU, 9 November 1943. To No.82 OTU, 18 January 1944. Attached to No.30 OTU, 16-25 April 1944. To No.61 Base, 7 May 1944. Attached to No.1659 Conversion Unit, 7 May to 13 June 1944. To No.434 Squadron, 13 June 1944. To No.415 Squadron, 19 July 1944. Attached to Station Dalton, 6-20 April 1945. Repatriated 1 June 1945. To No.2 Air Command, 12 June 1945. Retired 13 September 1945. Setting an investiture date proved difficult owing to his postwar career, and the DFC was mailed to him on 12 April 1950. Died accidentally in Winnipeg, 13 March 1956 as per **Legionary** of May 1956. 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.1750 (PAC RG.24 Vol.20608) has recommendation dated 22 November 1944 when he had flown 19 trips (88 hours 35 minutes):

This officer's skill, courage and devotion to duty as a navigator have contributed much to the success achieved by an outstanding crew. His navigation has always been accurate and painstaking. As squadron navigation officer he has done

exceptionally good work and set a high example of efficiency both in the air and on the ground.

This apparently did not go through, because on 6 January 1945 he was recommended again, this time having flown 31 sorties (164 hours) as follows:

21 June 1944 - Disemon-Neuville (5.05)  
24 June 1944 - Bonetot (4.00)  
1 July 1944 - Biennais (4.10)  
4 July 1944 - Biennais (4.25)  
28 July 1944 - Hamburg (5.20)  
3 August 1944 - Foret de Nieppe (4.20)  
4 August 1944 - Bois de Casson (4.25)  
5 August 1944 - St. Leu d'Esserent (4.35)  
18 August 1944 - Bremen (6.05)  
25 August 1944 - Brest Point Robert (4.25)  
3 September 1944 - Volkel (3.30)  
11 September 1944 - Cape Rauxel (5.25)  
17 September 1944 - Boulogne (4.00)  
26 September 1944 - Calais (3.45)  
27 September 1944 - Bottrop (5.00)  
28 September 1944 - Cap Griz Nez (3.55)  
23 October 1944 - Essen (6.20)  
25 October 1944 - Hamburg (4.45)  
6 November 1944 - Gelsenkirchen (4.55)  
24 December 1944 - Dusseldorf (4.15)  
28 December 1944 - Opladen (5.40)  
6 January 1945 - Hanau (7.20)  
28 January 1945 - Stuttgart (6.50)  
2 February 1945 - Wanne Eickel (6.05)  
7 February 1945 - Goch (6.40)  
9 February 1945 - Wanne Eickel (6.20)  
17 February 1945 - Wesel (5.35)  
20 February 1945 - Monheim (7.05)  
21 February 1945 - Worms (6.55)  
23 February 1945 - Essen (5.55)  
1 March 1945 - Mannheim (6.55)

This officer's skill, courage and devotion to duty as a navigator have contributed much to the success achieved by an outstanding crew. His navigation has always

been accurate and painstaking. As squadron navigation officer he has done exceptionally good work and set a high example of efficiency both in the air and on the ground. It is strongly recommended that his efforts be rewarded by the award of the Distinguished Flying Cross Non-Immediate.

**Notes:** His application for Operational Wings dated 25 March 1945 stated he had flown 35 sorties, 13 July 1944 to 18 March 1945 (190 hours 50 minutes).

On 23 May 1945, on repatriation, he reported he had flown 190 hours 50 minutes on operations and 194 hours 15 minutes non-operational overseas (total 385 hours five minutes). He stated he had flown 35 sorties, the last on 18 March 1945. Overseas types had been Anson (56 hours five minutes), Wellington (71 hours 40 minutes) and Halifax II, III, V and VII (257 hours 20 minutes).

On 16 June 1947, G/C R.C. Ripley (AFHQ) wrote to him, stating that an increasingly technical airforce needed specialists and inviting him to apply to the Regular Force. By then he was employed in construction engineering in Saskatoon (municipal services especially) and he wrote on 20 June 1947 expressing interest. A letter from AFHQ, 26 July 1947, specifically offered him a position as a Flight Lieutenant in the Construction Engineer Branch, and included application forms. As of 6 August 1947 he had followed through with the forms. His employers wrote AFHQ on 15 September 1947, requesting that Thompson's reporting date be deferred until December 1947. He was at that time the Resident Engineer in charge of fairly extensive construction work in Lloydminster. The company (Underwood and McLellan) also declared, "Due to construction delays and the return of three resident engineers to the University under D.V.A. this month, we are in desperate need of resident engineers and find those with any experience are unobtainable on the prairies." By 1 December 1947 he had decided to remain in civil life and induction was halted.

**Selected Assessments:** "Improving as Instructor. His knowledge of drill and discipline is not very great, but has shown improvement since posted to this station." (S/L W.A. Murray, No.3 AOS, 13 December 1940).

"A capable instructor, inclined to be familiar with Other Ranks. Not desirous of undertaking all an officer's responsibilities. Anxious to go overseas on active duty." (S/L R.C. Davis, No.3 AOS, 6 June 1941).

"Applied to resign his commission and proceed overseas as aircrew. The application was not accepted. Not being anxious to keep his commission, he acted accordingly, becoming too familiar with Other Ranks. His work as Navigator Instructor was satisfactory." (S/L R.C. Davis, No.3 AOS, 20 August 1941).

“Good average instructor. Experienced in this work. Deportment and manner below average in respect of his experience but in every other way a good average.” (S/L W.H. Stapley, No.10 AOS, 15 December 1941).

“An experienced and capable instructor. He is quite able to accept a position of responsibility.” (S/L A.F. McKillep, No.1 CNS, 7 July 1943).

“This officer is a natural leader. He has average technical ability. He has done an excellent job as Navigation Leader with this squadron.” (W/C F.W. Ball, No.415 Squadron, 21 May 1945. At that date he was noted as having flown 1,181 hours 55 minutes, of which 245 hours were in previous six months.)

**Training:** His course at No.1 Air Navigation School, Trenton (8 July to 28 September 1940) involved 50 hours ten minutes of day flying and 13 hours 15 minutes night flying. The instructor was F/L K.C. Maclure who described him as “Above the average. A keen, hard working navigator.”. Thompson placed seventh in a class of 15. Courses were in mathematics and plane geometry (90/150), DR Navigation (308/400), Magnetism and Compasses (110/200), Meteorology (120/200), Maps and Charts (86/150), Instruments (111/150), DF and WT (74/100), Astro Navigation (194/300) and Spherical Trigonometry (91/100).

Course at No.82 OTU was 4 January to 26 April 1944. Before reporting he had flown 748 hours 55 minutes by day and 91 hours 20 minutes by night. At OTU he flew 32.30 day and 39.10 night, all as first navigator. Described as “An average navigator who is capable of doing above average work, but tends to be lazy. Fairly neat. DR work is fairly good but he fails to get DR positions after making snap alterations of course. He is over confident and three years instructing in Canada and requires extra supervision as a result. He has been carefully watched at this unit.” (F/L H.B. Gattey).

A letter dated 26 November 1944 (W/C F. Gaffney for Air Commodore Commanding, No.62 Base to Commanding Officer, No.415 Squadron) is interesting for evidence of the manner in which recommendations were scrutinized and vetted:

1. Reference RCAF Station Eastmoor’s letter EM/S.761/1/P.1 dated 25<sup>th</sup> November 1944, returned herewith recommendations which were forwarded therein for the award of the Non-Immediate D.F.C. for the undermentioned officers:-

J.26751 F/O J.H. McQuiston  
C.2206 F/L D.P. Thompson



J.87460 F/O C.A. Chartier

2. It is not considered that these officers have completed sufficient sorties to warrant recommendation at this time and it is suggested that they be withheld until such time as they have completed approximately 24 or 25 sorties.

3. In the meantime, however, should they take part in any incident which might warrant the award of an Immediate D.F.C. they should be re-submitted.

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THOMPSON, WO (now P/O) Edward Carson (R148617/J85113) - **Distinguished Flying Cross** - No.207 Squadron - Award effective 24 May 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born in Northern Ireland, 19 August 1918. Home in Toronto, Ontario (farmer); enlisted there, 6 January 1942 for General Duties and posted to No.1 Manning Depot. Classified as Guard, 2 March 1942 when posted to No.1 Training Command. To No.42 SFTS, 2 March 1942. Promoted AC1, 6 April 1942; to No.9 SFTS, 6 July 1942 Remustered to aircrew and posted on 18 July 1942 to No.1 BGS; promoted LAC, 1 August 1942; graduated and promoted Sergeant, 9 October 1942. To "Y" Depot, 10 October 1942; to RAF overseas, 27 October 1942. Promoted WO2, 9 October 1943. Commissioned 13 January 1944. Promoted Flying Officer, 15 July 1944. Repatriated 13 December 1944. To No.3 Training Command, 29 December 1944. To No.4 Release Centre, 31 January 1945. Retired 5 March 1945. Died in Westmount (Montreal), 2 January 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 2/9149 has recommendation for a DFM (he was then a Flight Sergeant) dated 10 February 1944 when he had flown 24 sorties (145 operational hours). Letter dated 7 January 1944 noted as having promoted him to Warrant Officer (and DFC eligibility) with effect from 9 October 1943. Sorties as follows:

27 May 1943 - Essen (5.25)  
29 May 1943 - Wuppertal (5.20)  
12 June 1943 - Bochum (5.45)  
14 June 1943 - Oberhausen (5.05)  
28 June 1943 - Cologne (5.20)  
8 July 1943 - Cologne (5.30)  
24 July 1943 - Hamburg (5.15)  
27 July 1943 - Hamburg (5.15)  
29 July 1943 - Hamburg (5.20)  
23 August 1943 - Berlin (7.30)  
31 August 1943 - Berlin (7.15)

6 September 1943 - Berlin (8.25)  
29 September 1943 - Berlin (5.05)  
1 October 1943 - Hagen (5.20)  
4 October 1943 - Frankfurt (7.00)  
7 October 1943 - Stuttgart (6.35)  
18 October 1943 - Hanover (5.15)  
20 October 1943 - Leipzig (7.00)  
3 November 1943 - Dusseldorf (4.15)  
22 November 1943 - Berlin (6.45)  
23 November 1943 - Berlin (6.30)  
2 December 1943 - Berlin (6.50)  
20 December 1943 - Frankfurt (5.40)  
23 December 1943 - Berlin (7.30)

Flight Sergeant Thompson has completed a successful tour of operations as an air gunner in a Lancaster. All the targets his aircraft has attacked have been very heavily defended targets in Germany including eight flights to Berlin. His constant display of courage throughout the tour, accompanied by his efficiency and vigilance as a gunner, have contributed very largely to the highly successful tour completed by his crew.

\* \* \* \* \*

THOMPSON, LAC Frederick George (R151086) - **Mention in Despatches** - No.9426 Servicing Echelon (AFRO gives No.62 Base only) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 23 February 1915. Home in North Bay, Ontario; enlisted there 26 March 1942 as "Tradesman". Reclassified as Armourer (Bombs) on 13 June 1942. . To Mountain View, 15 June 1942. Promoted AC1, 20 July 1941. To No.6 Repair Depot, 21 July 1942. To No.4 BGS, 15 October 1942. To "Y" Depot, 16 November 1942; to RAF overseas, 28 December 1942. Promoted LAC, 1 January 1943. . Repatriated 23 October 1945. Retired 3 December 1945. No citation. DHist file 181.009 D.1719 (RG.24 Vol.20606) has recommendation forwarded to No.6 Group HQ, 15 August 1944 when he had served nine months in Canada, 19 months overseas.

Although he has been with the Echelon only a few months, LAC Thompson has been marked as an outstanding airman. Frequently called upon to work long hours day and night, "bombing up" aircraft for operations, he is always among the first on the job and the last to leave. Always cheerful, keen and competent, he has set a splendid example of good airmanship to his comrades and earned the respect and admiration of all ranks in his section.

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THOMPSON, F/O Harry James (J22515) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 12 May 1944 as per **London Gazette** of that date and AFRO 1186/44 dated 2 June 1944. Born 6 April 1918 in Queensboro, Hastings County, Ontario (published in **War Service Records, 1939-1945**, Canadian Bank of Commerce, 1947). Bank teller for four years. Home in Gelert, Ontario; enlisted in Toronto, 16 July 1941. To No.1 Manning Depot, 15 August 1941. To No.4 BGS (guard duty), 20 August 1941; to No.6 ITS, 27 October 1941; graduated and promoted LAC, 19 December 1941 but not posted to No.5 AOS until 2 January 1942; graduated 11 April 1942 when posted to No.7 BGS; graduated 23 May 1942 when promoted Sergeant and posted to No.1 ANS; graduated and commissioned 3 July 1942. To No.31 GRS, 17 July 1942. To "Y" Depot, 16 August 1942. To RAF overseas, 20 August 1942. Disembarked in Britain, 1 September 1942. To No.7 OTU, 28 September 1942. To No.179 Squadron, 18 November 1942. Promoted Flying Officer, 3 January 1943. Attached to Headquarters, No.19 Group, 24 April to 16 May 1943. Posted from No.179 Squadron to No.415 Squadron, 19 August 1943. Promoted Flight Lieutenant, 3 July 1944. To No.119 Squadron, 12 July 1944. To Headquarters, No.18 Group, as tactical plotter, 14 September 1944. Repatriated 9 July 1945. To No.1 Air Command, 20 July 1945. To No.10 EFTS, 21 August 1945. To No.4 Release Centre, 8 September 1945. Retired 20 September 1945. Died in Tweed, Ontario, November 1983 as per **Legion Magazine** of March 1984. Cited with S/L J.T.J. Davis (which see for citation).

NOTE: Public Record Office Air 2/91546 has recommendation drafted 23 April 1944 when he had flown 21 sorties (41 hours 20 minutes).

Squadron Leader Davis and Flying Officer Thompson, pilot and navigator respectively, have been an aircrew team on the Albacore detachment of this squadron for many months. Squadron Leader Davis has been commanding the Albacore Flight and Flying Officer Thompson has been his Adjutant. Since beginning their operations, they have shown keenness and determination that is respected and admired by everyone. They have pressed home attacks on enemy shipping to within one-half mile of the enemy coast, being engaged all the time by heavy shore flak as well as from heavily defended shipping.

On one occasion this team took off on a dark night to search for shipping off the French coast. After skilful work on the part of the navigator in locating, on Radar, several vessels, and directing his pilot into the best position for an attack, Squadron Leader Davis dove down through heavy and light flak and dropped his bombs, obtaining several near misses on a mine sweeper or an armed trawler. The next occasion when this crew hit the enemy was under similar adverse

conditions they attack[ed] an E.R. boat and again obtained very near misses. On another sortie, Davis and Thompson, who had been experimenting with the Naval M.T.B.s [Motor Torpedo Boats] went out and illuminated a convoy with flares, resulting in a very successful attack and ships damaged or sunk by the Naval craft. This was all done with flak from coast and convoy directed at them.

Both these officers, who work as one man in the air and on the ground, have shown unwavering [sic] courage and determination and have, through their own personal example and leadership, built up this flight of 415 Squadron into its present efficient fighting body.

**Notes:** On 26 May 1945 he stated he had flown 67 sorties (224 operational hours), the last on 29 July 1944. He had also flown 121 non-operational hours. Types were Wellington (220 hours) and Albacore (125 hours).

**Training:** Interviewed 23 April 1941 - "Clean cut chap, above average education. Keen and alert, good appearance, should make good air crew material."

Course at No.7 BGS was 13 April to 23 May 1942. Fairey Battle aircraft (19.10 day bombing, 4.35 night bombing, 10.10 day gunnery). Dropped 58 bombs by day and 17 by night. "Very good as bomb aimer. Quick on vectoring." Considered able as firer. Placed third in a class of 25.

Course at No.1 ANS was 25 May to 3 July 1942. Anson aircraft (7.15 as first navigator by day, 6.05 as second navigator by day, 6.40 as first navigator by night, 9.45 as second navigator by night). "Somewhat untidy in chart work and plotting. An average navigator." Placed 11<sup>th</sup> in a class of 26.

Course at No.31 GRS was 20 July to 15 August 1942. Anson aircraft (18.40, all navigation). "Above the average, but does not work methodically." Placed 8<sup>th</sup> in a class of 24.

**Selected Assessments:** "In personality and force of character, this officer is particularly lacking. In reliability and judgement he is below average and lacks initiative. As navigator showed average qualifications but was most disappointing in the way he carried out his other duties." (W/C J.H. Creswell, No.179 Squadron, 29 August 1943, at which time he had completed 367 hours 55 minutes flying, 101.50 in previous six months).

"Rather hesitant and inarticulate. Has shown up very well in the Albacore Detachment. Is conscientious and proficient navigator. Is an officer and gentleman in all respects." (S/L W. Owen, No.415 Squadron, 27 December 1943). To this report, W/C C.G. Ruttan adds, "Since joining this squadron, this officer has picked up and is doing a good job. I talked to him

concerning his previous report on arrival. He has tried hard.”

“Doing good work in this squadron.” (S/L E.W. Owen, No.415 Squadron, 31 December 1943, when he has flown 415 hours 20 minutes, of which 47.25 were in previous six months)

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THOMPSON, F/L Hugh Aimers Stevens (C8064) - **Mention in Despatches** - No.295 AMES (now No.5 Radio School) - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Unit not identified in AFRO but found in DHist file 181.009 D.1711 "Honours and Awards - Awards to RCAF Personnel in Middle East" (NAC RG.24 Box 20605). Born 26 April 1919 in Toronto; home there; deckhand on Great Lakes steamers, 1937-1939; salesman and clerical jobs to 1941; served in Queen's Own Rifles of Canada, 10 January 1941 until he enlisted in RCAF, Toronto, 7 April 1941. At No.1 Manning Depot (Toronto), 28 April to 23 May 1941; RCAF Detachment at University of Toronto, 24 May to 17 September 1941 (commissioned 30 August 1941 in Radio and Radar Mechanical trade); at Station Trenton, 18 September to 17 October 1941; at No.31 Radio School, Clinton, 18 October 1941 to January 1942; embarked for overseas, 7 January 1942; to No.78 Wing, 9 February 1942; promoted Flying Officer, 1 March 1942; to No.261 AMES, 30 July 1942; to No.295 AMES (North Africa), 1 February 1943 (promoted Flight Lieutenant, 27 October 1943); embarked with that unit from Africa, 10 November 1943, arriving Corsica 14 November 1943; to No.397 AMES, 13 August 1944; to France with that unit; to UK, 17 December 1944; to Canada, 16 February 1945; to Western Air Command, 28 February 1945; No.5 Radio School, Clinton, 27 April 1945; to Western Air Command, 19 June 1945; released 27 July 1945.

Assessment of 7 July 1943 described him as “Fast overcoming deficiencies which were due to inexperience” and “A competent technical and administrative officer of an RDF station.”. That of 7 July 1944 (when he was Commanding Officer of No.295 AMES) stated he was “Excellent with subordinates; uses his common sense in running his unit in a satisfactory manner...an excellent officer and leader.”

A draft RCAF press release, circa May 1944, describes part of his career:

From an Allied Base in Corsica - “Darling”, wrote Flight Lieutenant Hugh Thompson to his wife in Canada, “I have fifty new sweethearts since my last letter to you.”

Flight Lieutenant Thompson, tall, debonair, with a dark moustache, sat in his dimly-lit billet on a sandy stretch of the Corsican coast and grinned as he surveyed what he had written.

The young RCAF officer, commander of an RAF technical station and recently mentioned in despatches for his work in North Africa, set about explaining the fifty new sweethearts to his wife, who lives at 236 Airdrie Road, Leaside, a suburb of Toronto.

The mass affair started when an American captain told him he understood some parachutists had dropped the night before in the hills behind the station, which is a secret type. Flight Lieutenant Thompson, not knowing whether the parachutists might be enemy invaders or Allied aircrew who had baled out, prepared for both.

He organized three RAF Regiment men, well-armed, a truck and two ambulances. He himself carried a pistol. The little company moved off into the rocky hills.

Inquiring among the peasants, they soon found the first of the parachutists. He was an Australian who had baled out of a Wellington on its way back from a bombing mission. Unharmed, he was taken aboard the truck. One by one, they picked up the others, being sheltered by peasants at various spots in the rugged country. The last member of the crew was at a dwelling in a quaint little village perched on a flat, table-like top of a mountain about 30 miles in from the coast.

The Corsican villagers were immensely impressed by the young Canadian officer and his little cavalcade. They massed about him when he went into the dwelling and brought out the last member of the Wimpy crew. Wine was produced. Cups were pressed upon the gallant visitors and healths were drunk. The party flowed into the main street of the village.

It was rapidly becoming a municipal fete. The crowd increased. Excitement among the villagers mounted as Flight Lieutenant Thompson made ready to depart. More wine was drunk and some gusty anti-Nazi, pro-Allied sentiments were expressed. A little old woman standing close to the flight lieutenant declared that the Germans were wicked, thieving beasts and the Canadians were gallant gentlemen and would soon win the war.

Not to be thought backward under such circumstances, Flight Lieutenant Thompson raised his wine cup as he stood among the massed men, women and children, and cried dramatically, "Vive la Corse !"

The crowd cheered; the gesture was too much for the little old woman to take passively. She went up to Flight Lieutenant Thompson, put her arms around his neck and kissed him on one cheek, then the other. Immediately another woman in the crowd stepped up and followed suit. The rest of the women in the street formed a line, and one after another kissed him. Fifty times, Flight Lieutenant Thompson was kissed on both cheeks.

"They're all my sweethearts now", he told his wife.

\* \* \* \* \*

THOMPSON, P/O Hugh Llewellyn (J87831) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 2 April 1923 in Davidson, Saskatchewan. Home in Zealandia, Saskatchewan or Vancouver (riveter); enlisted in Vancouver, 15 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.23 EFTS until 21 November 1942; may have graduated 22 January 1943 but not posted to No.11 SFTS until 6 February 1943; graduated and promoted Sergeant, 28 May 1943. To "Y" Depot, 11 June 1943; to RAF overseas, 22 June 1943. Commissioned 26 June 1944. Posted to No.426 Squadron, 9 May 1944; posted to No.22 OTU, 28 September 1944. Promoted Flying Officer, 26 December 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for Tiger Force, 31 July 1945. Retired 11 September 1945. Died 6 July 1999 in Prince Albert, Saskatchewan as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2000. 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.4431 (RG.24 Vol.20649) has recommendation dated 6 September 1944 when he had flown 36 sorties (162 hours 45 minutes), 12 May to 3 September 1944.

This officer has completed 36 sorties in his first tour of operations. Many have been to major targets in Germany and eastern France. During all his trips Pilot Officer Thompson has shown great determination in pressing home his attacks on the target. He is a fine captain whose keenness and ability have been a source of inspiration to all aircrew.

The sortie was as follows:

12 May 1944 - Louvain (4.20, second pilot)  
19 May 1944 - Franceville (4.25, second pilot)  
29 May 1944 - Leopold (4.40)  
2 June 1944 - Neufchatel (4.05)

6 June 1944 - Coutances (5.50)  
7 June 1944 - Acheres (5.15)  
9 June 1944 - Le Mans (5.40)  
17 June 1944 - Neuville (4.15)  
21 June 1944 - St. Marton (3.55)  
23 June 1944 - Bientques (3.25)  
24 June 1944 - Banieres (4.00)  
28 June 1944 - Metz (6.50)  
1 July 1944 - Biennais (3.40)  
4 July 1944 - Biennais (3.45)  
6 July 1944 - Coquereaux (4.15)  
7 July 1944 - Caen (4.15)  
12 July 1944 - Creil (4.15)  
15 July 1944 - Nucourt (4.10)  
17 July 1944 - Caen (4.00)  
18 July 1944 - Wesseling (4.30)  
20 July 1944 - L'Hey (3.00)  
3 August 1944 - Foret de Nieppe (3.20)  
5 August 1944 - St. Leu d'Esserent (5.15)  
7 August 1944 - Totalize (4.35)  
9 August 1944 - Foret de Nieppe (3.25)  
10 August 1944 - La Pallice (6.25)  
12 August 1944 - Montrichard (5.45)  
14 August 1944 - Bons Tassily (4.15)  
15 August 1944 - Brussels airfield (3.35)  
16 August 1944 - Kiel (5.40)  
18 August 1944 - Connantre (5.40)  
25 August 1944 - Brest (5.00)  
27 August 1944 - Mimoyecques (3.45)  
28 August 1944 - Ile de Cezembre (4.15)  
31 August 1944 - Ile de Cezembre (4.40)  
3 September 1944 - Volkel airfield (3.40)

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THOMPSON, S/L James Adamson (J2970) - **Air Force Cross** - No.132 Squadron (Canada) - Award effective 6 January 1945 as per **London Gazette** dated 13 March 1945 and AFRO 132/45 dated 26 January 1945. Born 2 October 1915. Home in Listowel, Ontario; enlisted in London, Ontario, 23 April 1940. To No.1 ITS, 29 April 1940; graduated and promoted LAC, 24 May 1940 although posted to Kitchener Flying Club on 23 May 1940; to No.2 SFTS on 4 August 1940; graduated first



phase on 2 October 1940 and finally graded as pilot (commissioned) on 17 October 1940. To RAF overseas, date uncertain; repatriated date uncertain. Promoted Flying Officer, 18 November 1941. To Eastern Air Command, 28 April 1942. To No.125 (Fighter) Squadron, 6 May 1942. Promoted Flight Lieutenant, 15 June 1942. To No.135 (Fighter) squadron, 3 June 1943. Promoted Squadron Leader, 1 November 1943 when posted to No.132 Squadron. To Sea Island, 17 July 1944. To Prince George, 29 October 1944. To Western Air Command Headquarters, 14 April 1945; to No.6 OTU, 10 July 1945. To "Y" Depot, 31 October 1945. To United Kingdom, 22 November 1945. Repatriated 31 March 1946. Retired to Listowel, Ontario, 8 April 1946. RCAF photo PL-2232 taken at Uplands shows LAC A.S. Johnson (Toronto), LAC J.A. Thompson (Listowel), G/C F.S. McGill (Commanding Officer), LAC J.J. Lawless (Toronto), and W/C L.G. Fullerton. As of recommendation he had flown 848 hours, of which 112 were operational hours (102 sorties).

This officer, as officer commanding this squadron, has shown exceptional ability as a pilot and leader. By his own very fine personal example of skill and devotion to duty, he has maintained a high standard of efficiency and keenness within his squadron. He is responsible in no small part for the successful operations of the unit. The excellent qualities displayed by this officer are praiseworthy.

**Note:** Weekly Progress Report for RCAF Exercise POLAR BEAR Detachment, 18 December to 24 December 1944, includes the following: "Movements: F/O J. Bell (J12558), F/O R.C. Archer (J28543), F/O J.W. Thorleifson (J25877), F/O J.E. Burrows (J26916), A/S/L J.A. Thompson (Can J2970), R118372 WO2 Rosencrance, R.T. (163315), Sergeant Foley, F.J.H. proceeded to Sea Island on Friday 22<sup>nd</sup> December at 1300 hours in Norseman 368 to ferry the remaining Polar Bear aircraft to Prince George. R57690 Corporal Fell, W.J. and R68342 Corporal Watson, J.A. also proceeded to Sea Island in Norseman 368 to carry out repairs on this aircraft at Vancouver."

\* \* \* \* \*

THOMPSON, F/L James Gordon (C20880) - **Distinguished Flying Cross** - No.619 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 6 June 1944 and AFRO 1660/44 dated 4 August 1944. Born in Winnipeg, 6 April 1915. Home in Brampton, Ontario; enlisted in Toronto, 4 September 1940 as Pilot Instructor. To Trenton, 15 December 1940. Promoted Sergeant, 29 January 1941 when posted to No.2 EFTS. To No.2 Manning Depot, 20 January 1942. To Rockcliffe, 24 February 1942. To No.7 BGS, 7 July 1942. To No.6 SFTS, 28 August 1942; graduated as service pilot, 6 November 1942 when commissioned. To "Y" Depot, 21 November 1942. To RAF overseas, 10 December 1942. Promoted Flying Officer, 6 May 1943. Promoted Flight Lieutenant, 10 March 1944. Repatriated 31 July 1944; Retired 3 January 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 2/8780 has recommendation dated 15 March 1944 when he had flown 20 sorties (137 hours 15 minutes) as follows:

DNCO = Duty Not Carried Out

27 August 1943 - Nuremberg (7.22)  
30 August 1943 - Munchen Gladbach (5.19)  
2 September 1943 - GARDENING (4.58)  
5 September 1943 - Mannheim (4.53)  
23 September 1943 - Mannheim (6.33)  
27 September 1943 - Hanover (6.21)  
29 September 1943 - Bochum (4.31)  
3 October 1943 - Kassel (5.55)  
26 November 1943 - Berlin (3.03, DNCO)  
2 December 1943 - Berlin (7.03)  
16 December 1943 - Berlin (7.32)  
20 December 1943 - Frankfurt (1.21. DNCO)  
29 December 1943 - Berlin (6.51)  
1 January 1944 - Berlin (8.14)  
20 January 1944 - Berlin (7.09)  
21 January 1944 - Magdeburg (7.00)  
27 January 1944 - Berlin (8.58)  
28 January 1944 - Berlin (7.48)  
15 February 1944 - Berlin (7.19)  
19 February 1944 - Leipzig (6.24)  
20 February 1944 - Stuttgart (6.35)  
24 February 1944 - Schweinfurt (8.06)

This Warrant Officer has now completed 20 successful operational sorties against Germany in his first operational tour. Eight of these have been against Berlin. He has shown consistent keenness for operations and his high standard of captaincy has largely contributed to the success of his crew and has set a very good example to the flying personnel of the squadron.

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THOMPSON, F/O John (J86020) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 20 September 1919. Home in St.James, Manitoba; enlisted in Winnipeg, 15

September 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To No.1 SFTS, 27 November 1941. Promoted AC1, 6 January 1942. Promoted LAC, 1 July 1942. Remustered to aircrew and posted to No.1 ITS, 12 September 1942; may have graduated 6 November 1942 but not posted to No.2 EFTS until 5 December 1942; graduated 5 February 1943 and posted next day to No.11 SFTS; graduated and promoted Sergeant, 28 May 1943. To "Y" Depot, 11 June 1943; to RAF overseas, 22 June 1943. Commissioned 10 April 1944. Promoted Flying Officer, 10 October 1944. Repatriated 18 December 1944. To No.1 CNS, 30 January 1945. To No.2 Air Command, 29 December 1944. To No.124 (Communications) Squadron, 11 May 1945. To No.170 Squadron, 29 June 1945. To No.124 squadron again, 29 September 1945. To No.12 (Transport) Squadron, 16 December 1945; to No.2 Air Command, 20 December 1946 and released that date. Postwar service with RCAF Auxiliary in Toronto (Flying Control), service number 153228, 21 October 1952 to uncertain date. Also a long-time member of Toronto Metropolitan Police (Sergeant). Died in Kitchener, 15 September 2014.

This officer has participated in attacks against a wide range of targets. He has consistently displayed great determination in attacking his allotted target and courage in the face of enemy opposition. In June 1944, during an attack against a target in France, Flying Officer Thompson showed fine captaincy and excellent airmanship when attacked by two enemy fighters. This officer's record is one of sustained operational endeavour and is worthy of high praise.

Public Records Office Air 2/9038 has recommendation dated 17 October 1944 which gives sortie list and a slightly more detailed citation.

30 April 1944 - GARDENING (3.02)  
7 May 1944 - GARDENING (3.21)  
9 May 1944 - Berneval (4.07)  
10 May 1944 - Lens (3.50)  
1 June 1944 - Ferne d'Urville (4.07)  
2 June 1944 - Trappes (4.54)  
5 June 1944 - Maisy (4.15)  
6 June 1944 - St.Lo (5.09)  
11 June 1944 - Massy Palaiseau (4.44)  
12 June 1944 - Amiens (4.04)  
16 June 1944 - Sterkrade (4.14)  
22 June 1944 - Laon (4.39)  
24 June 1944 - Noyelle en Chaussee (3.32)  
25 June 1944 - Montorgueil (3.24)  
27 June 1944 - Mont Cannon (3.35)  
28 June 1944 - Blainville (6.39)

1 July 1944 - St.Martin (3.25)  
17 July 1944 - Caen (3.45)  
20 July 1944 - Chapelle Notre Dame (3.35)  
25 July 1944 - Wanne Eickel (5.20)  
28 July 1944 - Foret de Nieppe (3.35)  
30 July 1944 - Area "G" (4.00, DNCO)  
3 August 1944 - Bois de Cassan (4.20)  
5 August 1944 - Foret de Nieppe (3.30)  
7 August 1944 - TOTALIZE 3 (3.55)  
9 August 1944 - Foret de Mormel (3.35)  
14 August 1944 - TRACTABLE 22 (3.35)  
15 August 1944 - Eindhoven (3.45)  
16 August 1944 - Kiel (4.50)  
18 August 1944 - Sterkrade (5.00)  
31 August 1944 - Lumbres (3.00, DNCO)  
11 September 1944 - Nordstern (4.40)  
15 September 1944 - Kiel (5.30)  
6 October 1944 - Gladbach (4.15)

This Captain of aircraft has almost completed his first operational tour consisting of 34 sorties which have been carried out over a wide range of targets and performed during day and night raids.

During his operational tour he has shown consistently good results and great determination in attacking his allotted target, thereby obtaining a good photographic record which shows many aiming point photographs.

On the 5th June 1944, when attacking the target of Maisy, Flying Officer Thompson displayed fine captaincy and excellent airmanship when he was attacked by two enemy fighters which he successfully evaded and inflicted damage on one of them.

This officer's record is one of sustained operational endeavour, and is considered most deserving of the award of the Distinguished Flying Cross, for which he is strongly recommended.

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THOMPSON, F/O John Edwin (J86711) - **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 4 March 1923 in Peterborough, Ontario; home there; enlisted in Toronto, 18 May 1942. To No.1 Manning Depot, 9 June 1942; to No.4 Manning Depot, 6 August 1942; to No.3 ITS, 10 October 1942; graduated and promoted LAC, 19 December 1942 but not posted to No.11 EFTS until 22 January 1943; may have graduated 19 March 1943 but not posted to No.8 SFTS until 3 April 1943; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 6 August 1943. To RAF overseas, 25 August 1943. Commissioned 22 May 1944. Promoted Flying Officer, 22 November 1944. Repatriated 14 December 1944. To No.3 Training Command, 25 December 1944. To No.1 Air Command, 15 January 1945 (Mountain View). Retired 10 April 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8830 had recommendation dated 6 November 1944 when he had flown 31 sorties (163 hours ten minutes), 2 July to 6 November 1944.

2 July 1944 - Domleger  
6 July 1944 - Foret Du Croc  
17 July 1944 - Caen  
20 July 1944 - Courtrai  
23 July 1944 - Kiel  
27 July 1944 - Stuttgart  
28 July 1944 - Stuttgart  
3 August 1944 - Trossy St.Max  
5 August 1944 - Blaye  
7 August 1944 - Fontenay le Marmion  
12 August 1944 - Brunswick  
15 August 1944 - Volkel  
16 August 1944 - Stettin  
26 August 1944 - Kiel  
5 September 1944 - Le Havre  
6 September 1944 - Le Havre  
10 September 1944 - Le Havre  
16 September 1944 - Hopsten Rheine  
20 September 1944 - Calais  
26 September 1944 - Cap Gris Nez  
28 September 1944 - Neuss  
14 October 1944 - Duisburg  
14 October 1944 - Duisburg  
19 October 1944 - Stuttgart  
23 October 1944 - Essen  
25 October 1944 - Essen  
28 October 1944 - Cologne

30 October 1944 - Cologne  
31 October 1944 - Cologne  
4 November 1944 - Bochum  
6 November 1944 - Gelsenkirchen

Flying Officer Thompson, a Canadian, has completed 31 sorties as pilot and captain of a heavy bomber aircraft. He has achieved a large measure of success in many raids on targets in Germany such as Kiel, Stuttgart, Brunswick, Neuss, Duisburg, Essen, and Cologne.

He has done all his flights with quiet efficiency and proved himself an exceptional captain and leader. He has instilled the utmost confidence in his crew and has always pressed home his attacks skilfully, frequently in the face of fierce opposition.

His outstanding courage and devotion to duty have been a shining example to less experienced crews and I feel the award of the Distinguished Flying Cross to this Canadian officer is fully deserved.

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THOMPSON, F/O John Hallett (J85572) - **Mention in Despatches** - No.245 Squadron (AFRO fives 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 15 April 1923 in Woodbridge, Ontario; home there; enlisted in Toronto, 21 July 1941. To No.1 Manning Depot, 4 August 1941. To Technical Training School, 20 August 1941. To No.5 ITS, 10 October 1941; graduated and promoted LAC, 6 December 1941 when posted to No.11 EFTS. To Trenton, 30 January 1942; to No.2 EFTS, 6 June 1942; graduated 31 July 1942 and posted next day to No.14 SFTS; graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, 4 December 1942; disembarked in UK, 18 December 1942; to No.17 (P) AFU, 21 February 1943 (Tiger Moths and Masters); to No.59 OTU, 30 March 1943 (Hurricane and Typhoon); to No.19 OTU, 22 June 1943 (Martinet); to No.10 OTU, 23 June 1943 (Tomahawk and Hurricane); to No.1682 Bomber Defence Training Flight, 1 January 1944; commissioned 5 April 1944; to No.83 Group Servicing Unit, 19 May 1944; to No.245 Squadron, 26 May 1944 (Typhoons); promoted Flying Officer, 5 October 1944; to United Kingdom, 12 April 1945. Repatriated to Canada, 13 May 1945; to No.4 Release Centre, 27 May 1945; released 29 June 1945. In 1952-53 he was in the Primary Reserve, assigned to the Toronto Flying Club as an instructor.

On 28 February 1944, landing at Moreton-in-Marsh (Tomahawk AH852) the port wheel brake failed to release which caused the tyre to wear through and burst. The aircraft swung violently and the starboard undercarriage was torn away. It came to rest facing opposite to its original

direction. The crash was attributed to technical faults; no blame attached to him

On a form dated 8 May 1945 he claimed 405 hours 55 minutes flying overseas, of which 84 hours 40 minutes had been on operations (100 sorties). He also wrote, "If rocket Typhoons are being used in occupation of Germany I would like to be on them; if not, I'll take my discharge."

The website <http://www.thememoryproject.com/stories/2561:john-hallett-thompson/> is the source of the following and should be consulted for video:

### **D-Day**

We didn't know exactly what day it was but the place was just filled with tanks and army guys and everything to do with war was there. And all the harbours, the small harbours were full of small boats, so you knew something was ready. About 10:00 or 11:00 that night, we were taken down to the intelligence room and briefed as to what our squadron part would be in the D-Day assault [6 June 1944]. And our job during the course of the invasion, the Normandy invasion on D-Day would be to strafe the shorelines and the German emplacements. And where the troops were having a hard time to get through, we'd soften up things and make their casualties a little less hopefully. And make it easier to advance.

Being the new boy on the squadron, my job was to fly spare that day. Now when the squadron was out, there was always a spare aircraft that flies with them in case somebody has engine trouble or somebody gets cold feet and wants to go back. The next morning, we took off and I'm not too sure whether I wanted somebody to have engine trouble and turn back or I, you know. But anyway, nobody did so I went halfway across the English Channel and then I turned around and had to come back.

Well, anything couldn't stop it, it was just unbelievable. I mean, there was just hundreds of boats and warships and battleships and it was everything. And they were all heading across the English Channel. It was 90 miles, you know, from where most of them started out to the coast of Normandy. But the guys on those landing barges and the bigger barges, that must have been a hell of a 90 miles, I'll tell you. Because an English Channel is rough water and those boats were rocking and rolling all the time.

### **Falaise Gap**

Our wing commander went out one morning [mid-August, 1944], early morning, and on a weather record to see whether the weather was suitable for rocket-flying Typhoons. He practically taxied right into the intelligence tent, he was so excited.

And he said, "God", he said, "there's thousands of tanks lined up over there," and that wasn't very far away from where our camp was. And all kinds of light armoured vehicles and men all heading out eastward. [German 7th Army forces fleeing the Allied attempt to surround and destroy them]. And he said, "It'll be a great day for us." So we just flew constantly that day, attacking the German armour and German army and whatever. And of course at night and everything, kind of sat down and shut down at night. We didn't fly at night.

And but during the day, there was a lot of targets. And they took an awful beating in that Falaise Gap, the Germans did. It was said in our wing that we've found the beginning of the Falaise Gap and we might have been the first aircraft to participate in it. That remains to be seen, only history will verify that. And so far, I haven't been able to read anything that says that we were the first ones there.

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THOMPSON, P/O Nelson Leslie (J86830) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born August 1918 in Victoria, Ontario. Home in Ottawa or Toronto, Ontario; enlisted Toronto 30 May 1941. Trained at No.1 ITS (graduated 5 June 1942), No.12 EFTS (graduated 11 September 1942) and No.9 SFTS (graduated 9 February 1943). Commissioned 1944. Award sent by registered mail 26 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". DHist file 181.009 D.2609 (RG.24 Vol.20632) has recommendation dated **circa** 20 July 1944 when he had flown 31 sorties (168 hours 15 minutes), 20 December 1943 to 14 July 1944.

This pilot has taken part in thirty-one attacks on enemy territory, many of them against the heavily defended targets of the Ruhr and including attacks on Berlin, Frankfurt, Dusseldorf and Essen. He has throughout his tour of operations shown a devotion to duty and fine offensive spirit which are outstanding. As captain of aircraft he has led, trained and inspired his crew and has never faltered in pressing home the attack, bombing his target in spite of opposition.

It is considered that this fine example of devotion to duty and tenacity of purpose fully merit the award of the D.F.C.

The sortie list (similar to that of F/O Emerson Steadman Coatsworth )was as follows:

20 December 1943 - Frankfurt (7.10)

29 December 1943 - Berlin (8.00)



21 January 1944 - Magdeburg (7.15)  
22 February 1944 - North Sea (2.55, abortive sortie)  
24 February 1944 - North Sea (4.20)  
25 February 1944 - Gardening (6.05)  
18 March 1944 - Frankfurt (4.55)  
24 March 1944 - Berlin (5.20)  
25 March 1944 - Aulnoye (4.05, abortive sortie)  
18 April 1944 - Le Bourget (5.50)  
20 April 1944 - Lens (4.25)  
22 April 1944 - Dusseldorf (4.50)  
24 April 1944 - Karlsruhe (6.35)  
26 April 1944 - Essen (4.35)  
27 April 1944 - Aulnoye (5.05)  
30 April 1944 - Somain (4.45)  
10 May 1944 - Ghent (4.25)  
11 May 1944 - Boulogne (4.00)  
24 May 1944 - Aachen (5.00)  
27 May 1944 - Bourg Leopold (5.10)  
31 May 1944 - Au Fevre (5.15)  
4 June 1944 - Calais (3.30)  
5 June 1944 - Merville (4.25)  
6 June 1944 - Conde sur Noireaux (6.30)  
8 June 1944 - Mayenne (5.50)  
14 June 1944 - Cambrai (4.20)  
16 June 1944 - Sautrecourt (4.10)  
17 June 1944 - Oisemont (4.15)  
21 June 1944 - Oisemont (4.20)  
24 June 1944 - Bonnetot (4.30)  
25 June 1944 - Gorenflos (4.10)  
27 June 1944 - Wizernes (3.55)  
6 July 1944 - Siracourt (4.30)  
14 July 1944 - Anderbelck (3.50)

RCAF Press Release No. 4316 dated 25 March 1944 from F/L Eggleston, transcribed by Huguette Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- When between 20 or 30 searchlights "coned" them over Denmark, while they were en route to the target --- which was the German capital of Berlin --- the crew of "Y" for "Yorker" from the Bison squadron of the RCAF Bomber Group in England had to fight off three

attacks by enemy night-fighters and battle their way through predicted flak, and were forced to jettison their bomb load in the general direction of the searchlights before they arrived safely back at their home base in England.

In the first attack by the enemy night-fighters which were unidentified, and drove in at the "Hally" almost simultaneously, the pilot, Flight Sergeant N.L. "Les" Thompson, Sebright, Ontario, was forced to take such violent evasive action that his gyro instruments "toppled" and the aircraft dropped from 20,000 feet to 17,000 before it could be straightened out. The first indication that they were being attacked was when the pilot saw tracer from the fighters' machine guns pass in front of his cockpit.

The third fighter, identified by the flight engineer, an Englishman, as an FW190, damaged the Halifax when cannon shell struck the port side of the aircraft midway between the wing and the tailplane, tore an eight inch hole in the wing and exploded inside of the "Hally". Luckily, it landed behind the ammunition box and the mid-upper gunner's position and blew downward near the feet of the mid-upper gunner, an Englishman, without injuring him.

At no time during the three attacks did the gunners sight the attacking fighters. The rear gunner, Sergeant A.D. Fraser, 4437 Wilson Avenue, Montreal, P.Q., fired long bursts in the general direction of the twin-engined fighters during the first attack by following the tracer from their guns. Due to the violent evasive action taken by the skipper, the mid-upper gunner, who was in the blister below at the time, was unable to pull himself up into his turret.

"We were well over Denmark when the searchlights "coned" us. A couple of seconds later, bags of flak started to come up at us. Then two twin-engined night fighters seemed to come from nowhere. They opened fire almost at the same time with their machine guns. The first indication I had that we were being attacked was when I saw tracer from their guns passing in front of the cockpit, and the rear gunner told me to take evasive action. The first twin-engined job attacked from the port quarter above, and the second from the starboard quarter," said the pilot.

"At no time did the gunners get a good view of the fighters. The rear gunner fired long bursts in the general direction of the Hun fighters by following the tracer from their guns. The gunners failed to get a burst in at the third fighter which did all the damage. It all happened in the space of a few seconds as we were battling our way through heavy flak. When the gyro instruments

"toppled", we went into a spin as I banked a little too quickly, but once I got it back on an even keel, I found that the "kite" had only dropped about 3,000 feet during the evasive action. How the mid-upper gunner escaped injury when the cannon shell exploded inside the Halifax is still a mystery to me as it exploded downward near his feet. The flak was so predicted that we thought it advisable to jettison the bombs rather than have them struck by flak, which would have likely caused them to explode. Once we got rid of them, we headed for home and got to our base safely without further incident which was quite enough for one night," the pilot concluded.

Other Canadians in the crew of "Y" for "Yorker" were W/O2 C.E. Whitmore, navigator, Hartsport, Hants County, N.S., and F/O E.S. Coatsworth, 17 Dinnick Crescent, Toronto, Ontario. It marked the sixth sortie over enemy territory for the pilot, the fifth for the rear gunner and flight engineer, and the fourth for the rest of the crew.

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THOMPSON, F/L Percy Chapman (J28501) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 14 March 1910 in Innisfree, Alberta; home in Mannville, Alberta (teacher); enlisted in Saskatoon, 18 July 1942. To No.3 Manning Depot, 14 August 1942. To No.7 SFTS (guard duty), 25 September 1942. To No.4 ITS, 24 October 1942; graduated and promoted LAC, 19 February 1943 but not posted to No.2 AOS until 6 March 1943; graduated and commissioned 23 July 1943. Posted 6 August 1943 to "Y" Depot; to United Kingdom, 25 August 1943. Promoted Flying Officer, 23 January 1944. Repatriated 19 June 1945; to Yarmouth that date; to Halifax, 30 September 1945; retired 16 October 1945. RCAF photo PL-33096 (ex UK-15352 dated 26 September 1944) shows F/O Percy Thompson (Innisfree, Alberta) and First Lieutenant Joe Hartshorn, DFC; in centre is F/O Jack "Strip" Tees (Bruce Mines, Ontario) waiting for interrogation. RCAF photo PL-40791 (ex UK-17173 dated 5 December 1944) shows three off-duty navigators of No.419 Squadron, viz F/L P.C. Thompson (Innisfree, Alberta), F/O Dan MacNeil (St. Margaret's, Nova Scotia (described as on his second tour), and F/O J.H. McKellar (Glencoe, Ontario). 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 courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation for a DFC dated 22 December 1944 when he had flown 27 sorties of a tour (27 May to 5 December 1944).

Flight Lieutenant Thompson has completed 27 sorties, many of which were to the enemy's most heavily defended areas. As a navigator he has set an

extremely high standard of excellence and his precept and example have been an inspiration to those who come in contact with him.

On 4th September, 1944, he took over the duties of Squadron Navigation Leader, a post he has filled with great satisfaction to all concerned. He has worked untiringly in this capacity and the results he has obtained have been most remarkable.

The sortie list was as follows:

27 May 1944 - Bourg Leopold (4.25)  
31 May 1944 - Cap Gris Nez (3.50)  
2 June 1944 - Merville (5.15)  
16 June 1944 - Coutances (4.50)  
16 June 1944 - Sterkrade (4.40)  
21 June 1944 - St. Martin l'Hortier (4.35, day)  
23 June 1944 - Bientques (4.55)  
24 June 1944 - Bamiere (4.05)  
27 June 1944 - Foret d'Eawy (4.40)  
12 July 1944 - Thiverny (4.50, day)  
15 July 1944 - Bois des Jardins (4.10)  
25 July 1944 - Stuttgart (9.30)  
28 July 1944 - Hamburg (6.05)  
1 August 1944 - Acquet (4.05, day)  
3 August 1944 - Bois de Casson (4.50, day)  
4 August 1944 - Bois de Casson (5.50, day)  
5 August 1944 - St. Leu d'Esserent (5.45, day)  
8 August 1944 - Chantilly (5.00, day)  
10 August 1944 - La Pallice (6.45, day)  
17 September 1944 - Boulogne (3.55, day)  
28 September 1944 - Cap Gris Nez (5.05)  
14 October 1944 - Duisburg (6.10)  
23 October 1944 - Essen (6.10)  
6 November 1944 - Gelsenkirchen (6.05, day)  
16 November 1944 - Julich (5.05, day)  
2 December 1944 - Hagen (7.25)  
5 December 1944 - Soest (6.50)

THOMPSON, F/L Percy Chapman, DFC (J28501) - **Mention in Despatches** - No.419 Squadron (AFRO gives unit only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. No citation in AFRO or biographical file.

DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation for MiD submitted 2 February 1945. Gave date of enlistment as 30 September 1942, with one year service in Canada and 16 months overseas. Navigation leader for No.419 Squadron.

As Navigation Leader of this squadron, Flight Lieutenant Thompson has not spared himself in his endless endeavours to improve the efficiency of the squadron navigators. He has shown most outstanding devotion to duty.

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THOMPSON, F/O Robert James (J88142) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 2 September 1923 in Winnipeg; home in Kildonan (Winnipeg), Manitoba (messenger); enlisted in Winnipeg, 1 May 1942. Trained at No.2 ITS (graduated 7 November 1942) and No.7 AOS (graduated 19 March 1943). Commissioned July 1944. Released 29 September 1945. Rejoined RCAF, 26 November 1946 (27889); retired 29 January 1969 and settled in Santa Barbara, California. Died in Santa Barbara, 26 November 2015. 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." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 15 January 1945 when he had flown 31 sorties (155 hours 25 minutes), 21 June to 30 November 1944. Bale-out incident was on 19 September 1944 on mission to Donburg; aircraft lost two propellers and mission was abandoned after three hours 50 minutes flight.

This officer has now completed an outstanding tour of operations which involved thirty-one sorties over enemy territory including many well defended targets in Germany and France.

Pilot Officer Thompson flew with three different crews in completing his tour; on one occasion he and crew members were forced to abandon aircraft and all baled out safely with the exception of the captain. Throughout all his operations he has invariably displayed a high degree of navigational ability, and by his example of cheerful courage and devotion to duty, has maintained a high standard of morale among his crew members.

The sortie list was as follows:

21 June 1944 - Bonnetat (4.00)  
25 June 1944 - Gorenfler (3.50)  
27 June 1944 - Wizernes (4.05)

1 July 1944 - Biennais (4.20)  
4 July 1944 - Biennaid (4.05)  
5 July 1944 - Mont Condon (3.50)  
9 July 1944 - Anderbelck (4.05)  
20 July 1944 - Donges (6.40)  
25 July 1944 - Hamburg (5.45)  
28 July 1944 - Acquet (4.10)  
1 August 1944 - Foret de Nieppe (4.10)  
3 August 1944 - La Hogue (4.20)  
7 August 1944 - Coullonvilliers (3.45)  
9 August 1944 - La Nouville (4.05)  
12 August 1944 - Falaise (4.45)  
14 August 1944 - Sonderberg (3.50)  
15 August 1944 - Kiel (5.15)  
16 August 1944 - Bremen (5.00)  
18 August 1944 - Brest (6.25)  
25 August 1944 - Castrop Rauxel (4.55)  
11 September 1944 - Kiel (6.35)  
15 September 1944 - Boulogne (3.45)  
17 September 1944 - Bientques (3.50)  
18 September 1944 - Domburg (3.45)  
19 September 1944 - Domburg (? - abandoned mission; lost two propellers, bailed out; captain killed).  
30 October 1944 - Cologne (6.00)  
1 November 1944 - Oberhausen (5.50)  
2 November 1944 - Dusseldorf (5.55)  
6 November 1944 - Gelsenkirchen (4.55)  
11 November 1944 - Oslo (6.40)  
27 November 1944 - Neuss (5.45)  
29 November 1944 - Duisburg (6.05)

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THOMPSON, S/L Robert William (C89503) - **Air Force Cross** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Former CAN/RAF; born in Saskatoon, 17 November 1916; home there. Enlisted in RAF, 6 October 1938 (Provisional Pilot Officer, service number 41496). Confirmed in rank, 3 September 1939; Flying Officer, 3 September 1940; Flight Lieutenant, 3 September 1941; Squadron Leader, 1 October 1942; reverted to Flight Lieutenant, 2 January 1943; Squadron Leader, 23 August 1943; Flight Lieutenant, 7 June 1944; Squadron Leader 1 July 1944. Trained on Tiger Moths at No.11 Flying

Training School, Shawbury (January to July 1939) and Harts at No.1 Coastal Artillery Cooperation Unit, Gosport and Thorney Island (July 1939 to March 1940). With No.612 Squadron, Dyce (March 1940 to November 1940), flew 430 hours on Ansons). To Canada, 15 November 1940; posted to No.4 SFTS (instructor), until December 1942 (roughly 1,000 Anson hours); ; to No.3 (C) OTU, 25 February 1943; to No.201 Squadron, 1 April 1943; to No.423 Squadron, 2 April 1943 (flew 690 hours with them); to Air Ministry, 17 May 1944; to No.425 Squadron, 18 May 1944; to School of Aeronautical Engineering, Henlow, 9 June 1944; to No.1 Air Armament School, Manby, July 1944. Transferred to RCAF in London, England, 18 October 1944. To Canada, 14 January 1945; with AFHQ, 12 April to 1 October 1945. Remained in postwar RCAF; promoted Wing Commader, 1 September 1951. Retired 1 April 1957. Award presented 26 August 1949. As of recommendation he had flown 2,500 hours, 962 as instructor, 50 in previous six months. Killed in a flying accident, 8 June 1971.

This officer has completed many instructional flying hours as well as many hours on operations in Coastal Command. After completing the specialist armament course in the United Kingdom, he is now specialist armament officer in Directorate of Operational Training. He has at all times, over a long period, set a high example by his unflagging devotion to duty and his efficient execution of difficult tasks.

NOTE: Recommended for AFC, 18 July 1945 by G/C W.W. Bean (AFHQ, AMT/Directorate of Operational Training). The original submission read:

This officer has completed 962 hours instructing and 950 hours on operations in Coastal Command. After completing a specialist armament course at Manby in the United Kingdom, he is now specialist armament officer in the Directorate of Operational Training. He has at all times over a long period set a high example by his unflagging devotion to duty and the efficient carrying out of difficult tasks.

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THOMPSON, F/O Russell Thorbe (J89485) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 31 October 1915 in Cabri, Saskatchewan; home in Young or Imperial, Saskatchewan; enlisted in Regina, 27 June 1942. To No.3 Manning Depot, 24 July 1942. To No.2 WS, 9 October 1942; promoted LAC, 7 November 1942; graduated 20 August 1943 when posted to No.5 BGS; graduated and promoted Sergeant, 4 October 1943. To "Y" Depot, 13 October 1943. Taken on strength of No.3 PRC, 21 October 1943. Posted to No.426 Squadron 15 May 1944; Wireless Operator/Air Gunner in F/O J.A. Wilding's crew. Commissioned 18 August 1944. Promoted Flying Officer, 18 February 1945. Repatriated 1 June

1945. To No.6 Release Centre, 12 June 1945. Released 14 July 1945, settling in Imperial, Saskatchewan. Died 13 December 2002 in Abernethy, Saskatchewan 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] displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation by W/C C.M. Black dated 16 May 1945. He had flown 34 sorties (197 hours 50 minutes) between 24 May 1944 and 9 September 1944; odd that the recommendation comes so long after the tour had ended.

This officer has recently completed a tour of operations against the enemy. He has always been keen and efficient in his work and has been ready at all times to fulfil his duty as a Wireless Operator. In times of danger his coolness and dependability have been exemplary. He has participated in [attacks on] many heavily defended targets, including some daylight missions...

The sortie list was as follows:

24 May 1944 - Trouville (4.10)  
31 May 1944 - Cherbourg (5.20)  
12 June 1944 - Cambrai (5.10)  
24 July 1944 - Ferfay (4.30)  
25 July 1944 - Stuttgart (8.40)  
28 July 1944 - Hamburg (5.45)  
31 July 1944 - Neufchatel (4.10 - is target name or date a typo ?)  
3 August 1944 - Foret de Nieppe (3.30)  
5 August 1944 - St. Leu d'Esserent (4.50)  
7 August 1944 - Caen (4.50)  
9 August 1944 - Foret de Nieppe (4.00)  
10 August 1944 - La Pallice (6.55)  
12 August 1944 - Foret de Montrichard (5.20)  
14 August 1944 - Falaise (4.05)  
15 August 1944 - Brussels (4.10)  
15 August 1944 - Kiel (5.20; date and target smudged on form - recheck)  
18 August 1944 - Connantre (6.25)  
9 September 1944 - Le Havre (2.40)  
29 December 1944 - Trois Dorf (6.55)  
30 December 1944 - Cologne (6.30)  
2 January 1945 - Ludwigshaven (7.10)  
13 January 1945 - Saarbrucken (6.55)  
14 January 1945 - Gravenbrioch (5.55)



28 January 1945 - Stuttgart (7.05)  
1 February 1945 - Mainz (7.00)  
4 February 1945 - Osterfeld (5.40)  
7 February 1945 - Goch (6.30)  
8 February 1945 - Wanne Eickel (6.15)  
13 February 1945 - Bohlen (8.30)  
27 February 1945 - Mainz (7.00)  
1 March 1945 - Manheim (7.00)  
13 March 1945 - Wuppertal (6.00)  
14 March 1945 - Zweibrucken (6.50)  
15 March 1945 - Castrop Rauxel (5.55)

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THOMPSON, F/O Stewart Edgar (C21522) - **Mention in Despatches** - No.15 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 15 December 1915. Home in Peterborough, Ontario; enlisted in Toronto, 29 December 1941 as Radio Mechanic and posted to No.1 Manning Depot. To University of Toronto, 12 March 1942. Promoted LAC, 10 July 1942. To No.1 Manning Depot again, 11 July 1942. To No.31 Radio School, 12 August 1942. Graduated and commissioned, 20 November 1942. To "Y" Depot, 8 December 1942. To RAF overseas, 29 December 1942. Promoted Flying Officer, 20 May 1943. Promoted Flight Lieutenant, 7 October 1944. Repatriated 28 October 1945. Retired 3 December 1945.

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THOMPSON, Corporal Stirling George (R107076) - **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 6 November 1922 in Lashburn, Saskatchewan. Home in North Saskatoon. Worked in a pool room for seven years, and some brief construction work (Grade X education). Enlisted in Saskatoon, 22 May 1941 as Airframe Mechanic. Posted that date to No.4 BGS, Fingal. To Technical Training School, St. Thomas, 28 June 1941. Promoted AC1, 1 November 1941. To No.4 SFTS, Saskatoon, 6 November 1941. Promoted LAC, 1 April 1942. To "Y" Depot, 24 April 1942. To RAF Overseas, 1 May 1942. To No.3078 Servicing Echelon, 13 June 1942. To No.431 Squadron, 21 November 1942. To Station Leeming, 14 July 1943. Promoted Corporal, 1 August 1944. To No.64 Base, 16 September 1944. Repatriated 13 June 1945 via Dartmouth. Retired 4 September 1945. Auto salesman after the war. Rejoined RCAF in Saskatoon, 2 November 1950 as Airframe Technician (33253) with rank of LAC. To Winter Experimental Establishment, Edmonton, 3 November 1950. To No.426 Squadron, 6 July 1951. To No.408 Squadron, Rockcliffe, 18 October 1951. Promoted Corporal, 1 October 1953. To No.1 (Fighter) Wing,

North Luffenham, 26 January 1954. To No.1 Air Division Communications Flight, 9 February 1954. To No.408 Squadron, Rockcliffe, 29 January 1955. To Station Bagotville, 30 July 1957. To Cold Lake, 19 April 1962. Promoted Sergeant, 1 August 1966. Retired 23 December 1969 to Kamloops, British Columbia. Died in Brocklehurst, British Columbia, 16 August 1972 as per British Columbia Vital Statistics. No citation in AFRO.

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THOMPSON, G/C Thomas Carlyle (C2667) - **Officer, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946. Enlisted in Ottawa, 4 September 1940. DHist biographical file has a photo of him taken during Administrative Course at Trenton; Pilot Officer whilst on course. Promoted Flight Lieutenant, 15 May 1941. Overseas as of 15 September 1941. Promoted Squadron Leader, 15 September 1942. Promoted Wing Commander, 1 November 1943. Repatriated 23 December 1943. To AFHQ, 31 January 1944. Promoted Group Captain, 1 November 1944. To Release Centre, 4 July 1945; retired 11 July 1945.

This officer was a most efficient and hard working officer on the strength of Royal Canadian Air Force Headquarters. Engaged in the personnel services branch of the Directorate of Personnel for over one year overseas, Group Captain Thompson displayed the understanding, tact and diplomacy which was so necessary during the period when the intricacies of policy were being ironed out. He occupied the post of Air Secretary at Air Force Headquarters with high efficiency; his continued and untiring application to the interest of the Service, coupled with his broad experience in Canada and Overseas, have been splendid contributions to the Royal Canadian Air Force.

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THOMPSON, S/L Victor Wentworth (C698) - **Commended for Valuable Services in the Air** - No.16 SFTS - Award effective 5 May 1944 as per **London Gazette** and **Canada Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 12 September 1896 in Aylmer, Quebec (RCAF Press Release 4907 announcing AFC award). Educated in Ottawa (Model School and Ashbury College). Joined Royal Flying Corps 21 December 1916; served in No.64 Squadron, 25 October 1917 to 26 April 1916. Enlisted in Non-Permanent Force, 28 May 1929 in Ottawa. Qualified for pilot's badge, same day, and then transferred to reserve to officers. Posted Camp Borden to Trenton, 10 September 1931; posted to Air Headquarters and leave without pay, 1 April 1932. Failed to report and dropped from lists, 1 September 1936. Home in Grimsby, Ontario; re-enlisted in Toronto, 23 January 1940. Flight Lieutenant as of 15 May 1941. At No.3 EFTS as of 1 September 1941. Promoted Squadron Leader, 1 April 1942. To No.7 EFTS, 8 July

1942. To No.16 SFTS, 1 December 1942. Retired 16 January 1945. Award presented 17 June 1945. Governor General's Records (RG.7 Group 26, Volume 57, file 190-I) has citation; notes state that as of recommendation he had flown 2,075 hours, 1,892 as instructor, 117 in past six months.

This officer, with prior service in the Royal Flying Corps, has capably served in actual flying instruction at this station for over two years. His maturity, kindly nature, outstanding leadership, and devotion to duty have gained for him the respect of all ranks.

THOMPSON, S/L Victor Wentworth (C698) - **Air Force Cross** - No.16 SFTS (since moved to No.4 Release Centre) - Award effective as of 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Reported as having flown 2,344 hours to date, 1,844 hours as instructor, 213 hours in previous six months.

This officer is a flying instructor of long standing who has set an outstanding record in the performance of these duties. He has proven himself to be a leader and organizer of high merit. His duties have at all times been discharged with efficiency, energy and forethought and by his efforts he has been of inestimable value as an example and stimulus to the younger instructors. By his wealth of experience and skill as a pilot he has contributed greatly to the training plan.

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THOMPSON, F/L Walter Ramon (J10506) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 27 September 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2322/43 dated 12 November 1943. Born 7 December 1920 New Westminster, 1920; home in Fraser Hills, British Columbia; obituary says that he grew up in White Rock; was a champion swimmer at the White Rock Swim club, played lacrosse for the New Westminster Salmonbellies, and for the 1939 Mann Cup champions New Westminster Adanacs. Attended Washington State College (now University) in 1938-39 on a swimming scholarship. Enlisted in Vancouver, 22 May 1941 and posted that date to No.2 Manning Depot. To No.34 SFTS, 21 June 1941 (guard duty). To No.2 ITS, 7 August 1941; graduated 10 September 1941 and posted to No.15 EFTS; may have graduated 5 November 1941 but not posted to No.11 SFTS until 7 November 1941; 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, 15 August 1943. Repatriated 31 July 1944. To Western Air Command, 10 September 1944. To No.133 Squadron, 29 September 1944. Retired 15 January 1946. Attended both Oxford and Cambridge Universities where he obtained his BA and MA. Returned to BC and obtained a law degree from UBC; called to the bar in 1956; practiced law in New Westminster. Authored two

books, his war memoirs, which were published with much acclaim in both Britain and Canada, and a book on Philosophy. Ran provincially for the Liberals in 1960, but was defeated by Dave Barrett. Also served on the Coquitlam Parks Board and the Lower Mainland Regional Planning Commission, and was an Alderman in Coquitlam from 1958 to 1962. Had Rejoined RCAF Auxiliary as pilot, 17 May 1950 (206102); spent much time in No.12 Air Defence Group; retired 15 December 1957. Died 6 July 2005 in New Westminster.

This officer is a first class pilot whose determined work has been worthy of high praise. He has undertaken many sorties and throughout has endeavoured to press home his attack whatever the opposition. On a recent occasion during an operation against Berlin, Flight Lieutenant Thompson accomplished his purpose with great skill. He is a fine captain whose example has proved inspiring.

THOMPSON, F/L Walter Ramon (J10506) - **Bar to Distinguished Flying Cross** - No.83 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 23 May 1944 and AFRO 1380/44 dated 30 June 1944.

Since the award of the Distinguished Flying Cross in September 1943, this officer has continued to operate with outstanding courage and coolness. As captain of aircraft Flight Lieutenant Thompson has always displayed fearlessness and a strong sense of duty.

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THOMPSON, F/L William (J9138) - **Commended for Valuable Services in the Air** - No.15 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 2 March 1915. Home in Victoria, British Columbia; enlisted in Vancouver, 9 May 1941 and posted to No.2 Manning Depot. To No.11 SFTS, 23 May 1941. To No.4 ITS, 20 June 1941; graduated and promoted LAC, 26 July 1941; to No.18 EFTS, 28 July 1941; graduated 11 September 1941 when posted to No.15 SFTS; graduated and commissioned 5 December 1941. To Trenton, 6 December 1941. To No.15 SFTS to instruct, 5 March 1942. Promoted Flying Officer, 15 September 1942. Promoted Flight Lieutenant, 1 November 1943. To No.6 OTU, 28 March 1945. To "Y" Depot, 10 July 1945; to United Kingdom, 5 September 1945. Repatriated 2 June 1946. To Western Air Command, 1 August 1946. To Western Air Command Communication Flight, 20 September 1946. Reverted to Flying Officer, 1 October 1946. To No.121 Communication Flight, Vancouver, 1 March 1947. To Toronto, 21 May 1947. Retired 24 June 1947. Certificate of commendation sent to him at No.1 "Y" Depot, 5 July 1945.

This officer has been flying as an instructor since March 1942. He has always displayed great keenness and efficiency in the performance of these duties. As a

flight commander, and now as an examining officer, Flight Lieutenant Thompson has brought out many points to aid instructors on this unit in the performance of their instructional duties. At all times he has carried out his tasks in a highly meritorious and efficient manner.

NOTE: RCAF Routine Order 1098 published 17 July 1942 states:

Pilot Officer William Thompson (J9138), serving at No.15 Service Flying Training School, Claresholm, Alberta, was tried summarily by the Air Officer Commanding, No.4 Training Command, Calgary, Alberta, under authority of Section 47 of the Air Force Act on the 10<sup>th</sup> day of June 1942, and was found guilty on a charge of neglecting to obey pilot orders, and was severely reprimanded.

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THOMPSON, P/O William Almer (J19187) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born 1923 at Lipton, Saskatchewan; home there; enlisted in Regina, 23 July 1941. Trained at No.4 BGS (graduated 17 July 1942) and No.3 WS (graduated 22 December 1941). Commissioned 1943. Member of postwar RCAF (22927). Died in Ottawa, 21 January 2018. No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 20 January 1944 when he had flown 29 sorties (168 hours five minutes), 14 January to 29 December 1944.

This officer has completed 29 successful operational trips, twenty of which have been over strongly defended targets in Germany. He has always shown a very high degree of skill and alertness and exceptional qualities of coolness. In addition to his flying duties he has shown good leadership and a strong sense of duty in his work in the Gunnery Section. For his fine record of achievement, his intense loyalty and his devotion to duty, this officer is recommended for the award of the Distinguished Flying Cross.

The sortie list was as follows:

14 January 1943 - Lorient (5.30)  
29 January 1943 - Lorient (6.10)  
18 February 1943 - GARDENING (4.45)  
19 February 1943 - Wilhelmshaven (3.30)  
24 February 1943 - Wilhelmshaven (5.25)  
27 February 1943 - GARDENING (5.00)

1 March 1943 - GARDENING, Frisians (4.35)  
23 March 1943 - GARDENING, Frisians (4.45)  
26 March 1943 - Duisburg (4.40)  
28 March 1943 - St.Nazaire (6.20)  
29 March 1943 - Bochum (5.45)  
4 April 1943 - Kiel (6.50)  
8 April 1943 - Duisburg (5.25)  
10 April 1943 - Frankfurt (7.50)  
14 April 1943 - Stuttgart (7.35)  
23 May 1943 - Dortmund (5.15)  
25 May 1943 - Dusseldorf (5.00)  
27 May 1943 - Essen (5.05)  
11 June 1943 - Dusseldorf (5.05)  
14 June 1943 - GARDENING, Brest (6.00)  
21 June 1943 - Krefeld (1.30, duty not carried out)  
22 June 1943 - Mulheim (4.40)  
24 June 1943 - Elberfeld (5.25)  
25 June 1943 - Gelsenkirchen (4.55)  
6 July 1943 - GARDENING, Brest (6.35)  
24 July 1943 - Hamburg (5.50)  
27 November 1943 - Berlin (7.50)  
3 December 1943 - Leipzig (7.20)  
16 December 1943 - Berlin (7.05)  
29 December 1943 - Berlin (6.25)

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THOMPSON, F/O William Edward Paul (J93112) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 3 December 1920 in Toronto; home there (accountant); enlisted there 17 December 1942. To No.1 Manning Depot, 9 May 1943. To No.6 ITS, 27 June 1943. To No.13 SFTS, 12 August 1943. To No.1 Air Gunner Ground Training School, 17 September 1943. Graduated and promoted LAC, 29 October 1943 when posted to No.3 BGS; graduated and promoted Sergeant, 10 December 1943. To "Y" Depot, 15 January 1944; to No.4 Aircrew Graduate Training School, 18 January 1944; to "Y" Depot again, 27 February 1944; taken on strength of No.3 PRC, 30 March 1944. Commissioned 20 November 1944. Promoted Flying Officer, 10 May 1945. Repatriated 1 June 1945. To No.1 Air Command, 12 June 1945. To No.1 WS, 24 July 1945; to No.4 Release Centre, 28 August 1945; retired 5 September 1945. Re-engaged in Toronto, 13 September 1951 (153102) as Administrative Officer with rank of Flying Officer; released 24 September 1953.

Flying Officer Thompson has participated in numerous sorties against many heavily defended targets in Germany. In November 1944, while attacking Oberhausen, his aircraft was attacked by an enemy fighter. This officer manned the mid-upper turret and gave the captain and rear gunner concise reports of the enemy's movements and as a result of his accurate fire the fighter was destroyed. On another occasion, whilst returning from operations, his aircraft made a crash landing near base causing injury to members of the crew. Flying Officer Thompson has continued to display enthusiasm and keenness on all operations. His courage and determination have been an example to the whole squadron.

DHH file 181.009 D.2618 (Library and Archives Canada RG.24 Volume 20627) had the original recommendation, drafted by W/C F.S. McCarthy, 17 April 1945 when he had flown 28 sorties (163 hours 50 minutes):

25 September 1944 - Calais (3.50)  
27 September 1944 - Bottrop (5.10)  
6 October 1944 - Dortmund (5.55)  
9 October 1944 - Bochum (6.05)  
12 October 1944 - Wanne Eickel (5.25, duty not carried out; bombed wrong target)  
14 October 1944 - Duisburg (5.30)  
14 October 1944 - Duisburg (5.35)  
15 October 1944 - Wilhelmshaven (4.40)  
30 October 1944 - Cologne (6.05)  
1 November 1944 - Oberhausen (6.05)  
2 November 1944 - Dusseldorf (5.40)  
4 November 1944 - Bochum (5.10)  
6 November 1944 - Gelsenkirchen (4.10)  
16 November 1944 - Julich (5.00)  
21 November 1944 - Castrop Rauxel (7.50)  
24 November 1944 - Dusseldorf (4.25)  
16 January 1945 - Magdeburg (6.35)  
28 January 1945 - Stuttgart (7.15)  
2 February 1945 - Wanne Eickel (6.10)  
23 February 1945 - Essen (6.10)  
24 February 1945 - Kamen (6.30)  
27 February 1945 - Mains (7.00)  
8 March 1945 - Hamburg (5.50)  
12 March 1945 - Dortmund (6.15)

13 March 1945 - Wuppertal (5.50)  
14 March 1945 - Zweibrucken (6.50)  
8 April 1945 - Hamburg (6.00)  
13 April 1945 - Kiel (6.30)

Pilot Officer Thompson has carried out numerous sorties on his first tour of operations, attacking such heavily defended targets as Duisburg, Wilhelmshaven, Dusseldorf, Bochum, Magdeburg, Stuttgart, Hamburg, Kiel and many others.

On 1<sup>st</sup> November 1944, while attacking the target of Oberhausen in Germany, his aircraft was attacked by an enemy Me.109 fighter. This officer manned the mid-upper turret and gave the captain and rear gunner concise reports of the enemy's movements, while in conjunction with his accurate fire, the fighter was destroyed. On 21<sup>st</sup> November 1944, while returning from operations, having successfully attacked the target Castrop Rauxel, his aircraft made a crash landing near base resulting in the death of the air bomber and seriously injuring other members of the crew. Although suffering such a shock, this officer demonstrated his keenness on operations by immediately crewing up again.

Throughout his tour the "press on" spirit was readily seen and his crew received a number of target tokens for most accurate bombing. Pilot Officer Thompson has displayed a high degree of courage and determination and his example has been of the highest praise. It is strongly recommended that he be awarded the non-immediate Distinguished Flying Cross.

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THOMSON, F/O Dale Cairns (J13112) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 3 February 1944 as per **London Gazette** dated 18 February 1944 and AFRO 644/44 dated 24 March 1944. Born Westlock, Alberta, 17 June 1923. Home in Fort Assiniboine, Alberta; enlisted in Edmonton, 4 July 1941. To No.2 Manning Depot, 3 August 1941. To No.34 SFTS (guard), 2 October 1941. To No.4 ITS, 22 November 1941; graduated and promoted LAC, 24 January 1942 when posted to No.5 EFTS; may have graduated 27 March 1942 but not posted to No.12 SFTS until 11 April 1942; graduated and commissioned 31 July 1942. To No.31 GRS, 28 August 1942. To No.32 OTU, 6 November 1942. Promoted Flying Officer, 31 January 1943. To "Y" Depot, 20 March 1943. To RAF overseas, 27 March 1943. Promoted Flight Lieutenant, 31 July 1944. Repatriated 17 December 1944. To No.2 Air Command, 29 December 1944. To No.1 Radio and Wireless School, 4 February 1945. To No.7 Release Centre, 23 August 1945. Retired 24 August 1945. NOTE: A DHist card gives name as Thomson but citation spells it "Thompson". Attended the University of Alberta, graduating with a BA in 1948. Fluent in the French language,



he then obtained a diploma in international relations from the University of Paris in 1950 and his doctorate from the university's Faculty of Letters in 1951. To do his thesis entitled "General Haushofer and his Ideas on Geopolitics," Thomson spent time in Germany, becoming fluent in the German language. Returned to Canada, Thomson; worked a short time at the National Film Board of Canada before being invited to served as Associate Private Secretary to Canadian Prime Minister, Louis St. Laurent where he remained until 1958. Involved with both the Liberal Party of Quebec and the Liberal Party of Canada, in the 1958 Canadian federal election Thomson was the unsuccessful Liberal candidate in the Jasper—Edson riding. Returned to academia where he forged an outstanding career that included authoring a number of important books. In addition, he wrote articles in the Canadian press and was a frequent television and radio guest commentator concerning Canadian politics. Professor and departmental director at the Université de Montréal, professor and Vice-Principal of McGill University and a professor of international relations and Director of the Center of Canadian Studies at Johns Hopkins University's School of Advanced International Studies in Washington, D.C. Died in Montreal, 27 April 1999. His archive is held at the McGill University Archives.

One night in January 1944, this officer was the pilot of an aircraft detailed to attack two naval vessels off the French coast. In the face of intense anti-aircraft fire, Flying Officer Thompson pressed home his attacks, releasing his bombs from a low level. Hits were obtained on one of the vessels which was set on fire. His effort, brilliant in the execution, was worthy of high praise. Flying Officer Thompson has completed several attacks on shipping, achieving successes. He is a most determined and courageous pilot.

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THOMSON, F/L Donald Ivan (J87732) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 20 August 1920 in Thessalon, Ontario; home there (student); enlisted in Galt, 14 February 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To No.5 (BR) Squadron, 17 March 1941. To No.116 (BR) Squadron, 1 July 1941. Reportedly flew 650 hours on North Atlantic patrols. Promoted AC1, 1 December 1941. To "BW", 31 July 1942. Promoted LAC, 1 October 1942. Remustered to aircrew and posted to No.3 ITS, 5 December 1942; graduated 19 February 1943 and posted next day to No.12 EFTS; graduated 16 April 1943 and posted next day to No.9 SFTS; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 30 August 1943. To United Kingdom, 12 September 1943. Commissioned 19 June 1944. Promoted Flying Officer, 24 October 1944. Repatriated 17 February 1945. To No.1 Air Command, 28 February 1945. To No.16 SFTS, 8 April 1945. To No.4 Release Centre, 17 April 1945. Retired 23 April 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and

devotion to duty." Public Records Office Air 2/9060 has recommendation dated 15 January 1945 when he had flown 32 sorties (156 hours 45 minutes), 17 July to 21 December 1944.

17 July 1944 - Caen (4.55)  
25 July 1944 - Wanne Eickel (4.55)  
28 July 1944 - Foret de Nieppe (3.35)  
7 August 1944 - TOTALIZE 3 (4.00)  
9 August 1944 - Foret de Mormal (3.45)  
11 August 1944 - Somain (4.20)  
12 August 1944 - Russelsheim (6.00)  
14 August 1944 - TRACTABLE 22 (4.00)  
15 August 1944 - Eindhoven (3.30)  
16 August 1944 - Kiel (5.35)  
18 August 1944 - Sterkrade (5.00)  
24 August 1944 - Brest (5.20)  
25 August 1944 - Chapelle Notre Dame (3.05)  
31 August 1944 - Lumbres (3.25), DNCO  
3 September 1944 - Venlo (3.45)  
9 September 1944 - Le Havre (3.50), DNCO  
15 September 1944 - Kiel (5.40)  
6 October 1944 - Gladbach (4.10)  
7 October 1944 - Cleve (4.20)  
9 October 1944 - Bochum (6.00)  
14 October 1944 - Duisburg (5.05)  
23 October 1944 - Essen (5.00)  
30 October 1944 - Cologne (5.45)  
16 November 1944 - Julich (4.45)  
21 November 1944 - Sterkrade (5.40)  
29 November 1944 - Essen (5.35)  
30 November 1944 - Duisburg (5.40)  
2 December 1944 - Hagen (6.30)  
5 December 1944 - Soest (6.20)  
12 December 1944 - Essen (5.30)  
17 December 1944 - Duisburg (5.50)  
21 December 1944 - Cologne (5.55)

This captain of aircraft has now completed his first operational tour, consisting of 32 sorties, many of which have been attacks on major targets in Germany.

He has carried out these attacks with consistent skill and courage. Throughout

he has set an example of skilful pilotage, cool judgement and determination, frequently in the face of strong enemy opposition, which has been an inspiration to the rest of the squadron.

His photographic results have been most convincing and include many aiming point photographs.

When called upon, Flight Lieutenant Thomson has deputized for the Flight Commander, whose duty he has carried out with the greatest efficiency. His leadership has contributed in no small measure to his repeated successes in the squadron, and is worthy of the highest praise.

I consider his devotion to duty and sustained operational endeavour fully merit the award of the Distinguished Flying Cross.

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THOMSON, F/L Frank Albert (J17120) - **Mention in Despatches** - Award effective 1 January 1945 as per **London Gazette** dated 1 January 1945. Born 2 February 1921; home in Montreal; enlisted in Calgary, 17 March 1941 as Wireless Air Gunner trainee and posted to No.2 Manning Depot that date. To No.11 Equipment Depot, 29 April 1941. To No.2 WS, 22 June 1941; promoted LAC, 24 July 1941; to Trenton, 9 December 1941; reclassified as straight Air Gunner, 13 January 1942. To No.6 BGS, 28 February 1942. Graduated and promoted Sergeant, 30 March 1942. To "Y" Depot, 31 March 1942; to RAF overseas, 30 April 1942; commissioned 18 March 1943; promoted Flying Officer, 18 September 1943; promoted Flight Lieutenant, 18 March 1945. Repatriated 16 June 1945 with No.420 Squadron. To Debert, 6 September 1945. To Halifax, 10 September 1945. Released 16 September 1945. NOTE: This award is a late find (2 January 1994) and has not been tracked to AFRO or unit.

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THOMSON, Sergeant George Harold (R65039) - **Distinguished Flying Medal** - No.5 (BR) Squadron - Award effective 26 November 1943 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 16 October 1914. Home in Fredericton, New Brunswick; enlisted in Halifax, 21 May 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 7 June 1940. Promoted AC1, 21 August 1940. To No.5 (BR) Squadron, 23 October 1940. Promoted LAC, 1 July 1941. Promoted Corporal, 1 September 1942. Remustered to Flight Engineer, 1 November 1942. Promoted Sergeant, 1 January 1943. Promoted Flight Sergeant, 1 July 1943. To No.5 Manning Depot, 16 September 1943. To No.3 Training Command, 3 October 1943. To Trenton, 2 January 1944. Remustered to pilot and posted to No.6 ITS, 15 January

1944. To No.23 EFTS, 5 May 1944. To No.15 SFTS, 18 October 1944. To No.3 SFTS, 17 March 1945. To TES, Aylmer, 28 April 1945. To No.1 ACU, 14 July 1945. To No.1 Release Centre, 1 September 1945. Released 6 September 1945.

Sergeant Thomson has spent two years on anti-submarine operations in the North Atlantic. These patrols have been carried out frequently under most adverse conditions in which the skill displayed by Sergeant Thomson as a Flight Engineer has contributed largely to the success of the crew. He has been First Engineer on Canso aircraft which on two occasions have attacked enemy submarines. He has carried out his duties consistently in a most conscientious manner and has been an example to other Flight Engineers of his unit.

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THOMSON, F/L Haughton Gimby (J27498) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 28 August 1914 in Coronation, Alberta; home in Edmonton, Alberta (chartered accountant); enlisted there 8 June 1942. To No.3 Manning Depot, 2 August 1942. To No.4 ITS, 7 November 1942; graduated and promoted LAC, 22 January 1943 but not posted to No.2 AOS until 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. Repatriated 3 May 1945. To No.7 Release Centre, 18 May 1945. Retired 21 June 1945. Returned to Edmonton to become a Senior Partner at Winspear, Hamilton, Anderson and Company Chartered Accountants. Died in Edmonton, 4 October 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) had recommendation dated 16 January 1945 when he had completed 23 sorties (115 hours 45 minutes), 9 May 1944 to 16 January 1945.

An above average and efficient officer who has shown such exceptional navigation ability that he has won the confidence and respect of all aircrew under him. At present he is employed as Squadron Navigation Leader and has demonstrated in his work an excellent example of loyalty and devotion to duty. Flight Lieutenant Thomson is an inspiring leader whose outstanding ability and splendid record warrant a strong recommendation for the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

9 May 1944 - Calais (3.25)

10 May 1944 - Ghent (4.10)  
27 May 1944 - Bourg Leopold (4.35)  
31 May 1944 - Aubeville (5.10)  
2 June 1944 - Neufchatel (4.10)  
5 June 1944 - Longues (4.35)  
8 June 1944 - Mayenne (6.35)  
12 June 1944 - Cambrai (4.45)  
16 June 1944 - Sterkrade (4.50)  
17 June 1944 - Oisemont (4.25)  
21 June 1944 - St, Martin l'Hortier (4.30, day)  
24 June 1944 - Bamieres (4.25)  
4 August 1944 - Bois de Cassan (4.35, day)  
8 August 1944 - Foret de Chantilly (4.25, day)  
12 August 1944 - Montrichard (5.50, day)  
12 August 1944 - Falais (4.30)  
16 August 1944 - Kiel (5.00)  
28 September 1944 - Cap Gris Nez (3.55, day)  
14 October 1944 - Duisburg (5.35, day)  
17 December 1944 - Duisburg (6.20)  
30 December 1944 - Cologne (6.50)  
14 January 1945 - Gravenbroich (6.20)  
16 January 1945 - Magdeburg (6.50)

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THOMSON, F/O James McDonald (J7217) - **Mention in Despatches** - No.162 Squadron - (Canada) - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born Belle Isle Creek, New Brunswick, 20 November 1913; home there; 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, 16 November 1940; graduated and promoted LAC, 21 December 1940 when posted to No.8 EFTS; ceased training and posted to No.2 Manning Depot, 27 January 1941. To No.5 AOS, 31 March 1941. To No.5 BGS, 22 June 1941. Promoted Sergeant, 4 August 1941. To No.1 ANS, 5 August 1941. Commissioned 1 September 1941. To Embarkation Depot, 2 September 1941. To No.10 (BR) Squadron, date uncertain. To No.162 (BR) Squadron, 18 May 1942. Promoted Flying Officer, 1 August 1942. Promoted Flight Lieutenant, 1 February 1943. To No.5 (BR) Squadron, 6 February 1943. To Eastern Air Command Headquarters, 26 April 1943. To No.162 (BR) Squadron, 11 August 1943; proceeded with it to Iceland, 31 December 1944. Promoted Squadron Leader, 1 December 1944. To "S", 8 August 1945. To Eastern Air Command Headquarters, 13 August 1945. To No.1 Release Centre, 10 September 1945. Retired 12 September 1945.

This officer has during the past eight months completed 520 hours of operational flying as an Observer. His skill as a Navigator, under most adverse weather conditions, has assisted in the rescue of survivors from disabled ships at sea. He has set a high example by his ability and devotion to duty.

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THOMSON, P/O James Scholes (J17743) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943. Born in Moose Jaw, Saskatchewan, 19 October 1920 ; home in Vancouver, British Columbia but attended McGill University, 1938-1941 (science); enlisted in Toronto, 15 February 1941. To No.1 Manning Depot, 17 February 1941. To Picton, 23 March 1941. To No.3 ITS, Victoriaville, 16 May 1941; graduated and promoted LAC, 30 June 1941; to No.16 EFTS, Edmonton, 1 July 1941; graduated 19 August 1941 and posted next day to No.3 SFTS, Calgary; graduated and promoted Sergeant, 7 November 1941. To "Y" Depot, 9 November 1941. To RAF Trainee Pool, 8 December 1941. To No.3 (P) AFU, Cottesmere, 10 February 1942. To No.14 OTU, 21 April 1942. Promoted Flight Sergeant, 7 May 1942. To No.420 Squadron, 20 July 1942. To No.432 Squadron, 1 May 1943. Attached at one time to Air Fighting Development Unit. Commissioned 4 June 1943. To No.1691 Bombing and Gunnery Flight, 17 August 1943. To No.24 OTU, 17 October 1943. Promoted Flying Officer, 4 December 1943. To RCAF Overseas Headquarters, 14 November 1944 and granted special leave in Canada. Embarked from Canada, 1 February 1945; arrived back in United Kingdom, 8 February 1945. Attached to No.24 OTU, 21 March 1945. To No.76 Base, 25 April 1945. Attended Dalton Battle School, 25 April to 4 May 1945. Attached to No.1666 Conversion Unit, 4 May 1945. Repatriated via Debert, 19 June 1945. To No.8 Release Centre, 18 September 1945. Retired 29 September 1945. Died at Delta, British Columbia, 27 February 1987 as per British Columbia Vital Statistics.

During many operational flights Pilot Officer Thomson displayed exceptional skill as a pilot. He has successfully bombed most of the major targets in enemy territory including Cologne, Essen and other industrial objectives in the Ruhr. Throughout all his missions his determination and confidence has been most commendable. Pilot Officer Thomson can always be relied upon to press his attacks with the utmost vigour.

DHist file 181.009 D.5557 (RG.24 Vol.20668) has the original recommendation dated 21 July 1943 when he had flown 29 sorties (156 hours 45 minutes) with sortie list:

8 November 1942 - Gardening, near Borkum (5.00)  
9 November 1942 - Hamburg (4.45, returned early)

11 November 1942 - Gardening, Terschilling (4.10)  
6 December 1942 - Mannheim (3.50, recalled to base)  
8 December 1942 - Gardening (45 minutes, duty not carried out)  
11 December 1942 - Gardening, Baltic (4.15)  
14 December 1942 - Gardening (5.20)  
20 December 1942 - Duisburg (5.30)  
8 January 1943 - Gardening (35 minutes, recalled)  
9 January 1943 - Gardening, Terschilling (4.10)  
29 January 1943 - Lorient (6.45)  
3 February 1943 - Hamburg (3.20, unfavourable weather)  
4 February 1943 - Lorient (6.20)  
7 February 1943 - Lorient (5.15)  
15 February 1943 - Lorient (5.30)  
16 February 1943 - Lorient (5.15)  
19 February 1943 - Wilhelmshaven (5.35, reconnaissance)  
26 February 1943 - Cologne (6.00)  
12 March 1943 - Essen (4.35 - aircraft hit by flak)  
13 March 1943 - Gardening (4.40)  
26 March 1943 - Duisburg (4.45)  
28 March 1943 - St.Nazaire (4.20, turret unserviceable)  
29 March 1943 - Bochum (5.30)  
4 April 1943 - Kiel (6.20)  
8 April 1943 - Duisburg (2.00, duty not carried out; engine trouble)  
10 April 1943 - Frankfurt (7.35)  
26 April 1943 - Duisburg (5.20)  
24 May 1943 - Dusseldorf (5.00)  
27 May 1943 - Essen (4.55)  
11 June 1943 - Dusseldorf (5.00)  
12 June 1943 - Gardening (4.00)  
21 June 1943 - Krefeld (4.25)  
23 June 1943 - Gardening, Brest (6.00)

This officer has successfully completed 29 trips in which he has shown exceptional skill as a pilot. Such heavily defended targets as Mannheim, Duisburg (twice), Lorient (five times), Wilhelmshaven, Cologne, Essen (twice), Kiel, Frankfurt, Dusseldorf (twice), and Krefeld are included in his schedule of successful trips. By his quiet and dogged determination and his cheerful confidence he has been an inspiration to the rest of the crew. For his coolness, his skill and determination, this officer is strongly recommended for the award of the Distinguished Flying Cross.

**Training:** Interviewed by F/L J.G. Ryrie, 14 February 1941: "Good type of lad. Well educated, denoting good background. Very quiet but appears reliable and trustworthy."

Course at No.3 ITS was 16 May to 21 June 1941. Placed 24<sup>th</sup> in a class of 175. "Quite intelligent. Very good type. Quiet but enthusiastic. Resourceful. Dependable. Quite calm."

Course at No.16 EFTS was 3 July to 20 August 1941. Flew Tiger Moths - 20 hours dual, 31.40 solo (of which 5.25 on instruments) plus ten hours in Link. Placed 19<sup>th</sup> in a class of 32. "Conduct good. Personality only fair. Ability in ground subjects average. Ability exceeds manner and appearance."

Course at No.3 SFTS on Anson aircraft - 36.55 day dual, 35.45 day solo, 5.00 night dual, 7.00 night solo. Spent 23.50 on instruments. Logged 20 hours in Link. "A low average pilot, slow and not very methodical nor keen or alert." (S/L F.R. Sharp, 5 November 1941). He was 49<sup>th</sup> in a class of 51.

Course at No.14 OTU, 21 April to 6 July 1942. Dropped 45 bombs by day. Generally average. "Should make good operational pilot. Lacks sense of discipline and is inclined to be lazy."

**Notes:** Accident on 15 May 1942, No.14 OTU, Oxford AT479, training flight. "A slight swing caused the aircraft to run even more directly in chosen path of an incoming Hampden. When danger was realized an effort was made to minimize collision unsuccessfully." The aircraft was destroyed by Hampden P1185 in collision; Hampden pilot held to blame.

Accident on 28 March 1943, 1130 hours, Middleton St. George, Wellington HE514, non-operational test; no injuries, Aircraft made a good landing but tyre burst, ran straight for 30 yards, swerved to port, ground-looped and undercarriage collapsed. Strong cross wind on landing.

Assessed 4 November 1944 as having some initial trouble developing instructional technique but improved with experience; "Is now a very good average as a flying instructor. He has a quiet manner that is not lacking in force." (W/C H.H.J. Miller, No.24 OTU)

Application for Operational Wing, 3 December 1943, stated he had flown 29 sorties (175 operational hours), 21 July 1942 to 28 June 1943. This must have included a flight from OTU in July 1942.

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THOMSON, FS Kenneth Lorne (R81347) - **British Empire Medal** - RCAF Station Watson Lake (since moved to RCAF Station Prince George). Award effective 14 June 1945 as per **London**



**Gazette** of that date and AFRO 1127/45 dated 6 July 1945). Born in Victoria, British Columbia, 10 February 1916 (RCAF press release announcing award). Employed on bull gang with Bull Gang with B.C. Cement for one year, tractor and drill mechanic and driver with Yukon Construction for one year, tractor driver at Vancouver and Davidson airports. Enlisted in Vancouver, 13 December 1940 as Master Mechanic Motor Transport and posted to No.1 Manning Depot, Toronto. Reclassified as Tractor Operator, 10 January 1941. To No.32 SFTS, Moose Jaw, 30 January 1941. Promoted AC1, 1 June 1941. Promoted LAC, 1 October 1941. Promoted Corporal, 1 December 1941. Promoted Sergeant, 1 April 1942. To Patricia Bay, 17 May 1942. Promoted Flight Sergeant, 1 November 1942. While at Patricia Bay he was able to help his father on a farm eight miles distant, farm hands being unavailable. To Prince George, 18 November 1943. To No.2 Wing Headquarters, Edmonton, 27 May 1944. To Watson Lake, 20 June 1944. To Edmonton, 4 March 1945. To No.3 Repair Depot, Vancouver, 13 March 1945. To Prince George, 26 April 1945. To No.8 Release Centre, 21 August 1945. Retired 22 August 1945. Immediately set up his own business with another airman and a RD-6 caterpillar tractor. Award presented 31 January 1946. Died in Victoria, 13 October 1984 as per British Columbia Vital Statistics.

This non-commissioned officer has operated his tractor and motor transport section with such a high degree of efficiency and initiative that even under the most difficult weather conditions the aerodrome has never been unserviceable. His loyalty and conduct have never been questioned during his four years in the service. The effort, skill and unremitting devotion to duty he has shown at all times have unquestionably contributed in no small way to the success of flying operations in North West Air Command.

The recommendation was raised on 11 January 1945. His file contains numerous mentions of his efficient aerodrome maintenance skills.

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THOMSON, F/L Robert Hugh (J10280) - **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 25 January 1918. Home in New Westminster; enlisted in Halifax, 23 April 1941. Granted Leave Without Pay until 8 May 1941 when posted to No.4A Manning Depot. To No.1 WS, 9 June 1941. To No.3 ITS, 27 July 1941; graduated and promoted LAC, 31 August 1940; posted that date to No.21 EFTS; graduated 25 October 1941 when posted to No.9 SFTS; graduated and commissioned, 2 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 1 February 1945. To Moncton, 13 February 1945. Release date uncertain. Rejoined RCAF in Flying Control Branch, 20 August 1951 (46631) in rank of Flying Officer.

Promoted Flight Lieutenant and granted Permanent Commission, 1 July 1955. Further details unknown.

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THOMSON, P/O Thomas Ambrose (J85670) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 1924 in Toronto; home in Gravenhurst, Ontario. Trained at No.5 ITS and No.4 AOS. Commissioned 1944. Served in postwar RCAF (20774); still active in 1970. 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.1729 (PAC RG.24 Vol.20607) has recommendation forwarded from squadron, date uncertain but apparently early July 1944 when he had flown 34 sorties (175 hours 25 minutes).

This navigation officer has completed thirty-four 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:

20 February 1944 - Stuttgart (8.45)  
24 February 1944 - Schweinfurt (8.15)  
25 February 1944 - Augsburg (7.15)  
6 March 1944 - Trappes (4.30)  
13 March 1944 - Le Mans (5.00)  
15 March 1944 - Stuttgart (8.05)  
18 April 1944 - Noisy-le-sec (5.35)  
20 April 1944 - Lens (4.35)  
24 April 1944 - Karlsruhe (7.35)  
26 April 1944 - Essen (4.50)  
27 April 1944 - Aulnoye (5.05)  
30 April 1944 - Somain (5.00)  
1 May 1944 - St. Ghislain (4.30)  
7 May 1944 - St. Valery (3.55)  
9 May 1944 - Calais (3.30)  
10 May 1944 - Ghent (4.15)  
22 May 1944 - Le Mans (4.50)  
27 May 1944 - Bourg Leopold (4.50)  
2 June 1944 - Neufchatel (3.50)  
6 June 1944 - Coutrances (4.00)

9 June 1944 - Le Mans (5.25)  
12 June 1944 - Cambrai (4.05)  
24 June 1944 - Bonnetot (4.20)  
28 June 1944 - Metz (7.15)  
9 July 1944 - Ardouval (3.25)  
28 July 1944 - Hamburg (5.00)  
31 July 1944 - Cocquereau (4.05)  
4 August 1944 - Paris (5.10)  
7 August 1944 - La Hogue (4.25)  
8 August 1944 - Chantilly (4.15)  
12 August 1944 - La Breteque (4.30)  
15 August 1944 - Soesterburg (3.50)  
16 August 1944 - Gardening, Kiel Bay (5.55)  
6 September 1944 - Emden (3.50)  
11 September 1944 - Le Havre (4.50)

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THOMSON, F/L Wellesley Scott (C9378) - **Mention in Despatches** - Station Linton-on-Ouse - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Home in Edmonton, Alberta; enlisted there 26 December 1941 as Equipment Officer and commissioned that date. To Technical Training School, 2 January 1942. To No.2 ITS, date uncertain. Promoted Flying Officer, 16 February 1942. To "Y" Depot, 28 September 1942. To RAF overseas, 2 October 1942. Promoted Flight Lieutenant, 12 July 1943. Repatriated 15 November 1944. To No.7 Release Centre, 26 January 1945. Resigned commission, 6 February 1945. . No citation in AFRO which identifies unit only as "Overseas". DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 6 February 1944 which identifies unit with following:

Flight Lieutenant Thomson has served in the RCAF since December 26th, 1941. His devotion to duty and unceasing labours have contributed to maintaining a high standard of efficiency in the various equipment sections in which he has served. His exemplary character and very understanding temperament have won him the respect of all those with whom he has come in contact. He is a credit to his branch of the Service.

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THORBURN, WO Walter Fyfe (R57750, later J85523) - **Distinguished Flying Cross** - No.460 Squadron - Award effective 19 May 1944 as per **London Gazette** of that date and AFRO 1296/44

dated 16 June 1944. Born in Vancouver, 16 February 1912; educated there to 1925; home there. Worked in Hollinger Mines, Timmins, June 1930 to July 1934 (miner, locomotive driver), Britannia Mines, Howe Sound, British Columbia, September 1934 to March 1938 (miner), Meadowvale Dairies, Vancouver, June 1938 to September 1939 (truck driver, company sold out) and Fletcher Limited, Vancouver, January to April 1940 (truck driver and salesman); enlisted in Vancouver on 16 April 1940 for General Duties. Posted next day to No.21 Munitions Detachment, Kamloops (later called No.15 Explosives Depot). Promoted AC1, 16 July 1940. Promoted LAC, 16 October 1940. Promoted Corporal, 1 April 1941. To No.15 SFTS, Claresholm, 15 June 1941. Promoted Sergeant, 1 October 1941. Remustered Trained aircrew and posted to No.8 BGS, Lethbridge, 19 July 1942; graduated 23 October 1942, placing third in a class of ten. To "Y" Depot, Halifax, 25 October 1942. To RAF Trainee Pool, 22 November 1942, embarking from New York. Disembarked in Britain, 30 November 1942 and posted to No.3 PRC, Bournemouth. To No.28 OTU, 2 February 1943. To No.1656 Conversion Unit, 10 April 1943. Promoted Flight Sergeant, 23 April 1943. To Station Lindholme, 26 April 1943. To No.1656 Conversion Unit, 3 May 1943. To No.460 Squadron, 25 June 1943. Slightly wounded in right leg, 2/3 October 1943 (Lancaster Mark II, DV193; captain was Aus 412288 FS S.G. Webster, seriously but not dangerously wounded); fighter attack, main plane flap and fuselage holed by cannon shell and heavy flak, starboard outer unserviceable due to cannon shell - probably not salvageable). Promoted WO2, 23 October 1943. Commissioned 11 November 1943. To No.27 OTU, 22 January 1944 as gunner instructor. To No.82 OTU, 27 February 1944 (instructor). Promoted Flying Officer, 11 May 1944. To No.86 OTU, 15 June 1944 (instructor). To No.18 OTU, 15 October 1944 (waiting). Repatriated via Lachine, 19 December 1944. To Western Air Command, 29 December 1944. To No.2 Equipment Depot, Vancouver, 1 February 1945. To No.8 Release Centre, 26 April 1945. Retired 14 May 1945. Award sent by registered mail 11 March 1949. Died in Ganges, British Columbia, 10 April 1976 as per British Columbia Vital Statistics.

Warrant Officer Thorburn has taken part in attacks against many of the enemy's most heavily defended targets including Berlin, Hamburg, Leipzig and Turin. In August 1943, while on the outward journey to Berlin, the rear turret of his aircraft failed but having full confidence in Warrant Officer Thorburn the captain flew on and successfully completed the mission. On another occasion during an attack on Berlin and while in the target area, Warrant Officer Thorburn's aircraft was attacked by an enemy fighter. His cool directions enabled his pilot to take successful evasive action and although his aircraft was severely damaged the attacker was frustrated. At all times this Warrant Officer has displayed exceptional keenness and skill in his work both in the air and on the ground, setting a fine example to all of devotion to duty.

Public Record Office Air 50/292 has two Combat Reports relevant to his career (excerpts quoted):

**22/23 October 1943:** Lancaster AH-A. Target, Kassel. Gunners were Thorburn and Flight Sergeant Webster. Incident in target area, "just bombed and about to turn onto new course." Speed 165 m.p.h., heading 317 degrees, time 2110 hours. There was no moon and visibility was good.

4. Our aircraft was suddenly engaged by very accurate flak apparently predicted but was not coned by searchlights.

5. No unusual phenomena observed as flak burst were repeatedly hitting my aircraft and the captain was endeavouring to get clear.

6. No enemy fighter or tracer was ever seen as the gunners were blinded by the continual bursting of flak and both were wounded.

7. 8, 9 and 10. The crew were not certain whether a fighter has attacked them and were at first under the impression that flak had caused all the damage, but an examination of the aircraft in the morning revealed fragments of 20-mm cannon shells in the fuselage and rear turret and the mid-upper gunner was wounded in leg apparently not by flak but by a 7.92 mm bullet.

11. The captain was taking evasive action to clear the flak and as no fighter was seen evasive action was not directed by the wounded gunners.

12. [Enemy fire] None known.

13. Our aircraft extensively damaged by flak and cannon shell holes in base of rear turret and starboard outer engine and petrol tanks. Mid-upper gunner, bullet hole through leg and compound fracture of the bone. Rear gunner [Thorburn] wounded in knee with fragments of cannon shell.

14. [Ammunition expended] Nil

15. [Gunners identified; see above]

16. Monica was fitted, Boozer installed, but no warning registered. The gunner of this aircraft were very experienced and sound and we may accept it that there was no fighter within range up to the time the flak commenced hitting our aircraft. It would appear that this fighter must have flown right through the flak to make this attack and it is an indication of the determined fighter opposition

now being experienced over and around the targets.

**16/17 December 1943:** Lancaster AR-A. Target Berlin. Gunners were Thorburn (rear gunner) and Sergeant Anthony (Australian).

2. Target area. Aircraft had just dropped bombs. 2006 hours, 180 m.p.h. R.A.S. [real air speed], 065 degrees magnetic, 20,000 feet.
3. No moon; visibility good. 10/10 cloud, tops 6,000 feet.
4. Target area, searchlights formed a large illuminated area, under base of clouds and our bomber was silhouetted against this.
5. The fighter flares were just behind our bomber.
6. One Ju.88
7. No lights carried [on enemy aircraft].
8. Heavy armour in nose [of enemy aircraft].
9. One attack only, breaking away starboard, quarter down.
10. Range 800 yards, slightly up on port quarter [when first seen]
11. [Evasive action] Diving turn to port then corkscrew [taken immediately on identifying enemy aircraft from 600 to 700 yards].
12. Rear gunner opened fire at 450 yards and closed to 200 yards. Fighter opened fire at 400 yards with one burst.
13. The Rear Gunner definitely saw strikes on the fighter but owing to the speed of the attack and severe evasive action, the fighter was lost. The aircraft was hit five times with cannon shell, vis., starboard mainplane, rear wing tip, starboard outer prop, starboard tailplane. Port side of fuselage through H2S blister and damage to rear turret hydraulic pipe line (turret became unserviceable). Hydraulic oil caught fire.
14. Rear Gunner, 400 rounds, No.1 stoppage. Mid-Upper Gunner 100 rounds, no stoppages.

15. Rear Gunner Flight Sergeant Thorburn, No.8 B & G School, Canada, 28 O.T.U., 1656 C.U.; Mid-Upper Gunner Sergeant Anthony, No.7 A.G.S., 81 O.T.U. 1662 C.U.

16. Boozer and Monica not fitted.

17. The usual target area attack very capably handled by the two gunners. Evasive action correctly given and carried out.

18. The gunners in this crew are very experienced and quickly identified the fighter before he could commit himself to the attack. The Rear Gunner claims the fighter as damaged.

**Notes:** Reprimanded 18 October 1941 for being absent without leave for nine days (No.15 SFTS). Reprimanded and forfeited three days pay, 4 August 1942 (No.8 BGS, AWOL three days). Severely reprimanded and forfeited two days pay, 21 August 1942 (No.8 BGS, AWOL two days). This record appears to have slowed his being commissioned but he was later described as being "a good, keen and willing aircrew...Operations have evidently suited him".

On repatriation he reported he had flown 183 hours five minutes on operations (28 sorties, the last on 29 December 1943). He had also flown 95.05 while training before operations and 48.30 while instructing.

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THORN, F/O Douglas Frederick (J19374) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born Abbotsford, British Columbia, 23 November 1920 but raised in West Point Gray (Vancouver), graduating from Lord Byng High School; home in Vancouver; enlisted there 24 June 1941 and posted to No.2 Manning Depot. To No.10 SFTS (guard), 15 August 1941. To No.2 ITS, 13 September 1941; graduated and promoted LAC, 21 November 1941 when posted to No.12 EFTS; ceased training and posted to Trenton, 28 January 1942; to No.10 AOS, 11 April 1942; graduated and promoted Sergeant, 14 August 1942. To "Y" Depot, date uncertain. To RAF overseas, 26 October 1942. Promoted Flight Sergeant, 14 February 1943. Promoted WO2, 14 August 1943. Commissioned 22 October 1943. Promoted Flying Officer, 22 April 1944. Repatriated 2 August 1945. To No.8 Release Centre, 12 August 1945. Retired 28 September 1945. Wartime service featured in **Aeroplane Magazine**, May 2005. Postwar he worked for 45 years in paperboard packaging, retiring 1989. Active in Canadian Power and Sail Association, serving one term as District Commander. Also served one term as President, Air Crew Association. Died in Vancouver, 25 April 2006. Award presented

21 February 1948. RCAF photo PL-45518 (ex UK-24045 dated 13 August 1945) shows F/O Douglas F. Thorn (navigator, Vancouver, left) and F/O John W. Porter (pilot, Manson Creek, British Columbia, right) at Repatriation Depot, Torquay; caption reads in part, "The two British Columbians arrived overseas together but were subsequently split up when Porter started operations with the Second Tactical Air Force and Thorn navigated Halifax heavy bombers to Germany on 31 sorties. They met again at Repatriation Depot and were scheduled to take the same boat back to Canada."

This officer has fulfilled his duties with the utmost courage and devotion to duty. During an eventful tour of operational duty he has navigated his aircraft successfully to most of the major German targets and has also been engaged in minelaying operations in enemy waters. On five occasions his aircraft has returned to the United Kingdom on three engines and once was badly damaged by anti-aircraft fire. During another sortie an enemy night fighter was encountered. From all these flights the safe return of the aircraft and crew has been largely owing to the high navigational skill displayed by Flying Officer Thorn.

NOTE: Public Records Office Air 2/9276 has recommendation dated 20 June 1944 when he had flown 31 sorties (184 hours 59 minutes). This gives a sortie list and a slightly more detailed text than the one published.

24 July 1943 - Hamburg (5.40)  
25 July 1943 - Essen (4.44)  
27 August 1943 - Nuremburg (8.11)  
30 August 1943 - Gladbach (5.08)  
31 August 1943 - Berlin (7.58)  
5 September 1943 - Mannheim (7.50)  
6 September 1943 - Munich (9.26)  
15 September 1943 - Montlucon (6.58)  
16 September 1943 - Modane (8.50)  
8 October 1943 - Hanover (5.55)  
22 October 1943 - Kassel (6.07)  
3 November 1943 - Dusseldorf (5.13)  
11 November 1943 - Cannes (8.34)  
20 December 1943 - Frankfurt (6.50)  
20 January 1944 - Berlin (6.53)  
15 February 1944 - Berlin (6.44)  
22 February 1944 - GARDENING (3.05, DNCO)  
2 March 1944 - Meulam (4.49)



5 March 1944 - Trappes (5.10)  
13 March 1944 - GARDENING (7.50)  
15 March 1944 - Amiens (4.27)  
16 March 1944 - Amiens (4.27)  
22 March 1944 - GARDENING (6.31)  
9 April 1944 - Lille (4.26)  
18 April 1944 - GARDENING (6.12)  
20 April 1944 - Ottignes (4.14)  
26 April 1944 - GARDENING (3.53)  
9 May 1944 - Berneval (3.37)  
8 June 1944 - Alencon (5.50)  
11 June 1944 - Massy-Plaiseau (5.22)  
12 June 1944 - Amiens (4.05)

Pilot Officer Thorn is the navigator of Flight Lieutenant Clark's crew and has now completed his first tour of operations with a total of 31 sorties; fifteen of these were carried out against most heavily defended German targets, including three against Berlin. He was also engaged on several mine laying missions in enemy waters.

This officer has fulfilled his duties admirably during an uneventful tour. On five occasions his aircraft has returned to the United Kingdom on three engines and once, when attacking Cannes on the night of 11 November 1943, the aircraft was badly damaged by flak. During another sortie, enemy night fighter attack was encountered. Under these difficult conditions Pilot Officer Thorn's good navigational ability has greatly contributed to the safe return of the aircraft and crew on each occasion.

A good photographic record has been made during his tour, including Aiming Point photographs, which record also reveals accuracy in mine laying operations.

In recognition of this officer's very high navigational skill, his inspiring coolness and devotion to duty, which have contributed greatly to the successful completion of his tour of bombing and mine laying missions, it is strongly recommended that he be granted the award of the Distinguished Flying Cross.

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THORNDYCRAFT, F/O Robert George (J27140) - **Mention in Despatches** - No.145 (BR) Squadron  
- Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11

May 1945. Born in Winnipeg, 10 October 1919. Educated in Vancouver; enlisted there 5 June 1939 as Airframe Mechanic. To No.6 (BR) Squadron, 1 July 1939. Promoted AC1, 5 December 1939. Promoted LAC, 5 March 1940. Promoted Corporal, 1 August 1940. Promoted Sergeant, 1 February 1941. Remustered to aircrew and posted to No.4 ITS, 31 July 1942; may have graduated 9 October 1942 but not posted to No.1 BGS until 24 October 1942; may have graduated 23 December 1942 but not posted to No.10 AOS until 24 January 1943; graduated and commissioned 11 June 1943. To No.1 GRS, 11 June 1943. To No.31 OTU, 6 August 1943. To Eastern Air Command Headquarters, 23 October 1943; to No.145 (BR) Squadron, 25 October 1943. Promoted Flying Officer, 11 December 1943. To Torbay, 20 June 1945. To No.1 Central Navigation School, 20 June 1945. Served in postwar RCAF, retaining rank of Flying Officer on 1 October 1946. Promoted Flight Lieutenant, 1 June 1950. Granted Permanent Commission, 1 October 1950. Promoted Squadron Leader, 1 January 1955. Died in Hubbard, Minnesota, 27 October 1996.

This officer has flown on many operational sorties as a navigator over the North Atlantic. He has consistently displayed perseverance and devotion to duty of a very high order. He has given unsparingly of his time and energy and has been an inspiration to those with whom he has served.

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THORNICROFT, Sergeant (now P/O) Howard Edwin (R73831/C19120) - **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 Montreal, 1920; 19 July 1920; home there (tractor operator); enlisted there 22 October 1940 as Aero Engine Mechanic. To Technical Training School, 6 December 1940. Promoted AC1, 3 May 1940. To No.12 SFTS, 16 May 1940. Promoted LAC, 1 October 1941. To No.4 SFTS, 3 February 1942. To "Y" Depot, 11 March 1942. To RAF overseas, 30 April 1942. Reclassified as Flight Engineer, 16 October 1942 and promoted Sergeant. Promoted Flight Sergeant, 16 April 1943. Commissioned 27 October 1943. Promoted Flying Officer, 27 April 1944. Repatriated 8 June 1945. To No.1 Air Command, 20 June 1945. To Lachine, 29 July 1945. To Release Centre, 9 August 1945. Retired 19 September 1945. Died in Bramton, Ontario, 20 August 1986 as per **Airforce Magazine** of January-February-March 1987. 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). No citation in AFRO.

THORNICROFT, F/O Howard Edwin (C19120) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated

19 October 1945. Award presented at Sea Island, 25 November 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 from W/C V.F. Ganderton dated 19 March 1945 when he had flown 41 sorties (258 hours 30 minutes).

This officer has completed forty-one heavy operational bombing attacks against the enemy, fourteen of these on his second tour.

His work both in the air and as Deputy Flight Engineer Leader has at all times been of the highest order. His courage and dogged determination has had much to do with the successful completion of his many sorties. Flying Officer Thornicroft can at all times be thoroughly depended upon to carry out his duties as a Flight Engineer and his view of his splendid and enviable record I strongly recommend that he be awarded the Distinguished Flying Cross.

The sortie list was as follows:

4 February 1943 - Turin (8.15)  
7 February 1943 - Lorient (6.00)  
11 February 1943 - Wilhelmshaven (5.20)  
13 February 1943 - Lorient (6.35)  
14 February 1943 - Milan (9.20)  
16 February 1943 - Lorient (6.20)  
9 March 1943 - Munich (7.30)  
22 March 1943 - St. Nazaire (5.35)  
26 March 1943 - Duisburg (3.25, early return, duty not carried out)  
27 March 1943 - Berlin (7.25)  
29 March 1943 - Berlin (7.05)  
3 April 1943 - Essen (5.10)  
4 April 1943 - Kiel (5.45)  
8 April 1943 - Duisburg (5.30)  
10 April 1943 - Frankfurt (6.15)  
13 April 1943 - Spezia (10.20)  
16 April 1943 - Pilsen (9.00)  
20 April 1943 - Stettin (7.40)  
12 May 1943 - Duisburg (4.50)  
13 May 1943 - Pilsen (7.25)  
23 May 1943 - Dortmund (5.20)  
27 May 1943 - Essen (5.10)

29 May 1943 - Wuppertal (5.30)  
8 July 1943 - Cologne (6.20)  
9 July 1943 - Gelsenkirchen (6.40)  
12 July 1943 - Turin (10.50)  
16 July 1943 - Reggie (10.15)  
25 July 1943 - Leghorn (8.20)

\* \* \* \* \*

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)  
3 January 1945 - Hanover (6.30)  
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 (6.50)  
24 February 1945 - Kamen (6.25)  
11 March 1945 - Essen (6.10)  
12 March 1945 - Dortmund (6.20)

Various pages of the submission give confusing figures about his operational flying time. The general summary states he had flown 41 sorties and 288 hours 30 minutes. The sortie sheet states that on his first tour he flew 27 sorties (288 hours 30 minutes) and on his second tour, 14 sorties and 95 hours 40 minutes. The sortie numbers are in agreement - 41 over all - but it would appear that his operational hours totalled 384 hours ten minutes. The situation is not helped by the fact that all the sheets in the file are poor carbon copies.

\* \* \* \* \*

THORNTON, P/O Graydon Maurice (J16938) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 16 November 1943 and AFRO 2610/43 dated 17 December 1943. Born 6 November 1911 in Birtle, Manitoba; home in Winnipeg; enlisted there 18 July 1941. Granted Leave Without Pay until 9 November 1941 when posted to No.2 Manning Depot. To No.3 BGS (guard), 7 November 1941. To No.7 ITS, 20 December 1941; posted on 26 February 1942 to Trenton; promoted LAC, 23 March 1942; to No.7 BGS, 28 March 1942; graduated and promoted Sergeant, 27 April 1942. To "Y" Depot, 28 April 1942. To RAF overseas, 15 May 1942. Commissioned 21 January 1943. Promoted Flying Officer, 21 July 1943. Award presented by King George 11 August 1944. Repatriated October

1944. To No.5 Release Centre, 5 January 1945. Retired 24 January 1945. 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-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." RCAF photo PL-32536 (ex UK-13872 dated 26 August 1944) shows him.

RCAF Press Release No.4629 dated 7 April 1944 from Sergeant John Badger reads:

WITH RCAF BOMBER GROUP OVERSEAS: -- It wasn't that Graydon Thornton, 532 Spence Street, Winnipeg, didn't like dairy inspecting, he did, and he wants to go back to it after the war. But in time of total war, he wanted war work – and the most telling kind at that – aircrew. Despite his gray and thinning hair, this man volunteered for flying duties, eventually won an air-gunner's wing and was posted overseas for operational flying. Today, Graydon Thornton holds the DFC and the rank of flying officer. Now a veteran of a tour of operations, he is instructing in gunnery at a heavy conversion unit of the Canadian Bomber Group overseas.

The first half of his tour was flown in Wellingtons of the Snowy Owl Squadron. When it was decided to send this Canadian unit to North Africa to cover the projected landings in Sicily and Italy, Thornton was posted to a conversion station. The authorities wanted him to stay on flying duties in Britain. After a course in the ways of the Halifax, Thornton was sent to the RCAF Lion Squadron with which he completed his tour.

By luck, he had to use his guns only a couple of times in the course of his operations. On one flight to Hamburg, his aircraft was attacked by a Junkers 88. The formidable German night-fighter appeared climbing up underneath the bomber's tail. It fired first, pouring a long burst of cannon shells and machine gun bullets into a petrol tank of the big plane's port wing, damaging the wing considerably. As the Nazi twisted into position behind the bomber's tail, the slipstream from the latter's engines caught it.

Thornton fired two short bursts at the right moment. One burst was at a range of 50 yards or less. The other gunner, F/L (now pilot officer) Bill Newcombe of Vancouver, was in the astrodome watching the combat. He saw Thornton's bullets hammering into the floundering fighter. The Junkers peeled off, diving through cloud which prevented the bomber crew from learning its fate.

\* \* \* \* \*

THORP, F/O Norman (J9525) - **Distinguished Flying Cross** - No.207 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1338/43 dated 16 July 1943. Born Manchester, 23 March 1919; home in Winnipeg. Enlisted there 19 February 1941 and posted to No.2 Manning Depot. To No.3 BGS, 29 March 1941. To No.2 ITS, 15 May 1941. Promoted LAC, 21 July 1941 and posted that date to No.5 AOS. To No.3 BGS, 12 October 1941. Graduated and promoted Sergeant, 24 November 1941. To No.1 CNS, 25 November 1941. Graduated and commissioned, 22 December 1941. To "Y" Depot, 23 December 1941. To RAF overseas, 8 January 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 25 October 1943. Promoted Squadron Leader, 15 June 1945. Repatriated to Canada, 23 July 1945. Remained in postwar RCAF, retaining rank of Squadron Leader (service number 25757). Promoted Wing Commander, 1 January 1953. Retirement date uncertain. 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. 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." Photo PL-39576 is a portrait taken about 1949. RCAF photo PL-45155 (ex UK-22706 dated 18 July 1945) is captioned as follows: "These three Canadian squadron leaders were with RAF Lancaster squadrons. Left is S/L H.C.G, Wilcox, formerly of Winnipeg, who joined the RAF in 1937. He did his first tour in Fairey Battles in RAF Coastal Command, his second tour on Lancasters. Centre is S/L Forbes Knight of Toronto and North Bay, Ontario, who with S/L Willcox were flight commanders on the same RAF squadron. Right is S/L N. Thorp, DFC, Winnipeg, who was navigation leader at an RAF base. The only Canadian in his crew, he flew on daylight raids against Le Creusot and Milan back in 1942." Died 11 December 1997 in Winnipeg as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1998.

During numerous operational flights Flying Officer Thorpe has proved himself an exceptionally skilful navigator, even under the most hazardous circumstances. On occasions when wireless aids have failed he has contributed materially to the success of the operations by his superb navigation. Flying Officer Thorpe took part in the operations against Le Creusot and Milan where his excellent low level map reading was of great assistance. In addition he has participated, with success, in raids on all the most heavily defended German targets. Throughout

his operational tour this officer has displayed outstanding courage and devotion to duty.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 22 April 1943 when he had flown 25 sorties (187 hours 40 minutes) on operations. Sortie list and submission as follows:

one sortie with a previous unit (7.15)

1 October 1942	Wismar (7.55)
17 October 1942	Le Creusot (10.50, day)
22 October 1942	Genoa (9.35)
24 October 1942	Milan (9.45)
7 November 1942	Genoa (8.05)
13 November 1942	Genoa (8.40)
20 November 1942	Turin (8.25)
28 November 1942	Turin (8.00)
8 December 1942	Turin (8.30)
2 February 1943	Cologne (5.00)
4 February 1943	Turin (7.50)
25 February 1943	Nuremberg (7.50)
26 February 1943	Cologne (4.40)
1 March 1943	Berlin (7.40)
3 March 1943	Hamburg (5.20)
5 March 1943	Essen (4.40)
8 March 1943	Nuremberg (8.10)
9 March 1943	Munich (7.30)
12 March 1943	Essen (4.30)
22 March 1943	St. Nazaire (8.00)
29 March 1943	Berlin (7.50)
3 April 1943	Essen (4.50)
13 April 1943	Spezia (10.30)
14 April 1943	Stuttgart (6.20)

This officer has completed 187.40 hours operational flying and has proved himself to be an exceptionally skilful navigator even under the most difficult conditions. On all occasions when radio aids had been lacking, he has contributed materially to the success of the operation by his superb navigation.

Pilot Officer Thorp took part in the daylight operations against Le Creusot and Milan. In the latter the success of the mission was mainly due to his excellent low-level map reading. In addition he has taken part in attacks against many of the most heavily defended targets in Germany, and on all occasions the results

have been successful.

Throughout the whole of his tour of operations Pilot Officer Thorp has displayed outstanding courage and determination in face of the enemy, and the cool manner in which he has carried out his duties has been an inspiration to the rest of his crew.

THORP, S/L Norman, DFC (J9525) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946.

RCAF Press Release No. 366 dated 10 July 1945 by F/L W.A. Shields reads as follows:

WITH CANADIANS IN THE R.A.F.: --- After more than 3 ½ years in Britain, Squadron Leader N. Thorp, D.F.C. (18 Linwood Court), Deer Lodge, Winnipeg, looks forward to an early return to Canada. He was navigation leader at an R.A.F. Lancaster base when the war in Europe ended and is now at an RCAF Holding Unit.

He was the only Canadian in an R.A.F. crew which began operations in 1942, flying Wellingtons, Manchesters and Lancasters. He took part in the famous daylight raids against Le Creusot and Milan in 1942 – the first to be flown without fighter protection.

Low level bombing? In the bombing of Le Creusot, his Lancaster lost a motor when a panicky partridge choked the oil cooler.

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THORSON, F/L Emil (J21186) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 15 March 1921 in Vancouver; home there (painter and carpenter); enlisted there 13 January 1942 and granted Leave Without Pay. To No.3 Manning Depot, 1 February 1942. To No.3 SFTS, 27 March 1942. To No.4 ITS, 23 May 1942; graduated and promoted LAC, 17 July 1942; to No.3 AOS, 1 August 1942; graduated and commissioned, 20 November 1942; to No.1 CNS, date uncertain; to No.9 AOS, 4 January 1943. Promoted Flying Officer, 20 May 1943. To "Y" Depot, 4 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flight Lieutenant, 20 November 1944. Repatriated 7 February 1945. To No.8 Release Centre, 18 February 1945. Released 29 March 1945. In crew of J19578 F/O D.M. Kennedy (pilot, awarded DFC). Award presented 29 January 1947. Graduated from University of British



Columbia in 1948 (Civil Engineering). His obituary notice read, in part, "As a professional engineer Emil enjoyed a successful career in the construction and concrete industry. Emil established the concrete business Econo Mix in 1971 and retired from Allied Ready Mix, a business he ran with his sons, in 1986." Died in Vancouver, 13 November 2010 (Vancouver **Sun and Province**, 19 and 20 November 2010. No citation other than "completed ...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.1515 (RG.24 Vol.20600) has recommendation dated 6 December 1944 when he had flown 33 sorties (164 hours 25 minutes), 16 April to 1 November 1944.

Flying Officer Thorson has completed a tour on heavy bombers. He has navigated over many heavily defended targets such as Kiel, Sterkrade, Duisburg and Cologne. On all occasions Flying Officer Thorson has navigated his aircraft in an exceptionally skilful manner, and several times was responsible for the safe return of the aircraft and crew back to base. Flying Officer Thorson at all times inspired his crew by his coolness in the face of danger and his efficiency in navigation.

The sortie list was as follows:

15 July 1944 - Bois de Jardins (3.50)  
18 July 1944 - Wesseling (5.25)  
20 July 1944 - L'Hey (3.20)  
27 July 1944 - Hamburg (5.30)  
2 August 1944 - Bois de Casson (4.25)  
3 August 1944 - Bois de Casson (5.40)  
10 August 1944 - La Pallice (7.20)  
12 August 1944 - Montrichard (5.20)  
12 August 1944 - Falaise (4.20)  
14 August 1944 - Bons Tassily (4.45)  
15 August 1944 - Brussels (3.50)  
16 August 1944 - Kiel (5.35)  
18 August 1944 - Connantre (6.30)  
3 September 1944 - Volkel (3.40)  
8 September 1944 - Le Havre (3.45)  
9 September 1944 - Le Havre - Buick II (4.10)  
12 September 1944 - Wanne Eickel (3.20)  
15 September 1944 - Kiel (6.30)  
16 September 1944 - Boulogne (4.20)  
25 September 1944 - Calais (4.20)  
26 September 1944 - Calais (4.30)

27 September 1944 - Sterkrade (4.45)  
28 September 1944 - Cap Gris Nez (3.40)  
29 September 1944 - Sterkrade (4.50)  
6 October 1944 - Dortmund (6.45)  
9 October 1944 - Bochum (6.30)  
12 October 1944 - Wanne Eickel (4.50)  
14 October 1944 - Duisburg (5.40)  
14 October 1944 - Duisburg (5.35)  
25 October 1944 - Homburg (5.20)  
28 October 1944 - Cologne (5.30)  
1 November 1944 - Oberhausen (5.45)  
16 November 1944 - Julich (4.50)

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THORVALDSON, F/L Wallace Malcolm (J17019) - **Distinguished Flying Cross** - No.547 Squadron - Award effective 19 July 1945 as per **London Gazette** dated 27 July 1945 and AFRO 1672/45 dated 2 November 1945. Born 28 January 1920 in Calgary; home there (labourer). Educated at University of Alberta; enlisted Calgary 5 April 1941. To No.2 ITS, 26 July 1941; graduated and promoted LAC, 27 August 1941 when posted to No.5 AOS; graduated 2 January 1942 when posted to No.7 BGS; graduated 14 February 1942 when posted to No.1 ANS; graduated and promoted Sergeant, 18 March 1942. Commissioned 11 March 1943. Promoted Flying Officer, 11 September 1943. Repatriation and release dates uncertain. Entitled to Africa Star. Award presented by Governor General in Vancouver, 18 May 1954.

This officer has served in both the Middle East and European theatres of war. As navigator and bomb aimer he has taken part in a large number of anti-shipping sorties. In May 1945 he was navigator and bomb aimer in an aircraft detailed for an anti-U-boat patrol over the Kattegat. Two surfaced U-boats were sighted and in the face of heavy anti-aircraft fire an attack was made on the second U-boat. Despite violent evasive action Flight Lieutenant Thorvaldson dropped six depth charges with excellent results. This officer has at all times displayed great skill, courage and determination.

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THRASHER, WO (now P/O) Charles Raymond (R161157/J88052) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 23 June 1923 in Amherstburg, Ontario; home there (professional skater); enlisted Hamilton, 6 April 1942 and posted to No.5 Manning

Depot. To No.9 SFTS (guard duty), 25 May 1942. To No.6 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942; to No.4 AOS, 10 October 1942; graduated and promoted Sergeant, 19 February 1943. To "Y" Depot, 5 March 1943; to RAF overseas, 8 March 1943; commissioned 14 July 1944. Repatriated to Canada, 9 November 1944; to No.1 Training Command, 12 November 1944; to No.4 BGS, 19 December 1944; promoted Flying Officer, 14 January 1945; to No.1 Air Command, 18 February 1945; to Flight Engineer School, 22 February 1945. To "Y" Depot, 5 March 1945; to United Kingdom, 18 March 1945. Repatriated 2 August 1945. To No.1 Air Command, 13 August 1945. To Mountain View, 13 September 1945. Released 11 October 1945. Award sent by registered mail 9 February 1950. **Airforce Magazine**, issue of April-May-June 1990 reported the death of "F/L Chuck Thrasher" on 27 December 1989 in Belleville, Ontario; not sure if this is the same man. Photo PL-34170 is a portrait. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2609 (RG.24 Vol.20632) has recommendation by W/C J.D. Blane dated 23 July 1944 when he had flown 29 sorties (144 hours 40 minutes), 7 October 1943 to 20 July 1944.

Warrant Officer Thrasher is a Navigator of a four-engined heavy bomber aircraft. He has completed almost thirty sorties over many of the enemy's most heavily defended targets such as Berlin, Essen and Schweinfurt.

His precision work as a Navigator has contributed largely to the success of his crew's efforts over a long operational career.

Warrant Officer Thrasher's consistently good work under the most adverse conditions has been at all times a source of great comfort to the crew members and a splendid example to all members of this squadron.

His keen and conscientious efforts have at all times been most praiseworthy and I recommend him without reserve for the award of the Distinguished Flying Cross.

The sortie list was as follows:

7 October 1943 - Granville (4.00)  
24 February 1944 - Schweinfurt (8.55)  
6 March 1944 - Trappes (5.10)  
18 March 1944 - Frankfurt (4.30, duty not carried out)  
22 March 1944 - Mining, Kiel Bay (5.40)  
24 March 1944 - Berlin (7.35)

26 March 1944 - Essen (5.10)  
10 April 1944 - Ghent (3.55)  
26 April 1944 - Essen (4.40)  
27 April 1944 - Aulnoye (5.20)  
30 April 1944 - Somain (4.05)  
14 May 1944 - Le Havre, mining (4.20)  
8 May 1944 - St. Nazaire, mining (5.20)  
9 May 1944 - St. Valery-en-Caux (1.15, duty not carried out)  
10 May 1944 - Brest, mining (4.50)  
20 May 1944 - Kattegat, mining (5.20)  
22 May 1944 - Le Mans (5.05)  
6 June 1944 - Conde sur Noireau (5.30)  
7 June 1944 - Lorient, mining (6.00)  
9 June 1944 - Le Mans (5.30)  
12 June 1944 - Arras (3.55)  
14 June 1944 - Cambrai (4.05)  
15 June 1944 - Boulogne (3.30)  
16 June 1944 - Sautrecourt (3.30)  
21 June 1944 - Oisemont (4.25)  
24 June 1944 - Bonnetot (4.00)  
25 June 1944 - Gorenflos (4.05)  
27 June 1944 - Wizernes (2.50)  
17 July 1944 - Borkum, mining (4.50)  
18 July 1944 - Wesseling (4.50)  
20 July 1944 - Ferme de Grenbon (3.30)

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THRASHER, F/O John Alfred (J27620) - **Distinguished Flying Cross** - No.635 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 7 February 1914 in Port Arthur, Ontario; home there (pen maker); enlisted there 22 June 1942. To No.2 Manning Depot, 22 July 1942. To No.12 SFTS (guard duty), 10 September 1942. To No.2 ITS, 10 October 1942; promoted LAC, 19 December 1942; posted to No.2 EFTS as of 9 January 1943; to No.11 SFTS, 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 5 August 1945. Released 14 September 1945. Award sent by registered mail 24 February 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 2/8751 has recommendation dated 16 April 1945

when he had flown 34 sorties (173 hours 45 minutes), 23 October 1944 to 10 April 1945.

23 October 1944 - Essen (5.05)  
25 October 1944 - Essen (4.45)  
28 October 1944 - Cologne (4.55)  
30 October 1944 - Cologne (5.15)  
2 November 1944 - Dusseldorf (5.10)  
4 November 1944 - Bochum (5.00)  
6 November 1944 - Gelsenkirchen (4.45)  
12 December 1944 - Essen (4.35)  
18 December 1944 - Duisburg (5.05)  
21 December 1944 - Cologne (4.35)  
24 December 1944 - Dusseldorf (5.00)  
29 December 1944 - Troisdorf (2.25)  
1 January 1945 - Dortmund (4.25)  
6 January 1945 - Kamen (5.15)  
22 January 1945 - Gelsenkirchen (4.45)  
1 February 1945 - Mainz (5.20)  
2 February 1945 - Weisbaden (5.20)  
4 February 1945 - Osterfeld (4.05)  
8 February 1945 - Politz (7.40)  
17 February 1945 - Wesel (4.30)  
20 February 1945 - Dortmund (5.35)  
21 February 1945 - Worms (5.35)  
23 February 1945 - Pforzheim (6.55)  
12 March 1945 - Dortmund (4.35)  
14 March 1945 - Zweibrucken (5.30)  
15 March 1945 - Hagen (5.35)  
16 March 1945 - Nuremburg (7.20)  
21 March 1945 - Bremen (3.55)  
22 March 1945 - Dorsten (3.15)  
24 March 1945 - Bottrop (4.30)  
4 April 1945 - Harburg (5.10)  
8 April 1945 - Hamburg (5.35)  
9 April 1945 - Kiel (4.40)  
10 April 1945 - Paulen (7.40)

This officer has completed a large number of operational sorties as pilot and captain of aircraft. During his tour of duty he has carried out attacks against some of the most heavily defended German targets. He has proved himself a

skilful and courageous pilot and his unfailing judgement has played a large part in the successful completion of many missions.

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THRELFALL, FS Frederick Wainwright (Can 985) - **Mention in Despatches** - Station Dartmouth - Award effective 14 June 1945 as per **Canada** Gazette of that date and AFRO 1127/45 dated 6 July 1945. Born in Birkenhead, England, 3 February 1907. Educated in British Schools to 1922, then a woodworking course at Mount Tabor School (England). Militia service with 2<sup>nd</sup> Cheshire Regiment, Birkenhead, 1922-1926. Factory worker in England, 1922-1927; construction worker in Kingston and Winnipeg, 1928-1929. Enlisted in Ottawa, 22 November 1929. Promoted AC1, 23 April 1930. Transferred from Ottawa Air Station to Winnipeg Air Station, 30 April 1930. This posting involved work in the pigeon loft at Ladder Lake, Saskatchewan (12 May to 1 June 1930), Lac la Ronge (1 June to 13 September 1930) and Ladder Lake again (13 September 1930 to 1 March 1931) in which time he described his duties as "Maintenance of the Station - Looking after the Pigeons - weather reports sent to Winnipeg." At Winnipeg Station, 6 March to 25 May 1931, "Working on aircraft." At Camp Borden, 28 May to 7 June 1931 on "Station Details" (whatever that means). To Station Rockcliffe, 10 June 1931 as NCO in charge of breeding lofts. Promoted LAC, 1 December 1932. To Station Dartmouth, 26 October 1935, serving there to 15 October 1939. He described his duties as follows: Corporal in charge of Pigeon Lofts" with secondary duties of "M.T. Driver, Canteen Steward, Motor Boat Operator, Acting Fire Chief, Physical Training Instructor." Promoted Corporal, 1 February 1939. He was Pigeon Loftman at Dartmouth throughout the war. Promoted Sergeant, 6 November 1941. Attended American Pigeon Course at Fort Monmouth, February 1 and March 1942. Promoted Flight Sergeant, 1 March 1942. Remained in postwar RCAF (20748), reverting to Sergeant on 1 October 1946 and taking classification as Carpenter. To No.2 Construction and Maintenance Unit, 11 October 1946. To No.10 Construction and Maintenance Unit, 24 April 1947; to No.2 CMU, 12 September 1947; to No.10 Repair Depot, 10 January 1948; to No.2 CMU, 15 July 1948. To Station Macdonald, 2 July 1952, To Station Portage la Prairie, 1 October 1952. To Station London, 30 May 1954. To No.1 Wing, North Luffenham, 21 February 1955. Promoted Flight Sergeant, 1 October 1955. To No.30 Air Material Base, Langar, 16 January 1956. To Lachine, 15 June 1957. Released 10 February 1958, retiring to Alberta. Died in Haney, British Columbia, 12 January 1978 as per British Columbia Vital Statistics.

This non-commissioned officer has made an outstanding contribution to the pigeon service of the Royal Canadian Air Force. He devised a system of releasing pigeons from aircraft in a paper bag which has now been adopted throughout the British Empire. Upon commencement of the pigeon service, this non-commissioned officer suggested that pigeon fanciers contribute their stock and by his efforts this was done, thus saving the government much expense. The

pride and skill shown by this non-commissioned officer in his trade is worthy of the highest praise.

This award was based on a recommendation raised by an officer in Station Dartmouth on 10 January 1945 (signature and even rank illegible). It read:

This NCO is recommended for "Mention in Despatches" for his many contributions to the Pigeon Service in the RCAF. This NCO's service career (some 30 odd years) is exceptional. Flight Sergeant Threlfall may indeed be called "Father of the Pigeon Service." This NCO devised the system of releasing pigeons from aircraft in a paper bag which has now been adopted and used throughout the British Empire. When the Pigeon Service was first commenced, this NCO, by his suggestion, saved the government a large sum of money and that by his efforts pigeon fanciers contributed their stock at no cost to further the war effort. Although the pigeon service has been discontinued as being no longer necessary, this NCO still conscientiously takes the greatest pride in his trade and certainly has done everything and more that could be expected to have promoted the success of the pigeon service.

**Notes:** See Library and Archives Canada for photos in Frederick W. Threlfall collection.

A trade test board in Ottawa, April 1930, assessed three Pigeon Loftsmen - 987 AC2 R.C. McGibbon, 981 AC2 G.S. Roberts and 985 AC2 F.W. Threlfall; tests in Loft Construction and Loft Management.

In October 1935 there was correspondence regarding new pigeon lofts at Dartmouth, whether properly built, and on 15 October 1935 a memo was written by S/L G.V. Walsh to APSO and CAE, re "Provision of pigeon service - No.5 (FB) Squadron, Dartmouth". It read:

The Commanding Officer, No.5 (F.B.) Squadron advises that the pigeon loft at his unit is sufficiently far advanced to accommodate the pigeons which it is proposed to transfer from RCAF Station Ottawa.

He suggests that the Pigeon Loftman, No.985 LAC Threlfall, be transferred immediately in order to assist in the completion of the interior of the building. The Commanding Officer, RCAF Station Ottawa has considered it advisable that Threlfall should accompany the pigeons on their trip to Dartmouth. A position has been arranged for Pigeon Loftman at Dartmouth, and the transfer, therefore, of both the Pigeon Loftman and the pigeons can be carried out immediately.

This was duly approved, Threlfall travelling by train with 50 pigeons.

Among numerous favourable assessments is one dated 12 January 1938 from W/C Harold Edwards (No.5 Squadron) describing him as follows: "This airman continues to be keen, not only about his work but in other work that may be assigned to him. He is very conscientious." He was also noted as being a good athlete, qualified in semaphore signalling, and had passed a First Aid examination.

From July to September 1942 he was on temporary duty at AFHQ, Ottawa, "for the purpose of assisting and recruitment of Pigeon Loftmen." This included trade testing such men.

At Station Winnipeg he had often been granted a few days of flying pay, obviously going up on CGAO patrols. On 6 November 1946 he applied for the 1939-45 Star and the Atlantic Star. They do not appear to have been granted, but his letter is interesting:

Giving practical instructions to both aircrew and marine crew personnel, I endured the hardships of the earlier months of the war, both in the air and on the sea.

Furthermore, I had been releasing pigeons from aircraft since 1929 until April 1946, and have over 2,500 hours flying time. Thousands of crews passed through my hands for instructions on pigeons, hence my practical instructions and able to live like the crews operating in the service.

To this he attached a modest list of wartime flights, viz:

26 October 1939 - F/O Stapley - test - 1.30  
30 October 1939 - F/O Miller - local - 1.50  
13 November 1939 - F/L Price - bombing - 2.05  
18 November 1939 - S/L Carscallen - test - 2.30, night flying  
21 November 1939 - S/L Carscallen - test - 2.30  
6 December 1939 - F/O Frizzle - test - 2.00  
13 February 1940 - F/O Miller - HEP patrol (3.50)  
23 February 1940 - F/L Price - bombing - 1.15  
8 April 1940 - F/L Price - test - 2.05, night flying  
22 May 1940 - F/L Price - instrument test - 1.40  
23 June 1940 - F/L Price - outer anti-submarine patrol - 4.30  
12 December 1940 - F/L Scott - test - 1.25  
12 December 1940 - F/L Carpenter - test - 1.30, night flying  
22 December 1940 - F/L Mulvihille - outer anti-submarine patrol - 2.35



3 January 1941 - F/O Pate - dual - 2.00  
26 January 1941 - F/L Carpenter - cross-country formation - 3.40  
11 February 1941 - F/O Cook - dual - 2.15  
18 February 1941 - F/L Randall - practice - 2.00  
18 February 1941 - F/L Randall - dual - 2.15  
21 February 1941 - F/O Virr - practice - 2.30, night flying  
22 February 1941 - F/O Roberts - practice - 1.00  
6 March 1941 - F/O Milville - practice - 1.55  
22 March 1941 - F/O Virr - practice - 3.00  
3 April 1941 - F/O Laffage - practice - 1.00  
15 April 1941 - F/L Scott - test - 50 minutes  
23 April 1941 - F/O La Haye - compass swing - 2.45  
8 May 1941 - F/L Fleming - practice - 1.55  
13 May 1941 - F/O Virr - HEP patrol - 2.30  
18 May 1941 - Sergeant Longheed - practice - 1.15  
20 May 1941 - F/O Moffit - practice - 55 minutes  
25 May 1941 - F/O Boyce - test - 1.30  
20 June 1941 - F/L Mahon - test - 2.25.

The above he summarized as 52 hours 50 minutes "practice" and 13 hours 15 minutes as "operational."

\* \* \* \* \*

THRING, F/L Gordon Herbert (J7913) - **Distinguished Flying Cross** - No.620 Squadron - Award effective 8 September 1944 as per **London Gazette** of that date and AFRO 2231/44 dated 13 October 1944. Born Rockwood, Ontario, 24 June 1919; home there (school teacher). Served in Canadian Army; enlisted in Toronto, 9 January 1941 and sent to No.1 Manning Depot (but his MI.9 report says he enlisted 8 February 1941). 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; to No.6 EFTS, 6 June 1941; to No.4 SFTS, 26 July 1941; graduated and commissioned, 10 October 1941). To Trenton, 11 October 1941. To No.6 BGS, date uncertain. To "Y" Depot, 22 February 1943. To RAF overseas, 19 March 1943. Promoted Flight Lieutenant, 10 October 1943. Attended OTU at Ossington and Conversion Unit at Woolfox Lodge. Missing 6 June 1944; subsequently reported safe. Repatriated 3 December 1944. To No.1 Air Command, 16 January 1945. To No.5 OTU, 21 April 1945. Promoted Squadron Leader, 25 September 1945. To Release Centre, 25 October 1945. Released 26 October 1945. Award sent by registered mail 7 December 1948.

In air operations this officer has displayed courage, determination and devotion

to duty of a very high order.

Public Record Office WO 208/3320 has an MI.9 report based on interview of 13 June 1944.. His crew were a F/O Price (navigator), F/O Braathen (bomb aimer), Sergeant Buchan (flight engineer), Flight Sergeant Burgess (wireless operator) and F/O McMahon (rear gunner). As they had remained together throughout the episode, only Thring was interviewed.

I took off from Fairford in a Stirling aircraft at 1010 hours on 6 June 1944 on a special mission to France.

After we reached the target and completed our mission the aircraft was set on fire by machine-gun fire from the ground. Owing to the fact that the dinghy was on fire and the sea near the coast was crowded with shipping, I considered that it was inadvisable to "ditch". I crash-landed near Periers-sur-le-Dan (France 1:250,000, Sheet S, U 0676) about six miles north of Caen.

The whole crew hid in a field until dark. We then walked openly in an attempt to reach our own lines, but we were spotted by two Germans on bicycles. They challenged us and we were made prisoners. We were escorted to a dug-out where we were searched. We were then taken under armed guard to Caen (U 06) but a short distance from the town we turned north to Mathieu (U 0476), six miles north of Caen, arriving at a chateau there at dawn on 7 June. We were fed and put into a barn. During the day we were aware of Allied activity in the area.

That evening we spent about four hours in a trench with the Germans at the suggestion of the Colonel, who seemed greatly concerned with our safety. During the time we were in the trench of lot of firing took place between Allied troops and the Germans occupying the chateau. The German soldiers requested my engineer, Sergeant Buchan, to go out with his hands up, but I would not allow him to take this risk.

Fighting continued until dusk, and then ceased. At 2330 hours a German captain asked me to go into the basement of the chateau, and we did so. We were joined by all of the German soldiers who had been defending the chateau. The captain told us that he intended to surrender to the Allies at dawn.

At daybreak on 8 June another German officer, a Lieutenant, gave orders to the soldiers to lay down their arms and to remain in the basement. At 1030 hours two British soldiers approached the chateau, and the German lieutenant asked us to make him and his men prisoners and march them out of the chateau. The

colonel and captain had disappeared during the night. We armed ourselves, made the Germans our prisoners, and marched them outside. We contacted the two British soldiers, handed the Germans, numbering 61, over to them, and accompanied the party to a local headquarters. We were then sent to the beach and despatched by boat to the United Kingdom.

\* \* \* \* \*

THROOP, LAC William James Needham (R122822) - **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. Born 10 February 1919. Home in Toronto; enlisted in Hamilton, 25 August 1941 and posted to No.5A Manning Depot. Initially classified as Radio Mechanic. To University of Toronto, 21 September 1941. Reclassified as Electrician, 1 January 1942. To No.1 Manning Depot, 21 January 1942. To Technical Training School, 6 March 1942. Promoted AC1, 22 July 1942 and posted elsewhere. Promoted LAC, 1 January 1943. To No.6 Repair Depot, 15 January 1943. To "Y" Depot, 3 February 1943. To RAF overseas, 8 March 1943. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945, apparently for Tiger Force. To Halifax, 6 September 1945. Released 10 September 1945. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has recommendation forwarded to No.6 Group Headquarters, 5 May 1945. Flight Electrician; had served 18 months in Canada, 26 months in UK. Certificate sent 12 October 1948.

LAC Throop has at all times displayed the highest standard of keenness and devotion to duty in carrying out his duties. His superior knowledge and ability in his trade has been responsible, on more than one occasion, for aircraft not being held off operations due to electrical unserviceabilities.

\* \* \* \* \*

THYGESEN, F/O Victor Allan Christian (J27660) - **Distinguished Flying Cross** - No.550 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 9 June 1915 in Oyen, Alberta; home there; enlisted Winnipeg, 9 June 1942. To No.2 Manning Depot, 20 July 1942. To No.10 SFTS, 10 September 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, 25 June 1943. To "Y" Depot, 4 July 1943. To United Kingdom, 15 July 1943. Promoted Flying Officer, 25 December 1943. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 21 July 1945, apparently for Tiger Force preparations. To Release Centre, 13 September 1945. Released 25 September 1945. Award sent by registered

mail 11 July 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 19 September 1944 when he had flown 31 sorties (146 hours), 12 June to 11 September 1944.

12 June 1944 - Gelsenkirchen (3.43)  
16 June 1944 - Sterkrade/Holten (4.19)  
22 June 1944 - Mimoyecques (3.09)  
23 June 1944 - Saintes (7.10)  
24 June 1944 - Flers (3.28)  
27 June 1944 - Chateau Bernapre (3.43)  
29 June 1944 - Domleger (3.24)  
30 June 1944 - Oisemont Neuville (3.53)  
2 July 1944 - Domleger (3.31)  
4 July 1944 - Orleans (6.04)  
5 July 1944 - Dijon (8.27)  
6 July 1944 - Foret de Croc (3.46)  
12 July 1944 - Revigny (9.21)  
14 July 1944 - Revigny (8.42)  
31 July 1944 - Le Havre (3.36)  
2 August 1944 - Le Havre (3.24)  
3 August 1944 - Le Havre (4.22)  
4 August 1944 - Pauillac (8.09)  
8 August 1944 - Fontenay (3.39)  
10 August 1944 - Dugny (5.16)  
11 August 1944 - Douai (4.47)  
12 August 1944 - Bordeaux (7.15)  
14 August 1944 - Fontaine Le Pin (4.04)  
15 August 1944 - Le Culot (3.33)  
18 August 1944 - Ghent/Terneuzen (3.25)  
27 August 1944 - Kiel (4.09)  
29 August 1944 - Wemers Capel (3.05)  
5 September 1944 - Le Havre (3.46)  
6 September 1944 - Le Havre (3.48)  
8 September 1944 - Le Havre (3.59)  
11 September 1944 - Le Havre (3.30)

This Canadian pilot and captain of aircraft has just completed a very successful operational tour in which he has attacked many and varied targets in Germany and the occupied territories both by day and night.

He has at all times pressed home his attacks with the utmost determination and by his cheerful confidence he has inspired a high standard of morale not only in his crew but in the whole squadron.

This officer's dogged determination, skill and devotion to duty are well worthy of the award of the Distinguished Flying Cross.

NOTE: In this instance the comments of the Group Captain commanding Station North Killingholme are even more detailed than the squadron commander's remarks:

This young Canadian captain of a heavy bomber has completed an operational tour of great merit. He is an inspiring leader possessed of a fine offensive spirit which combined with his cheerful confidence has been an inspiration to his crew and an invaluable asset to the squadron. In spite of enemy opposition he remains unperturbed and can be relied upon to press home his attacks with the utmost determination. The clear concise details he has given at interrogation have been invaluable in the immediate assessment of the success achieved in the raids in which he has participated.

\* \* \* \* \*

TIBBS, F/O Richmond Bernard (J37079) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 26 June 1917 in Winnipeg; home there (clerk and bookkeeper); enlisted there 21 September 1942. To No.2 Manning Depot, 13 October 1942. To No.12 SFTS (guard), 23 January 1943. To No.2 ITS, 20 February 1943; graduated and promoted LAC, 1 May 1943 when posted to No.15 EFTS; graduated 25 June 1943 and posted next day to No.15 EFTS; 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. Repatriated 17 February 1945. To No.2 Air Command, 28 February 1945. To No.1 Central Navigation School, 11 April 1945. To No.5 Release Centre, 19 May 1945. Retired 25 May 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 courage and devotion to duty." Public Records Office Air 2/9059 has recommendation dated 7 January 1945 when he had flown 32 sorties (172 hours five minutes), 12 September to 26 December 1944.

12 September 1944 - Frankfurt

15 September 1944 - Kiel

16 September 1944 - Hopstein

19 September 1944 - Rheydt  
5 October 1944 - Saarbrücken  
6 October 1944 - Bremen  
7 October 1944 - Emmerich  
9 October 1944 - Bochum  
11 October 1944 - Ft. Fredrick Hendrik  
14 October 1944 - Duisburg  
14 October 1944 - Duisburg  
15 October 1944 - Wilhelmshaven  
19 October 1944 - Stuttgart  
23 October 1944 - Essen  
25 October 1944 - Essen  
9 November 1944 - Wanne Eickel  
11 November 1944 - Dortmund  
16 November 1944 - Düren  
18 November 1944 - Wanne Eickel  
21 November 1944 - Aschaffenburg  
28 November 1944 - Neuss  
29 November 1944 - Neuss  
30 November 1944 - Duisburg  
4 December 1944 - Karlsruhe  
5 December 1944 - Soest  
6 December 1944 - Osnabrück  
12 December 1944 - Essen  
15 December 1944 - Ludwigshafen  
17 December 1944 - Ulm  
21 December 1944 - Bonn  
22 December 1944 - Koblenz  
26 December 1944 - St. Vith

Flying Officer Tibbs, a Canadian, has completed a very fine operational tour with this squadron, having carried out 32 successful sorties, many of which have been against strongly defended targets in Germany. This officer's unconquerable cheerfulness and determination have been a source of inspiration not only to his crew but to the whole squadron, and the magnificent results obtained have been to a great extent due to his outstanding leadership and example.

On the occasion of his first operational trip as captain of the aircraft, Flying Officer Tibbs was detailed to attack Kiel and while on course to the target his port outer engine failed and the propeller had to be feathered. At this time

Flying Officer Tibbs' aircraft was being engaged by heavy flak and although still fifteen minutes flying time from the target, this officer with superb courage and airmanship, and with complete disregard for extremely heavy opposition over the target, pressed home his attack and successfully completed his mission.

The courage and exceptional fighting qualities displayed by Flying Officer Tibbs are worthy of the highest praise and well merit the recommendation for an award of the Distinguished Flying Cross.

\* \* \* \* \*

TICE, FS Henry Freeman (R64242, later J96256) - **Distinguished Flying Medal** - No.51 Squadron - Award effective 16 October 1942 as per **London Gazette** dated 27 October 1942 and AFRO 1783/42 dated 6 November 1942. Born Dunnville, Ontario, 8 April 1921; home in Grimsby Beach or Hamilton (student); enlisted Hamilton on 7 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940; posted that date to No.1 WS; may have graduated 20 December 1940 but not posted to No.1 BGS until 29 December 1940; graduated and promoted Sergeant, 18 January 1941. To Halifax, 30 January 1941. To United Kingdom, 2 March 1941. To No.12 OTU, 15 March 1942. To No.1 Signals School, 3 April 1941. To No.10 OTU, 10 May 1941. To No.51 Squadron, 28 July 1941. Promoted Flight Sergeant, 1 September 1941. Prisoner of war, 30 September 1942 (Whitley BD258); promoted Warrant Officer Second Class in captivity, 1 November 1942; promoted WO1, 1 November 1943; commissioned in captivity, 1 May 1944. Promoted Flying Officer, 1 November 1944. Reported safe, 10 April 1945. Repatriated 1 June 1945. To No.1 Composite Training School, 13 June 1945. To No.4 Release Centre, 6 November 1945. Retired 9 November 1945. Died 29 April 1991 in Brantford, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1991.

Flight Sergeant Tice has taken part in numerous operational attacks, including many of the most heavily defended targets. He is a sound wireless operator of exceptional keenness and energy, and has set an example to others during the whole of his tour of operations.

NOTE: DHist card has notes for a more extended citation which says that "in October 1941 his aircraft became lost when compelled by technical difficulties to turn back. In most difficult conditions he effected repairs which enabled the aircraft to reach base." Public Records Office Air 2/9600 also has a more detailed text plus information that he had flown 28 sorties (208 operational hours).

Flight Sergeant Tice has taken part in attacks on many of the most heavily

defended targets. On 22 October 1941, his aircraft became lost when compelled by technical failure to turn back. In most difficult conditions this airman effected repairs which enabled the aircraft to reach base. He is a sound wireless operator of exceptional keenness and energy and has set an example to others during the whole of his tour of operations.

The original recommendation, also in Air 2/9600, is reproduced in Ian Tavender, **The Distinguished Flying Medal for the Second World War** (Savanah Publications, 200). It was drafted 1 September 1942 and repeats the 28 sortie figure; operational flying time given as 208 hours 46 minutes. Note the discrepancy as of date (20 or 22 October 1941). In fact, the raid on Mannheim was 22 October 1941.

The above named Non-Commissioned Officer was posted to No.51 Squadron of Bomber Command on 30<sup>th</sup> July 1941. He took part in 20 bombing raids totalling 149.20 hours including many of the most heavily defended targets and, since the transfer of No.51 Squadron to Coastal Command, has taken part in eight anti-submarine patrols of 59.26 hours. His total operational hours are 208.46. On 20<sup>th</sup> October 1941, his aircraft was compelled by technical failure to turn back from an attack on Mannheim and became lost. In most difficult conditions, he effected repairs to the wireless set and got it working and obtained a fix and three Q.D.M.s which enabled the aircraft to reach base. Here it unfortunately crashed killing three of the crew. Flight Sergeant Tice did not leave the aircraft until he had attempted to give aid to others in the aircraft although the aircraft was on fire and had a full bomb load. He was badly injured and shaken but returned to operational flying on 15<sup>th</sup> December 1941. He also took part in the Bruneval paratroop raid. Flight Sergeant Tice is a sound Wireless Operator of exceptional keenness and energy and has set an example to others during the whole of his tour of operations. I strongly recommend this Non-Commissioned Officer for the award of the Distinguished Flying Medal.

His own account of this crash is as follows, although it gives the date as 22 October 1941; aircraft identified as Whitley V, serial Z9145:

On the night of the 22<sup>nd</sup> October when on an operational trip to Mannheim we were forced to turn back to base owing to trouble with the aircraft of which I had no knowledge.

The wireless set was unserviceable for a while but was [able] to make it serviceable. I began to get Q.D.M.s from Base and was just receiving an answer to one when we crashed.



On crashing I left my wireless set and went forward to the Captain's position but was unable to give any assistance as the front turret was pinning him to his seat.

There being a hole in the aircraft I went through this and got away as quickly as possible as it was on fire and still had a bomb load on.

He suffered multiple contusions and laceration and walked one mile from the crash scene.

Ross McNeill of "RAF Commands" provides the following on the circumstances of his being taken prisoner. Whitley V, BD258 (Z/51) was airborne from Chivenor, 0804, 30 September 1942 for an anti-submarine patrol (BP.27). Shot down over the Bay of Biscay by Lieutenant K.Necesy of 13./KG40 in position PLQ14W/7716 at 15:28 hrs. Three men were reported to have been seen in a dinghy. Crew in fact were P/O H E Sullivan, RCAF (pilot, POW), Sergeant J.D. Shaw (killed), Sergeant B.F. Bushell (killed), Flight Sergeant H.F. Tice, RCAF (POW), Sergeant M.E. Robison, RNZAF (POW) and Sergeant W. Green (killed). The dead are commemorated on the Runnymede to the Memorial.

\* \* \* \* \*

TICE, A/C James Winfred, ED (C3157) - **Commander, Order of the British Empire** - Air Force Headquarters (Director of Medical Services, Air) - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Madoc, Ontario, 29 June 1898 as per RCAF Press Release reporting award. Degree in Medicine, University of Toronto, 1921; practised in Hamilton, special work with diabetics. Served with Canadian Militia (5th Field Ambulance), 1925-1935; No.119 Squadron, 1936-1939 (Medical Officer). At the outbreak of war he opened Medical Selection Board at No.1 MD, then to No.1 Training Command Headquarters and finally AFHQ Headquarters. To Britain, March 1941, as Liaison Officer to RAF Medical Branch, returning to Canada in August 1941. Promoted Group Captain, 15 October 1941. Appointed Director of Medical Services, AFHQ, 15 February 1943. Developed procedure for selecting air crew and helped organize RCAF hospital establishment. Worked with Group Captain F.F. Tisdale of Toronto to develop revised scale of rations for RCAF, and played a part in design of the "mechanical cow" for reconstituting powdered milk. Awarded ED, 9 August 1944. Promoted Air Commodore, 1 March 1945. To No.3 Release Centre, 28 February 1946. Retired 1 March 1946 to resume Hamilton practice. In 1963 appointed Honourary Physician to the Queen. RCAF photo PL-41137 (ex UK-17695 dated 28 December 1944) taken at meeting of senior medical officers overseas - Air Commodore J.W. Tice (Director of Medical Services, AFHQ, Ottawa), Major-General C.P. Fenwick (Director General of Medical Services for the Canadian Army, NDHQ, Ottawa), Major-General R.M. Luton (Director General of Medical Services for the Canadian Army Overseas) and G/C E.C. Noble ((Director of Medical Services for the RCAF

Overseas). Following citation was found in Governor General's Records, RG.7 Group 26, Vol. 59, File 190-I (dossier 7).

For a number of years prior to the outbreak of war, Air Commodore Tice was a member of the Royal Canadian Army Medical Corps, the last four years of this time being attached to a Royal Canadian Air Force Auxiliary Squadron. During his service with the Auxiliary Air Force, he became one of the best informed medical officers on the subject of Aviation Medicine and thus equipped himself to render outstanding service during the war. After serving as Deputy Director of Medical Services (Air) for some time, he then assumed the heavy responsibility of Director of Medical Services, Royal Canadian Air Force, the appointment he holds at the present time. His high professional and administrative ability have resulted in the establishment of very sound and logical practices in this service. He has been largely responsible for the organization of the School of Aviation Medicine and for medical research pertaining to aviation and nutrition. The exceptionally high standard of the professional and operational efficiency of the Royal Canadian Air Force Medical Services is due, in large part, to his initiative, good judgement and untiring efforts. His devotion to duty and co-operation with the other Medical Services have been outstanding and have contributed to the ultimate benefit of the war effort.

TICE, A/C James Winfred, CBE, ED (C3157) - **Officer, Legion of Merit (United States)** - Award effective 23 May 1947 as per AFRO 280/47 of that date. Colonel Jack T. Hodgson (Military Attache, U.S. Embassy) writing to A/M Leckie, 27 March 1947, provides citation.

Air Commodore James Winfred Tice, CBE, ED, Royal Canadian Air Force, performed exceptionally meritorious service from December 1941 to May 1945. As Deputy and later Director of Medical Services he was responsible for the establishment of the Institute of Aviation Medicine. He organized and stimulated research in night vision air crew clothing and psychological activities for the Royal Canadian Air Force and freely offered assistance to the United States Army Air Forces. The excellent relationship existing between the two services is due largely to the outstanding personality, tact and ability displayed by Air Commodore Tice.

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TICKELL, F/L John Harlan (J8429) - **Mention in Despatches** - Award effective 1 January 1943 as per AFRO 232/43 dated 12 February 1943. INCORRECT - STICKELL.

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TIDY, F/O Michael Richard (J25833) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 14 August 1922 in Toronto; home in London, Ontario; enlisted in Vancouver, 12 May 1942 and posted to No.3 Manning Depot. To No.10 Repair Depot, 6 July 1942. To No.2 ITS, 29 August 1942; graduated and promoted LAC, 24 October 1942 but not posted to No.2 EFTS until 6 November 1942; may have graduated 30 December 1942 but not posted to No.11 SFTS until 9 January 1943; graduated and commissioned 30 April 1942. To "Y" Depot, 14 May 1943. To RAF overseas, 22 June 1943. Promoted Flying Officer, 30 October 1943. Repatriated 5 November 1944. To No.124 Squadron, 6 January 1945. Promoted Flight Lieutenant, 30 April 1945. To No.2 Release Centre, 28 December 1945. Retired 29 December 1945. Award sent by registered mail 10 March 1949 when living in Toronto. 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 15 September 1944 when he had flown 36 sorties (182 hours 35 minutes), 30 April to 12 September 1944.

Flying Officer Tidy has displayed outstanding ability as an operational pilot and as a captain of aircraft. He has completed 36 successful sorties over enemy territory and has shown marked determination and courage in finding his target and carrying out successfully the missions for which he was detailed. His operational record shows trips over Aachen, Stuttgart, Brunswick, and mining sorties over several heavily defended enemy harbours.

Flying Officer Tidy while on this squadron has been of extreme value to his Flight Commander both by his efficiency and his cheerful courage.

The sortie list was as follows:

30 April 1944 - Somain (5.00)  
9 May 1944 - Villeneuve St. Croix (4.00)  
10 May 1944 - Morlaix (5.00)  
12 May 1944 - Borkum (4.05)  
24 May 1944 - Aachen (4.35)  
6 June 1944 - Houlgate (4.45)  
6 June 1944 - Conde sur Noireau (6.10)  
7 June 1944 - Lorient (6.05)  
9 June 1944 - Le Mans (5.40)  
12 June 1944 - Arras (4.25)

14 June 1944 - Cambrai (4.55)  
16 June 1944 - Sautrecourt (4.55)  
17 June 1944 - Oisemont (4.25)  
21 June 1944 - Oisemont (5.45)  
24 June 1944 - Bonnetot (3.50)  
25 June 1944 - Gorenflos (4.45)  
27 June 1944 - Wizernes (3.45)  
28 June 1944 - Metz (6.35)  
4 July 1944 - Villeneuve St. George (6.10)  
8 July 1944 - Lorient (6.50)  
20 July 1944 - Ferme du Grand Bois (3.50)  
23 July 1944 - Donges (6.15)  
25 July 1944 - Stuttgart (10.00)  
28 July 1944 - River Elbe (4.35)  
31 July 1944 - Foret de Cros (4.10)  
3 August 1944 - Foret de Nieppe (3.50)  
4 August 1944 - Bois de Casson (5.00)  
5 August 1944 - Brest (5.35)  
8 August 1944 - Brest (4.55)  
9 August 1944 - Foret de Croc (3.55)  
12 August 1944 - Brunswick (5.35)  
14 August 1944 - Falaise (4.10)  
25 August 1944 - Brest (6.00)  
27 August 1944 - Marquise (3.35)  
28 August 1944 - Bois de St. Remy (3.25)  
12 September 1944 - Dortmund (6.05)

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TIERNEY, F/O Ross James (J87028) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 5 January 1921 in Toronto; home there (vehicle mechanic); enlisted there 2 July 1942 and posted to No.1 Manning Depot. To No.4 Manning Depot, 20 August 1942. To No.1 ITS, 23 January 1943; graduated and promoted LAC, 2 April 1943; posted next day to No.7 EFTS; graduated 28 May 1943 and posted next day to No.6 SFTS; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Commissioned 3 June 1944. Promoted Flying Officer, 3 December 1944. Repatriated 23 April 1945. To No.1 Air Command, 8 May 1945. To No.1 SFTS, 9 June 1945. To Debert, 5 August 1945. To Halifax, 13 October 1945. To No.10 Release Centre, 26 October 1945. Retired 25 November 1945. Award presented in Toronto, 30 November 1949.

Died in Richmond Hill, Ontario, 26 November 2002. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9081 has recommendation dated 10 March 1945 when he had flown 34 sorties (202 hours 37 minutes), 12 September 1944 to 7 March 1945.

12 September 1944 - Frankfurt  
26 September 1944 - Cap Gris Nez  
7 October 1944 - Emmerich  
11 October 1944 - Fredrik Hendrik  
14 October 1944 - Duisburg  
14 October 1944 - Duisburg  
19 October 1944 - Stuttgart  
23 October 1944 - Essen  
25 October 1944 - Essen  
28 October 1944 - Cologne  
9 November 1944 - Wanne Eickel  
11 November 1944 - Dortmund  
16 November 1944 - Duren  
18 November 1944 - Wanne Eickel  
21 November 1944 - Aschaffenburg  
27 November 1944 - Freiburg  
29 November 1944 - Dortmund  
3 December 1944 - Urft Dam (abandoned on orders)  
4 December 1944 - Karlsruhe  
6 December 1944 - Merseburg  
12 December 1944 - Essen  
28 December 1944 - Bonn  
29 December 1944 - Gelsenkirchen  
2 January 1945 - Nuremberg  
4 January 1945 - Royan  
6 January 1945 - GARDENING, Pomeranian Bay  
14 January 1945 - Merseburg  
7 February 1945 - Cleve  
13 February 1945 - Dresden  
14 February 1945 - GARDENING (Sweet Pea area)  
20 February 1945 - Dortmund  
21 February 1945 - Duisburg  
2 March 1945 - Cologne  
7 March 1945 - Dessau

Flying Officer Tierney, a Canadian, as Captain and Pilot of heavy aircraft, has completed 34 sorties against such targets as Frankfurt, Duisburg, Stuttgart and Nuremburg.

He has always shown a cheerful confidence which has inspired a high standard of morale, not only in his crew but in the whole squadron. He has also set a high standard of efficiency and has seen that his crew were a team capable of pressing home their attacks and inflicting the maximum amount of damage to the enemy.

An example of his offensive spirit was shown when on the night of 2nd January 1945 he was detailed to attack Nuremburg. When approaching the French coast one engine failed and although he experienced difficulty in maintaining speed and height, Flying Officer Tierney pressed on with dogged determination showing disregard for his personal safety and a fine example of cool courage. The target was reached and bombed successfully and the aircraft flown back to base.

Flying Officer Tierney is an officer who has shown the greatest devotion to duty and I strongly recommend that his work be recognized by the award of the Distinguished Flying Cross.

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TIFFIN, Sergeant Frederick William (R62027) - **Mention in Despatches** - No.422 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 28 May 1914; home in Saskatoon; enlisted there 15 May 1940 as Airframe mechanic; to St. Thomas (Technical Training School). Promoted AC1, 15 August 1940. To No.10 Repair Depot, 16 October 1940. Promoted LAC, 1 April 1941. Promoted Corporal, 1 November 1941. To "Y" Depot, 23 March 1942; to RAF overseas, 1 May 1942. Promoted Sergeant, 1 October 1942. Repatriated July 1945; to Debart, 23 July 1945; To No.7 Release Centre, 9 September 1945; released 15 September 1945. Unit identified only as "Overseas" in AFRO; Squadron ORB dated 25 June 1945 mentions the award.

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TIGHELAAR, F/O Arnold Edward (J38347) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 133/46 dated 8 February 1946. Born 20 August 1918 in Arum, Holland; home in Dundas, Ontario (gardener, ex-Royal Canadian Artillery); enlisted in Hamilton 10 August 1942. To No.5

Manning Depot, 25 November 1942. To Mountain View, 21 January 1943. To No.6 ITS, 20 March 1943; graduated and promoted LAC, 11 June 1943 but not posted to No.4 AOS until 28 June 1943' graduated and commissioned 12 November 1943. To "Y" Depot, 26 November 1943. To No.2 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. Promoted Flying Officer, 12 May 1944. Repatriated 1 June 1945. To No.1 Air Command, 12 June 1945. Date of release uncertain. Re-engaged as Meteorological Officer (210433), 1 July 1953 in rank of Flight Lieutenant. Still serving as of August 1956 Award presented in Hamilton, 27 July 1949. Died 6 April 2003 in Victoria, British Columbia as per Royal Canadian Legion "Last Post" website.

In November 1944, Flying Officer Tigehelaar was detailed to attack Dusseldorf. While en route to the target fire broke out in the port inner engine and the port outer engine began to fail. Despite the loss of his navigational instruments he skilfully navigated his aircraft to the target area and back to base. On another occasion whilst attacking Hamburg one engine of this officer's aircraft caught fire while some sixty miles from the target. Without navigational equipment this officer brought the aircraft over the target at the specific time and then guided the aircraft back to England with only two engines functioning. At all times Flying Officer Tigehelaar has set an inspiring example.

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TILANDER, FS (now P/O) Erland Norman Cameron (R167225/J51474) - **Mention in Despatches** - No.162 (Bomber Reconnaissance) Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 25 August 1923. Home in Toronto; enlisted there 26 May 1942 and posted to No.1 Manning Depot. To Technical Training School, 1 August 1942. To No.3 WS, 23 September 1942; promoted LAC, 28 October 1942; graduated 16 April 1943 when posted to No.7 BGS; graduated and promoted Sergeant, 31 May 1943. To Halifax, 14 June 1943. To Eastern Air Command, 16 June 1943. To No.160 (BR) Squadron, 5 July 1943. To No.162 (BR) Squadron, 14 July 1943. To Iceland with the unit, 31 December 1943. Promoted Flight Sergeant, 28 February 1944. Promoted WO2, 28 August 1944. Commissioned 20 October 1944. To Moncton, 9 February 1945. To No.1 Air Command, 22 February 1945. To No.1 AOS, 25 February 1945. Promoted Flying Officer, 20 April 1945. To No.1 WS, 1 May 1945. To No.4 Release Centre, 5 July 1945. Retired 9 July 1945. Rejoined in Technical/Telecommunications Branch (133049) in Toronto, 29 August 1956 in rank of Flying Officer. Served at No.6 Repair Depot, Trenton. Released 31 March 1960. No citation.

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TILLEY, W/C Albert Ross (C3607) - **Officer, Order of the British Empire** - RCAF Plastic Surgery

Unit Overseas - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Bowmanville, Ontario; educated there and University of Toronto. Enlisted in Reserves in Toronto, 25 November 1935 with No.10 (Army Cooperation) Squadron whose Commanding Officer (S/L W.A. Curtis recommended that he be placed on RCAMC lists, which was done with effect on 30 November 1935 with rank of Lieutenant. He thereafter provided medical services to No.10 (AC) Squadron. This entailed work one night a week (two weeks when the squadron attended summer camp). Flew about 50 hours as passenger and limited flight training (about 14 hours 35 minutes). Mobilized as Captain, 3 September 1940. To Station Trenton, 3 February 1940 as part of No.8 Detachment, RCAMC (responsible for 44-bed hospital plus care of about 1,400 personnel. Promoted Major, 1 May 1940. On formation of RCAF Medical Branch (18 September 1940) he decided to change services, resigning RCAMC commission (15 November 1940) and transferring to RCAF (16 November 1940 at Trenton, rank of Squadron Leader). To overseas service, 26 January 1941 (promoted Wing Commander that date). Posted to RCAF Overseas Headquarters as Principal Medical Officer. As more doctors arrived consideration was given to sending him back to Canada. However, the Director General of Medical Services (RAF) indicated he needed two plastic surgeons and Tilley was selected. Posted to Maxillo-Facial Unit, Queen Victoria Hospital, East Grinstead, 5 January 1942. Attained rank of Group Captain, 27 April 1945. Returned to Canada aboard MV **Nieuw Amsterdam**, 13 October 1945. Released from RCAF, 4 December 1945. Award presented 1 May 1945. Photo PL-33643 (ex UK-15208 dated 9 October 1944) shows W/C A.R. Tilley, OBE at work with assistants (left to right) LAC J.E. Doerkson (Abbotsford, British Columbia), Corporal H. Weinraub (Rochester, New York), and F/L N.S. Parke (Calgary). Photo PL-33458 (ex UK-15202 dated 9 October 1944) show Tilly (left) and Dr. A.H. McIndoe. Photo PL-33465 (ex UK-15210) has Matron M.E. Jackson (Brandon, Manitoba), W/C A.R. Tilley (Toronto) and S/L J.W. Miltz (Cobourg, Ontario). Photo PL-43691 (ex UK-21137 dated 3 May 1945) shows S/L E.J.A. Lindsay, GM and G/C A.R. Tilley, OBE on the grounds of Buckingham Palace after investiture. Photo PL-43689 (ex UK-21135 dated 3 May 1945) taken after investiture; left to right are S/L J.A. Lindsay (described in caption as being in charge of depot where liberated Canadian POWs were processed), Nursing Sister D.C. Lindsay (formerly D.C. Pitkethley of Ottawa), Matron Marjorie Jackson (Brandon, staff of Queen Victoria Hospital), G/C Ross Tilley and S/L Norman Park (Toronto, staff of Queen Victoria Hospital). Photo PL-43690 (ex UK-21136 dated 3 May 1945) shows G/C Ross Tilley, S/L Norman Park and Matron Marjorie Jackson after investiture. Photo PMR 74-294 shows him in Army uniform. Later made Member, Order of Canada. For detailed article see "The Winco - Group Captain A. Ross Tilley, OBE, CM, MD, FRCS, FACS", **Airforce**, Spring 2004.

This officer has been the chief surgeon of an RCAF Plastic Surgery Unit in England for some time. With skill, patience and diligence, he has returned many disfigured and maimed airmen to useful places in society. By his cheerfulness and encouragement to the injured airmen in the early days following their



injuries and through the long succeeding months in the course of their treatment, he has won the complete confidence of all those who have received his administration. There is no doubt that the optimism with which these unfortunate airmen viewed the future is in no small part due to the encouragement given by this surgeon. He has rendered outstanding meritorious service in his work.

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 deals primarily with F/L Edward William Smith (which see) but includes much on the role of Tilley at the Queen Victoria Hospital, East Grinstead. Excerpts:

Like Dr. [Archibald] McIndoe, Dr. Tilley became a master of the psychology of recovery. And nowhere was this harder than with the elephant boys. Dr. Tilley was a very gentle, quiet man, so quiet-spoken that sometimes you's have to listen attentively to hear what he was saying, says Dr. [Leith] Douglas. But he could also be very forceful. And this insistence was all the more striking in contrast with his usual demeanour.

One emotion that wasn't tolerated was self-pity. Dr. Douglas recounted a story in which Dr. Tilley found a Guinea Pig in bed, bandaged face to the wall, refusing to get up. More than just get him up, Dr. Tilley cajoled and harangued him into going to a show in London with several Guinea Pigs. This type of tough love treatment gained Dr. Tilley and Dr. McIndoe a respect that was at times a reverence.

\* \* \* \* \*

TILLEY, S/L Andrew (J1927) - **Air Force Cross** - No.12 (Communications) Squadron - Award effective 11 August 1945 as per **Canada Gazette** of that date and AFRO 1453/45 dated 14th September 1945. Born 2 May 1911. Home in Toronto; enlisted there 12 December 1940. To No.1 ITS that date; graduated and promoted LAC, 15 January 1941 and posted that date to No.1 Manning Depot; to No.14 EFTS, 20 January 1941; graduated 17 March 1941 when posted to No.2 Manning Depot; to No.7 SFTS, 10 April 1941; graduated and commissioned, 21 June 1941. To No.13 (Operational Training) Squadron, 22 June 1941. Promoted Flying Officer, 22 June 1942. To Rockcliffe, 12 May 1943. Promoted Flight Lieutenant, 1 December 1943. Promoted Squadron Leader, 1 October 1944. To AFHQ, 18 March 1946 but attached to No.12 Squadron. Retained rank in postwar RCAF, 1 October 1946 (service number 20085). Still serving as of April 1954. As of recommendation he had flown 1,305 hours. Award presented 26 February 1949. Photo PL-39194 is portrait taken 1948. Died at Salmon Arm, British Columbia, 6 January 1994 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of April

1994.

This officer has shown outstanding ability and devotion to duty in his capacity as flight commander in No.12 Communications Squadron. Through his skill in flying, knowledge of weather, air routes and air transport generally, Squadron Leader Tilley has contributed largely to the success of this unit's operations during the past six months. As a transport captain he has carried many high military and government officials on long trips throughout the North American continent in a manner which has drawn many expressions of admiration from his passengers.

\* \* \* \* \*

TILLEY, Corporal Frederick James (R154940) - **Mention in Despatches** - Skipton-on-Swale - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 1 November 1923. Home in Saint John, New Brunswick; enlisted in Moncton, 30 May 1942 in wireless trade. To No.5 Manning Depot, 26 July 1942. To No.6 SFTS, 19 September 1942. To No.6 ITS, 27 December 1942. Promoted LAC, 5 March 1943. To No.4 EFTS, 6 March 1943. Ceased training, 15 April 1943 and posted to No.1 Manning Depot. To "H", 24 April 1943. To "Y" Depot, 12 May 1943. To RAF overseas, 22 May 1943. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Station Greenwood, 31 July 1945. Released 11 September 1945. RCAF photo PL-26816 (ex UK-7533 dated 25 January 1944) shows F/O Alexander Kalyniuk on return from his second raid on Berlin and 14<sup>th</sup> sortie, handing over equipment to LAC Ted Tilley of Saint John, New Brunswick. No citation in AFRO. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ when he was still an LAC and had served 13 months in Canada, 19 months overseas.

LAC Tilley has been in charge of the Intelligence Orderly Room for a number of months. He has shown good organization ability and keen devotion to duty. During intense operation periods, knowing that some of his staff were inexperienced, LAC Tilley carried on working without hardly any rest or sleep for periods of two or three days.

\* \* \* \* \*

TILLEY, P/O Reade Franklin (J15011) - **Distinguished Flying Cross** - No.126 Squadron (RAF) - Award effective 1 June 1942 as per **London Gazette** dated 5 June 1942 and AFRO 916/42 dated 19 June 1942. Born 15 March 1918 in Clearwater, Florida; home there; enlisted in Hamilton, 10 June 1940. Posted to No.1 ITS, 24 June 1940. Promoted LAC, 16 September 1940 and posted that date to No.2 EFTS. To No.2 SFTS, 18 November 1940. Graduated 28 January 1941 when

promoted Sergeant. To Embarkation Depot, 22 February 1941. To RAF overseas, 6 March 1941. Commissioned 3 August 1941. Joined No.121 "Eagle" Squadron in May 1942; commissioned August 1941; posted to No.601 Squadron in April 1942. Arrived in Malta on 20 April 1942 via carrier USS **Wasp** and soon afterwards was posted to No.126 Squadron. Promoted Flying Officer, 3 August 1942. Left Malta on 16 August 1942. Transferred to the USAAF on 12 October 1942 and retired with the rank of Colonel. Award handed to him 9 October 1942. Credited with the following victories: **24 March 1942**, one FW.190 probably destroyed (No.121 Squadron, Spitfire AD463); **28 April 1942**, one Bf.109 damaged (No.601 Squadron, Spitfire BR195 "Q"); **8 May 1942**, two Bf.109s destroyed (No.126 Squadron, with which all the following were scored); **9 May 1942**, one MC.202 damaged; **10 May 1942**, one Bf.109 probably destroyed and one Bf.109 damaged; **14 May 1942**, two Bf.109s destroyed plus one Bf.109 damaged (two separate sorties); **23 May 1942**, one Re.2001 destroyed; **9 July 1942**, one Bf.109 destroyed plus one Ju.88 destroyed; **12 July 1942**, one Re.2001 damaged; **14 July 1942**, one Bf.109 probably destroyed; **23 July 1942**, one MC.202 damaged..

This officer is a most determined pilot who has destroyed at least four enemy aircraft. On three occasions, by making feint attacks after having expended all his ammunition, he has successfully driven off enemy fighters which attempted to machine gun our aircraft as they landed. He has displayed great gallantry.

\* \* \* \* \*

TILSON, F/O Henry (J7343) - **Distinguished Flying Cross** - No.15 Squadron - Award effective 29 December 1942 as per **London Gazette** dated 1 January 1943 and AFRO 232/43 dated 12 February 1943. Born 28 August 1921 in Regina; home there; enlisted there 30 October 1940. To No.3 BGS, 28 November 1940 (non-flying duties). To No.4 SFTS, 11 December 1940 (non-flying duties). To No.2 ITS, 4 January 1941; graduated 2 May 1941 and promoted LAC; posted that date to No.18 EFTS; to No.15 SFTS, 2 July 1941; graduated and commissioned 13 September 1941. To "Y" Depot, 30 September 1941. To RAF overseas, 3 October 1941. Promoted Flying Officer, 13 September 1942. Promoted Flight Lieutenant, 16 May 1943. Repatriated 26 September 1944. To No.168 (Heavy Transport) Squadron, 15 November 1944. Promoted Squadron Leader, 2 December 1944. To Release Centre, 19 February 1945. Retired 9 March 1945.

As captain of an aircraft Flying Officer Henry Tilson has taken part in many sorties. Whatever the odds he has always endeavoured to press home his attacks with determination. In November, 1942, he participated in an attack on Genoa, securing a photograph of the target. Some days later he took part in a successful raid on Turin. Flying Officer Tilson has set a courageous example.

NOTE: Public Record Office Air 2/4922 has recommendation drafted 9 December 1942 when he had flown 29 sorties (171 hours).

Flying Officer Tilson is a captain of Stirling aircraft, and he has now completed 29 sorties, all with No.15 Squadron. He has at all times displayed determination and courage of a high order.

On 12/13th October, he completed a Gardening sortie with the starboard outer throttle exactor unserviceable for the whole trip. On 7/8th November, he brought back a photograph of the target at Genoa, after having the D.R. compass and Gee Box unserviceable. This captain also took part in a highly successful sortie on 20<sup>th</sup> November to bomb Turin.

His high standard of skill, determination and courage has set a high example to the rest of the squadron, and I most strongly recommend him for the above immediate award.

TILSON, F/L Henry, DFC (J7343) - **Mention in Despatches** - Overseas - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944.

TILSON, S/L Henry, DFC (J7343) - **Distinguished Service Order** - No.622 Squadron - Award effective 26 September 1944 as per **London Gazette** of 26 September and AFRO 2373/44 dated 3 November 1944. Award sent by registered mail.

Since the award of the Distinguished Flying Cross, Squadron Leader Tilson has completed many sorties. On one occasion he was detailed to attack Stuttgart. On the outward flight, when a number of miles away from his objective, an engine became unserviceable. Considerable height was lost but Squadron Leader Tilson continued his mission, flying through a heavy barrage of anti-aircraft fire. After leaving the target, a course was set for base at a low altitude and eventually a successful landing was made. This officer has invariably displayed courage and devotion to duty and has proved himself an exceptional leader.

Public Record Office Air 2/9159 has recommendation drafted 24 July 1944 by Commanding Officer, No.622 Squadron when he had flown 44 sorties (244 hours 54 minutes) of which 17 sorties (72 hours 20 minutes) had been since his previous award. This included a sortie list and submission:

No.15 Squadron

16 July 1942 - Lubeck, submarine slips (7.25)  
19 July 1942 - Vegesack, ship yards (6.00)  
25 July 1942 - Duisburg, bombing town (4.25)  
28 July 1942 - Saarbrücken, marshalling yards (5.30)  
9 August 1942 - Osnabrück, bombing town (4.25)  
10 August 1942 - GARDENING (7.15)  
12 August 1942 - Mainz, bombing town (7.00)  
15 August 1942 - Düsseldorf, bombing town (4.00)  
18 August 1942 - Flensburg, bombing town (6.00)  
24 August 1942 - Frankfurt, bombing town (6.20)  
27 August 1942 - Kassel, bombing town (6.40)  
1 September 1942 - Saarbrücken, bombing town (5.45)  
6 September 1942 - Duisburg, bombing town (3.45)  
16 September 1942 - Essen, bombing town (5.30)  
23 September 1942 - Vegesack, bombing town (5.55)  
26 September 1942 - GARDENING (5.50)  
1 October 1942 - Lubeck, bombing town (8.50)  
5 October 1942 - Aachen, bombing town (5.20)  
6 October 1942 - Osnabrück, bombing town (5.30)  
11 October 1942 - GARDENING, mission not completed (1.30)  
12 October 1942 - GARDENING (8.50)  
15 October 1942 - Cologne, bombing town (5.10)  
22 October 1942 - GARDENING (8.07)  
23 October 1942 - Genoa, bombing town (8.17)  
7 November 1942 - Genoa, bombing town (8.25)  
8 November 1942 - Special operations (3.55)  
10 November 1942 - GARDENING (4.10)  
20 November 1942 - Turin, bombing town (7.50)  
29 November 1942 - Turin, mission not completed (4.55)

#### No.622 Squadron

15 March 1944 - Stuttgart, bombing town (7.30)  
18 March 1944 - Frankfurt, bombing town (5.35)  
24 March 1944 - Berlin, bombing town (7.10)  
10 April 1944 - Laon, bombing town (4.30)  
27 April 1944 - Friedrichshafen, bombing town (8.10)  
1 May 1944 - Chambly, bombing town (3.40)  
11 May 1944 - Louvain, bombing town (3.00)

21 May 1944 - Duisburg, bombing town (4.50)  
27 May 1944 - Boulogne, bombing town (2.10)  
5 June 1944 - Ouistreham, bombing town (3.05)  
14 June 1944 - Le Havre, bombing town (2.55)  
17 June 1944 - Montdidier, bombing town (3.50)  
21 June 1944 - Domleger, bombing town (2.50)  
24 June 1944 - Rimeux, bombing town (2.35)  
5 July 1944 - Wizernes, bombing town (2.50)  
18 July 1944 - Caen, bombing town (3.55)  
20 July 1944 - Homberg, bombing town (3.45)

This officer has completed 44 operational sorties and has proved himself to be an outstanding pilot and captain. He has always pressed home his attacks, often in the ace of difficult circumstances.

One night when detailed to Friedrichshafen, his port inner engine failed when still 40 miles from the target. The aircraft would not maintain height on three engines, but Squadron Leader Tilson carried on and flying through a heavy barrage of light flak, he dropped his bombs on the aiming point from 12,000 feet. After leaving the target, he set course for base at a low altitude and made a safe landing.

In addition to his operational sorties, Squadron Leader Tilson has set a fine example as a Flight Commander, and has been responsible for the excellent coaching of the younger pilots in his flight.

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TILSTON, F/O Norman (J92642) - **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 15 August 1922 in Wigam, Lancashire, England. Migrated in 1926 to Hamilton, Ontario where his father (Thomas) was a steel worker. Home in Hamilton, Ontario (brush maker); enlisted there 27 March 1942. Granted Leave Without Pay until 2 September 1942 when posted to No.1 Manning Depot. To No.6 ITS, 27 December 1942; graduated and promoted LAC, 6 March 1943 when posted to No.9 EFTS; graduated 1 May 1943 when posted to No.1 SFTS; graduated and promoted Sergeant, 20 August 1943; to "Y" Depot, 3 September 1943. To United Kingdom, 12 September 1943. Commissioned 14 November 1944. Promoted Flying Officer, 14 May 1945. Repatriated to Canada that date. To No.1 Air Command, 27 May 1945. To No.13 EFTS, 7 June 1945. To No.4 Release Centre, 5 August 1945. Retired 11 August 1945. Award sent by registered mail 30 September 1948.

Postwar he worked in a laundry and married Phyllis Stones Le Nowry, widow of Harold Le Nowry (shot down and killed over Belgium). In 1954 Tilston took employment with Prudential Life. On 9 August 1954, whilst repairing his car at the rear of his apartment, the vehicle slipped off the jack crushing him beneath. Neighbours managed to release Norman and he was taken over the road to St Joseph's Hospital but he died a few hours later. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8749 has recommendation dated 15 April 1945 when he had flown 35 sorties (209 hours three minutes), 6 October 1944 to 8 April 1945.

6 October 1944 - Sterkrade (5.09) - Bombed on A/P  
7 October 1944 - Cleve (3.58) - ditto  
9 October 1944 - Bochum (5.59) - Bombed in cloud  
14 October 1944 - Duisburg (5.29) - 4 1/2 miles NNW of A/P  
15 October 1944 - Duisburg (6.01) - Good attack, many fires.  
30 October 1944 - Cologne (6.19) - Much cloud, bombed target  
2 November 1944 - Dusseldorf (5.55) - Many fires. Good attack  
4 November 1944 - Bochum (5.15) - 2,000 yards SSW of A/P  
6 November 1944 - Gelsenkirchen (4.41) - Successful attack  
18 November 1944 - Munster (5.30) - Bombed in cloud  
21 November 1944 - Sterkrade (6.52) - Good attack  
30 November 1944 - Duisburg (6.04) - Bombed in cloud.  
2 December 1944 - Hagen (6.40) - ditto  
5 December 1944 - Soest (6.44) - Many fires.  
24 December 1944 - Essen/Mulheim airfield (5.15) - Bombed airfield  
26 December 1944 - St.Vith (4.53) - Good attack  
28 December 1944 - Opladen (5.36) - Bombed target.  
14 January 1945 - Saarbrucken (6.50) - A/P bombed.  
16 January 1945 - Magdeburg (5.36) - Considerable fires  
22 January 1945 - Gelsenkirchen (6.25) - Good attack in cloud.  
27 January 1945 - Stuttgart-Kornwestheim (7.28) - Successful  
1 February 1945 - Mainz (6.08) - Good results.  
4 February 1945 - Gelsenkirchen-Nordstern (5.16) - Bombed through clouds  
9 February 1945 - Wanne Eickel (5.45) - Good bombing.  
13 February 1945 - Bohlen (8.25) - Successful.  
14 February 1945 - Chemnitz (7.45) - Many fires  
21 February 1945 - Worms (6.27) - Fires seen in target area.  
12 March 1945 - Dortmund (6.14) - Bombed in cloud.  
13 March 1945 - Homburg (6.16) - Bombed A/P.  
15 March 1945 - Hagen (6.16) - Many fires.

18 March 1945 - Witten (6.45) - Good attack, many fires.  
21 March 1945 - Rheine (5.00) - Bombed A/P.  
25 March 1945 - Munster (5.01) - Successful  
4 April 1945 - Harburg (5.23) - Bombed A/P.  
8 April 1945 - Hamburg - Blohm and Voss (5.45) - Bombed B.V. works and docks

In his completed tour of 35 operational sorties against the most heavily defended targets in Germany, Flying Officer Tilston has an excellent record of successful bombing attacks as pilot and captain of Halifax III aircraft with this squadron.

An officer with a natural sense of leadership, he welded his crew into an excellent team and their work has been consistently good. His keenness to fly against the enemy on every possible occasion and his fearlessness in the face of the heaviest defences set an example which was noted in his crew and his Flight and in the squadron generally.

In times of danger, Flying Officer Tilston acted with speed and resolution, and his coolness was an inspiration to all who flew with him. In all circumstances he maintained an excellent sense of proportion and of humour.

It is recommended that this officer's record of operational efficiency, courage, leadership and determination throughout a hazardous tour be recognized by the award of the Distinguished Flying Cross.

He flew most often with the following personnel: 187818 Flying Officer Michael John Carroll (Flight Engineer, awarded DFC), R180664 James Peter Emmett McMahon (WOP), J35908 Flying Officer Norman Alan Packer (Navigator, awarded DFC), J94945 Flying Officer Donald Leonard Robbins (Air Gunner), J93368 Flying Officer Lawrence Smyth (Air Gunner) and J93380 Pilot Officer Ralph George Storsater (Air Bomber, awarded DFC).

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TIMS, F/L John William (J18869) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 1920 in Calgary; home in Abbotsford, British Columbia (COTC at University of Alberta). Enlisted in Vancouver, 3 June 1941 and posted to No.2A Manning Depot, Penhold. To No.4 Training Command, 3 July 1941 and sent to No.38 SFTS, Swift Current (guard); to No.4 ITS, Edmonton, 28 July 1941; graduated and promoted LAC, 12 August 1941 but not posted to No.18 EFTS, Boundary Bay until 13 September 1941; to No.7 SFTS, McLeod, 23 November 1941;



graduated and promoted Sergeant, 13 March 1942. To "Y" Depot, 15 March 1942; taken on strength of No.3 PRC, Bournemouth, 15 May 1942. To No.15 (Pilots) AFU, 30 June 1942. To No.2 (Observer) AFU, 25 August 1942. Promoted Flight Sergeant, 13 September 1942. Promoted WO2, 13 March 1943. Promoted WO1, 13 September 1943. Commissioned with effect from 6 August 1943. Promoted Flying Officer, 6 February 1944. To No.82 OTU, 28 March 1944. To No.61 Base, 1 July 1944. Attached to No.1659 HCU, 1 July to 8 August 1944. To No.415 Squadron, 2 August 1944. Promoted Flight Lieutenant, 20 November 1944. Repatriated 23 March 1945. Retired 15 May 1945. Rejoined 18 February 1946. To No.1 Composite Training School, Toronto, 12 April 1946. To Western Air Command, 10 June 1946. Reverteded to Flying Officer in postwar RCAF, 1 October 1946 (20093). To Sea Island, 1 March 1947 and assigned to No.123 Search and Rescue Flight. In flying accident, August 1947 (no details). To Fort Nelson, 2 July 1948. To Northwest Air Command Transport and Communications Flight, 13 September 1950. Promoted Flight Lieutenant, 1 January 1953. Posted that date to No.2 Manning Depot, St. Jean, Quebec. To No.4 OTU, Trenton, 29 August 1955. To No.436 Squadron, 1 November 1955. To No.435 Squadron, 19 December 1956. Service with that unit included operations from Capodichino, Italy. Returned to No.436 Squadron, 21 January 1957. To AFHQ, 6 September 1960. Retired 16 December 1964. Died in Victoria, British Columbia, 16 June 1988 as per British Columbia Vital Statistics. 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.1750 (PAC RG.24 Vol.20608) has recommendation dated 16 December 1944 when he had flown 28 sorties (156 hours):

Flying Officer Tims has completed many hazardous missions. On several occasions he has shown great skill and resource in extricating his aircraft from perilous situations. In many cases intense anti-aircraft fire has been encountered but Flying Officer Tims has never let this or adverse weather prevent him from completing his allotted tasks. Throughout his courage and devotion to duty have been of the highest order..

The sortie list was as follows:

10 August 1944 - La Pallice (6.00, second pilot)  
12 August 1944 - Falaise (4.15)  
14 August 1944 - Bons Tassilly (4.30)  
15 August 1944 - Brussels (4.10)  
18 August 1944 - Bremen (5.50)  
27 August 1944 - Mimeceques (3.35)  
31 August 1944 - Cezembre (4.20)  
15 September 1944 - Kiel (5.55)  
17 September 1944 - Boulogne (3.55)

25 September 1944 - Calais (4.10)  
26 September 1944 - Calais (3.55)  
27 September 1944 - Bottrop (5.00)  
28 September 1944 - Cap Gris Nez (4.20)  
30 September 1944 - Rhur (4.55)  
9 October 1944 - Bochum (5.55)  
12 October 1944 - Wanne Eickel (5.05)  
14 October 1944 - Duisbyrg (5.15)  
14 October 1944 - Duisburg (4.25)  
15 October 1944 - Wilhelmshaven (6.00)  
1 November 1944 - Oberhausen (5.40)  
4 November 1944 - Bochum (5.15)  
6 November 1944 - Gelsenkirchen (4.45)  
21 November 1944 - Casttrop Rauxel (7.15)  
27 November 1944 - Neuve (5.50)  
30 November 1944 - Duisburg (6.35)  
2 December 1944 - Hagen (6.45)  
4 December 1944 - Karlsruhe (6.25)  
5 December 1944 - Soest (6.30)

\* \* \* \* \*

TINDALE, P/O Graeme Fewster (J86583) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 18 March 1923 in Rossland, British Columbia; home in South Slokan, British Columbia where he was working as draughtsman for Kootenay Power Company; enlisted Calgary, 22 October 1942. To No.3 Manning Depot, Edmonton, 25 November 1942. To No.3 SFTS, Calgary (guard), 9 January 1943. To No.4 Pre-Aircrew Education Detachment, 8 March 1943. To No.2 Air Gunner Ground Training School, Trenton, 4 April 1943. Promoted LAC, 15 May 1943. To No.3 BGS, Macdonald, 16 May 1943. Graduated and promoted Sergeant, 9 July 1943. To "Y" Depot, 24 July 1943. To RAF Overseas Training Pool, 2 August 1943; actually embarked from New York, 3 August 1943; arrived in United Kingdom, 11 August 1943. To No.1659 Conversion Unit, 20 August 1943. To No.428 Squadron, 15 September 1943. Promoted Flight Sergeant, 9 April 1944. Commissioned 13 May 1944. To No.1664 Conversion Unit, 1 August 1944. To No.61 Base, 26 September 1944. Promoted Flying Officer, 13 November 1944. To No.76 Base, 12 January 1945. Repatriated 22 April 1945. To Western Air Command, 7 May 1945. To No.8 Release Centre, 5 July 1945. Released 7 July 1945. Award presented 29 January 1947. Died 7 February 1973 in North Vancouver as per British Columbia Vital Statistics. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.3260 (RG.24 Vol.20637) has

recommendation dated 5 September 1944 when he had flown 31 sorties (199 hours 55 minutes), 27 September 1943 to 20 July 1944.

As mid-gunner [sic], Pilot Officer Tindale has completed one tour of operations. He has attacked Berlin, Kassel, Mannheim, Hanover, and many other targets in Germany and France, besides having carried out extensive minelaying operations. His ability as a gunner, reliability, and offensive spirit against the enemy have made him an ideal member and he has contributed much to the successes achieved by his crew. His vigilance many times forestalled possible attacks by enemy night fighters.

For the completion of a very satisfactory tour of operations and very strong support of the squadron at all times I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

27 September 1943 - Hanover (6.25)  
3 October 1943 - Kassel (6.10)  
8 October 1943 - Hanover (5.35)  
18 November 1943 - Mannheim (7.05)  
22 November 1943 - Berlin (8.10)  
25 November 1943 - Frankfurt (8.15)  
26 November 1943 - Stuttgart (9.05)  
3 December 1943 - Leipzig (8.45)  
29 December 1943 - Berlin (7.40)  
3 January 1944 - Gardening (5.30)  
20 January 1944 - Berlin (7.50)  
2 February 1944 - Gardening (6.20)  
5 February 1944 - Gardening (7.25)  
11 February 1944 - Gardening (5.35)  
19 February 1944 - Leipzig (8.20)  
24 February 1944 - Gardening (6.40)  
25 February 1944 - Gardening (7.30)  
11 March 1944 - Gardening (7.55)  
18 March 1944 - Gardening (5.15)  
22 March 1944 - Gardening (6.50)  
25 March 1944 - Aulnoye (6.20)  
29 March 1944 - Paris (6.20)  
9 April 1944 - Lille (5.40)

12 April 1944 - Gardening (5.25)  
24 May 1944 - Trouville (4.45)  
14 June 1944 - St. Pol (4.30)  
4 July 1944 - Villeneuve (6.35)  
12 July 1944 - Acquett (4.15)  
17 July 1944 - Caen (4.20, day)  
18 July 1944 - Wesseling (5.25)  
20 July 1944 - L'Hey (3.55, day)

**Notes:** Course at No.4 Pre-Aircrew Education Detachment, Vancouver, had examinations in English (63 percent), Science (not taken by him), Mathematics (79 percent), Signals (90 percent) and Aircraft Recognition (100 percent).

Training at Trenton was described as Stage I in which he was examined in Armament, oral (83/100), Armament, written (217/300), Anti-Gas (93/100), Aircraft Recognition (100/100), Mathematics (27/50), Navigation (81/100), Law, Administration and Hygiene (76/100), and Signals (60/100). Phase II training involved flying in Battle and Norseman aircraft (21 hours 40 minutes, all by day). He spent 15 hours in turret manipulation, fired 400 skeet rounds, 750 rounds on 25-yard range, 700 rounds on 200-yard range, 400 rounds air-to-ground, 3,780 rounds air-to-air. Examined in Armament, written (130/150), Armament, practical and oral (84/100), Aircraft Recognition (97/100), Drill (77/100), Signals (95/100), and assessed under "Ability as Firerr" at 70/100. Placed 20<sup>th</sup> in a class of 116.

On repatriation he described his tour as 202 hours ten minutes on operations and 104 hours 55 minutes non-operational. He was on Halifaxes 264 hours 30 minutes and Lancasters 42 hours 35 minutes.

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TINEVEZ, F/O Frank Leon Joseph (J29336) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 26 June 1919 in Pathlow, Saskatchewan; home there (labourer, farming with father, ex-Royal Canadian Artillery); enlisted Saskatoon, 9 December 1941 for General Duties and posted to No.3 Manning Depot, Edmonton. To No.7 SFTS, Macleod, 18 December 1941. Promoted AC1, 9 March 1942. Promoted LAC, 8 August 1942. Remustered to aircrew and posted to No.4 ITS, Edmonton, 25 October 1942. May have graduated 1 January 1943 but not posted to No.23 EFTS until 24 January 1943. Ceased training and posted to No.2 Manning Depot, Brandon, 13 March 1943. To No.7 AOS, Portage la Prairie, 4 April 1943; graduated and commissioned 20 August 1943. To "Y" Depot, 3 September 1943. Embarked from Halifax, 13 September 1943. Disembarked in Britain, 19 September 1943. Posted next day

to No.3 PRC, Bournemouth. To No.3 (Observer) AFU, 2 November 1943. To No.82 OTU, 4 January 1944. Promoted Flying Officer, 20 February 1944. To No.61 Base, 27 April 1944. Detached to Dalton Battle School, 27 April to 17 May 1944. Detached to No.1666 HCU, 17 May to 30 June 1944. To No.432 Squadron, 30 June 1944. To RCAF Overseas Headquarters, 1 May 1945. Departed England by air, 12 June 1945, arriving Yarmouth 13 June 1945. To No.4 Release Centre, 4 September 1945. Retired 13 September 1945. Award presented 6 November 1948. 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.5557 (RG.24 Vol.20668) has recommendation dated 28 October 1944 when he had flown 29 sorties (140 hours 50 minutes), 17 July to 24 October 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 will 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:

17 July 1944 - Caen (3.55)  
18 July 1944 - Wesseling (4.35)  
26 July 1944 - Ferfay (4.15)  
12 August 1944 - Mont Richard (5.25, day)  
14 August 1944 - Bons Tassilly (4.45, day)  
15 August 1944 - Brussels (4.05, day)  
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 Cezembre (4.45, day)  
3 September 1944 - Volkel (4.00, day)  
6 September 1944 - Emden (4.05, day)  
9 September 1944 - Le Havre (4.45, day)  
10 September 1944 - Le Havre (4.05, day)  
11 September 1944 - Castrop Rauxel (5.05, day)  
12 September 1944 - Bochum (5.05, day)

13 September 1944 - Osnabruck (4.30, day)  
15 September 1944 - Kiel (6.00)  
17 September 1944 - Boulogne (3.55, day)  
27 September 1944 - Bottrop (5.05, day)  
28 September 1944 - Cap Gris Nez (3.50, day)  
30 September 1944 - Sterkrade (4.55, day)  
6 October 1944 - Dortmund (6.15)  
9 October 1944 - Bochum (6.25, day)  
12 October 1944 - Wanne Eickel (5.00, day)  
14 October 1944 - Duisburg (4.55, day)  
15 October 1944 - Wilhelmshaven (4.25)  
23 October 1944 - Essen (5.30)  
24 October 1944 - Homburg (5.05, day)

**Training:** At No.1666 HCU assigned to crew which included F/O W.P. Saye (captain, later DFC) and a Sergeant Flanagan (air bomber).

**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 and on emergency approach it caught fire. Pilot (Saye) landed to the right of the runway in a freshly ploughed field. No injuries.

\* \* \* \* \*

TINGLE, F/O Aubrey Maxwell (J5767) - **Mention in Despatches** - No.162 Squadron (Canada) - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born 31 March 1914 at Hanna, Alberta. Home in Sardis, British Columbia where he was assistant manager of a store; enlisted in Vancouver, 12 September 1940 and posted to No.2 Manning Depot. To No.2 ITS, Regina, 14 October 1940. Graduated and promoted LAC, 4 November 1940 when posted to No.6 EFTS. To No.4 SFTS, Saskatoon, 4 January 1941; to No.2 Manning Depot, 11 February 1941; to No.33 SFTS, Carberry, 5 April 1941; graduated and commissioned, 24 June 1941. Posted to No.13 (Operational Training) Squadron that date. To No.116 (BR) Squadron, 4 October 1941. To No.10 (BR) Squadron, 23 March 1942. To No.162 (BR) Squadron, 18 May 1942. Promoted Flying Officer, 24 June 1942. Killed in the crash of Canso 9737, No.5 (BR) Squadron, 7 January 1943, along with FS D.L. Hudson, FS, John Thomas Mangan, S/L N.E. Small and Sergeant H.E. White.

Flying Officer Tingle has carried out 650 hours of operational flying during the past eight months and as second pilot assisted in carrying our a good attack on

an enemy U-boat. His devotion to duty and ability as an operational pilot have set a high example.

**Notes:** Assessed 7 December 1941 by W/C S.S. Blanchard, No.116 (BR) Squadron: "A very promising young pilot. Conscientious, reliable, keen. A clean-cut type, smart in appearance, pleasant personality."

Assessed 25 July 1942 by W/C S.D. Turner, Station Yarmouth: "This officer is employed as captain of aircraft. His work to date has been entirely satisfactory; with further experience will become a very good captain."

The following is from the diary of Station Gander:

2 January 1943 - "At 1315 hours Canso 9745 en route to this station from Yarmouth, overshot the runway when landing. The nosewheel hit a ditch and the undercarriage collapsed. The hull and the port wing were damaged. The captain, F/O A.M. Tingle, and the crew were uninjured. F/L B.H. Moffit, AFC, appointed Investigating Officer, reported the accident was due to the icy surface of the runway."

\* \* \* \* \*

TINGLE, Sergeant Donald (R67783) - **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. Born in Kingsville, Ontario, 6 May 1922. Butcher's assistant and grocery clerk before enlisting in Windsor, 30 September 1940 in Armourer trade. Posted to No.1 Manning Depot that date. To Air Armament School, Trenton, 20 December 1940; placed 35<sup>th</sup> in a class of 47. Promoted AC1, 17 March 1941. To No.1 ITS, Toronto, 19 March 1941. Promoted LAC, 1 July 1941. To "Y" Depot, Halifax. 12 February 1942. To RAF overseas, 27 February 1942. Taken on strength of No.3 PRC, Bournemouth, 10 March 1942. To No.408 Squadron, 3 April 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 April 1943. To No.9408 Servicing Echelon, 29 November 1943. To No.62 Base, 12 August 1944. Repatriated and taken on strength of No.8 OTU, Greenwood, 15 June 1945. To Station Greenwood, 1 August 1945. Released 11 September 1945. Died in Kitchener, Ontario, 15 October 1991 as per **Airforce Magazine**, issue of April-May-June 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. No citation.

Although no recommendation for his award is available, the following assessment may be deemed relevant:

This Non-Commissioned Officer is employed in R and I [Repair and Inspection]

Servicing Echelon. He is an outstanding worker and is skilful in directing others. He has the ability to inspire others to work, because of the example he set by his own excellent work. I recommend this Non-Commissioned Officer for promotion as soon as possible to fill vacancy. (P/O L.A. Harvey, Station Headquarters, Linton-on-Ouse, 22 October 1944).

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TINKER, W/C Arthur Harold (C5774) - **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 16 February 1913 in Toronto; educated there; home there; employed 1929-39 by city Treasury Department. Joined No.110 (Auxiliary) Squadron, 20 February 1934 as Clerk. Sergeant as of 3 September 1939. On outbreak of war he served with No.101 Wing, No.1 Training Command Headquarters (17 December 1939), and AFHQ (from 22 February 1940). Promoted Flight Sergeant, 1 May 1940. Promoted WO2, 1 May 1941. Commissioned in Administrative Branch, 1 July 1941. To RAF overseas, 22 October 1941. To RCAF Overseas Headquarters, 30 November 1941. Promoted Flight Lieutenant, 11 May 1942. Promoted Squadron Leader, 1 June 1943. Repatriated 16 January 1944; to AFHQ that date. Promoted Wing Commander, 1 March 1945. Notes say that he served at No.4 Wireless School, CTS (Trenton), possibly 1940-1941. In immediate postwar period he was executive assistant to Air Member for Air Staff until September 1946 when sent to No.10 Repair Depot, Calgary. In March 1947 posted to a supply course in Toronto, after which he went to Station Rockcliffe. Served there to August 1949 when sent to Station Clinton as Chief Technical Officer. In April 1952 posted to Ottawa and staff of Air Materiel Command Headquarters. To RCAF Staff College, September 1952, after which he went to Directorate of Materiel Supply, AFHQ. On 31 July 1957 it was announced that he was to command No.312 Supply Depot, Langar, England. Also on staff of No.1 Air Division, Metz. After retirement worked for Department of Supply and Services (assigned to Canadian High Commission, London). Died in Ottawa, 19 February 2016.

This officer has displayed excellent judgement and initiative in discharge of his duties as Executive Assistant to Air Member for Air Staff. In the year and a half he has been with this Division there have been many changes of directors. Wing Commander Tinker's knowledge of the work and co-operation have been of the greatest assistance to them in assuming their new duties. He inspires the utmost confidence by his ability to take on and follow through the work of this Division. He has spent hours of overtime on the establishment and staff problems and has been untiring in his efforts to promote efficiency and harmony throughout the Division. He is a splendid Administrative Officer who has gained the thorough respect of all concerned.



\* \* \* \* \*

TINMOUTH, FS Anthony Wright (R135221, later J85325) - **Distinguished Flying Medal** - No.431 Squadron - Award effective 29 February 1944 as per **London Gazette** dated 14 March 1944 and AFRO 766/44 dated 6 April 1944. Award presented by King George 11 August 1944. Born Limerick, Eire, 15 January 1923; migrated to Canada at the age of four; home in Harring Cove or Fairview, Nova Scotia (clerk); enlisted in Montreal, 24 October 1941. To No.2 Manning Depot, 9 November 1941. To No.31 ANS, 2 January 1942. To No.1 SFTS, 26 January 1942. To No.6 ITS, 14 March 1942; graduated and promoted LAC, 8 May 1942 but not posted to No.12 EFTS until 6 June 1942; graduated 31 July 1942 and posted next day to No.9 SFTS; graduated and promoted Sergeant, 9 February 1943. To "Y" Depot, 23 February 1943. To RAF overseas, 8 March 1943. Further trained at No.22 OTU (Wellesbourne Mountford) and No.1666 Heavy Conversion Unit (Wombledon). Promoted Flight Sergeant, 9 August 1943. On 22 February 1944 Flight Sergeant Tinmouth's Halifax LK626 iced up on a training flight; he attempted to reach Hawarden airfield but was forced to land near Pentre, Flintshire. Commissioned 27 February 1944. Promoted Flying Officer, 27 August 1944. To No.14 OTU on completion of tour. Repatriated 28 February 1945. To No.1 Air Command, 13 March 1945. To No.2 Release Centre, 24 May 1945. Retired 28 May 1945. RCAF photo PL-32376 shows him. Following the war he graduated from McGill University (engineering) and flew Vampires with No.439 (Auxiliary) Squadron, Montreal, 15 January 1948 to 1950 or later (12058). Appears also to have joined 2450 Aircraft Control and Warning (Aux) Squadron but gave up this in 1958. Died in Toronto, 30 December 2001.

One night in February 1944, this airman piloted an aircraft detailed to attack Berlin. On the outward flight the aircraft was attacked by a fighter and sustained damage to the fuselage, the oxygen supply system, the wireless apparatus and other equipment. The inter-communication system was also rendered unserviceable. Undeterred, Flight Sergeant Tinmouth went on to the target and pressed home his attack. On the return flight the bomber was intercepted by more fighters but by his skill, good judgement and resource Flight Sergeant Tinmouth brought his aircraft home without sustaining further damage. On this, his first sortie as captain, this airman displayed a high standard of leadership, courage and determination.

DHist file 181.009 D.5526 (RG.24 Vol.20667) has original recommendation by W/C H.R. Dow dated 21 February 1944 when he had flown four sorties (25 hours 55 minutes) as follows:

On his first operational sortie, as captain of a bomber which attacked Berlin one night in February 1945, the aircraft was attacked on the outward flight by an enemy fighter, and sustained damage to the fuselage, oxygen system, wireless and electrical equipment. Though the aircraft was without intercommunication

and one of the crew was wounded, and another had no oxygen, undeterred, Flight Sergeant Tinmouth continued and successfully bombed his target. During the return journey, the aircraft was again attacked by enemy night fighters, but by his ability to make fast decisions in emergency, skilful pilotage and cool judgement, no further damage was sustained by the aircraft. Throughout, this airman has displayed fine leadership and courage which has won the entire confidence of his crew. I recommend that he be awarded an immediate DFM.

TINMOUTH, F/O Anthony Wright, DFM (J85325) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Award presented 5 October 1946.

Since the award of the Distinguished Flying Medal this officer has taken part in many operational missions against some of the enemy's most heavily defended targets. An outstanding captain of aircraft, he has always displayed great courage and devotion to duty.

The original recommendation, drafted 1 October 1944, gave flying as 22 sorties (86 hours 15 minutes) since award of DFM and total operations as 36 sorties (167 hours ten minutes). Sortie list and text as follows:

20 October 1943 - Laval (5.45)  
24 November 1943 - Minelaying (4.00)  
20 January 1944 - Berlin (8.35)  
15 February 1944 - Berlin (7.35)  
13 March 1944 - Le Mans (5.30)  
22 March 1944 - Minelaying, Baltic (6.15)  
12 March 1944 - Aulnaye (6.10)  
9 April 1944 - Lille (4.35)  
22 April 1944 - Dusseldorf (5.20)  
24 April 1944 - Karlsruhe (6.55)  
26 April 1944 - Essen (2.10, duty not carried out)  
31 May 1944 - Lewbriwwgen (3.10)  
9 June 1944 - Le Mans (5.55)  
12 June 1944 - Arras (4.15)  
14 June 1944 - Cambrai (3.55)  
15 June 1944 - Boulogne (3.45)  
16 June 1944 - Sterkrade, Rhur (4.40)  
21 June 1944 - Oisemont (4.30)  
24 June 1944 - Bonnetot (3.55)

25 June 1944 - Gorenflos (4.10)  
27 June 1944 - Wizernes (3.30)  
9 July 1944 - Flying Bomb site (4.05)  
12 July 1944 - Flying Bomb site (4.10)  
18 July 1944 - Caen (4.20)  
1 August 1944 - Ferme de Forrestel (3.50)  
3 August 1944 - Foret de Nieppe (3.40)  
5 August 1944 - St. Leu d'Esserent (4.05)  
7 August 1944 - Caen (3.45)  
9 August 1944 - Foret de Nieppe (2.55)  
12 August 1944 - Montrichard (5.20)  
14 August 1944 - Bons Tassilly (4.20)  
15 August 1944 - Brussels/Melsbroeck (3.35)  
16 August 1944 - Kiel (4.55)  
18 August 1944 - Bremen (5.20)  
25 August 1944 - Brest/Point Robert (4.20)  
27 August 1944 - Mimoyceques (3.15)  
10 September 1944 - Le Havre (3.50)

Since being awarded the Distinguished Flying Medal in June 1944, Flying Officer Tinmouth has continued to display great courage and devotion to duty during numerous operational missions. Many of these have been completed in the face of intense opposition over such targets as Bremen, Kiel, Lille and Dusseldorf. During his tour, now completed, he has proved to be an ideal captain whose exceptional qualities of leadership and coolness have proved to be an inspiration to all members of the squadron.

The website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york44/lw552.html> offers the following information:

#### HALIFAX LW552 NEAR EAST MOOR AIRFIELD

At 19.11hrs on 8th August 1944 this 415 Squadron aircraft was taking off for an operational flight to bomb Foret De Chantilly, in France where there was an oil storage site in use by the German forces. During the take-off run at East Moor the pilot found the air speed indicator was not functioning but by this stage the aircraft was up to speed and although he closed the throttles and applied the brakes he could not prevent the aircraft from running through the boundary fence and across Sutton Road. The aircraft then ran across two fields before stopping with it's undercarriage still intact. It was later dragged back onto the airfield with

the crew having escaped injury. A mention to a Halifax hitting a lorry and then crashing at the rear of Sutton Hall, Sutton on the Forest in a Yorkshire Evening Press publication (published in the mid-1990s) possibly relates to this incident.

Pilot - P/O Anthony Wright Tinmouth DFM RCAF (J/85325).  
Navigator - P/O Abraham Leroy Richardson RCAF (J/86243).  
Bomb Aimer - F/Sgt Luigi E Todero RCAF (R/157087).  
Wireless Operator / Air Gunner - P/O Raymond Frederick Nelson RAF (176430).  
Air Gunner - F/Sgt E J Parr RCAF (R/194123).  
Flight Engineer? - P/O Basil George Warren RAF (179222).  
Air Gunner? - P/O George Samuel Webber RAF (179242).

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TISDALE, LAC Herbert David (R101031) - **Mention in Despatches** - No.179 Squadron (AFRO says only "Overseas ") - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born 3 May 1922 in Victoria; home there (stockman and clerk). Enlisted in Vancouver, 18 April 1941 as Radio Mechanic. To Station Vancouver, 3 May 1941. To University of British Columbia, 31 May 1941. To No.1 Manning Depot, 13 October 1941. To Queen's University, 20 October 1941. Promoted LAC, 1 December 1941. To No.1 Manning Depot, 6 December 1941. To No.31 Radio School, Clinton, 28 December 1941. Graded Radar Mechanic, 21 February 1942. To No. 31 Personnel Depot, 22 February 1942. Embarked from Canada, 19 March 1942. Taken on strength of No.3 PRC, Bournemouth, 29 March 1942. To No.172 Squadron, 13 May 1942. To No.179 Squadron, 14 September 1942. Promoted Corporal, 1 October 1942. To No.500 Squadron, 6 October 1942. Returned to No.179 Squadron, 10 November 1942. Promoted Sergeant, 1 April 1943. Left Gibraltar for United Kingdom, 25 April 1944. Attached to No.8 Radio School from No.179 Squadron, 31 May to 21 June 1944. Attached to Chivenor, dates uncertain. Finally taken on strength of Chivenor, 25 January 1945. Repatriated via Greenwood, 10 August 1945. To No.8 Release Centre, 21 August 1945. Released 11 October 1945. No citation. Died in Vancouver, 28 February 1993.

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TISDALL, G/C Frederick Fitz Gerald (C8724) - **Officer, Order of the British Empire** - AFHQ - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/45 dated 5 July 1946. Born in Clinton, Ontario, 3 November 1893. Educated there, Buffalo High School (New York), and University of Toronto. Honourary Captain, Royal Army Medical Corps, 1916-1917; Honourary Captain, Royal Canadian Army Medical Corps, 1917-1919. Physician, Hospital for Sick Children, 1921-1941 and Professor, University of Toronto (Faculty of Medicine), 1921-1941. Major, Royal Army Medical Corps, 1940-41 (Advisor on Nutrition). Home in Toronto, enlisted in

RCAF, Ottawa 31 October 1941 in Medical Branch with rank of Wing Commander. Resigned commission, 15 April 1943 on the grounds of ill health but appointed Honorary Group Captain, 16 April 1943. He thereafter continued to advise the RCAF without pay or allowances. Temporary Duty in United Kingdom, 24 October 1943 to 20 December 1943. Postwar member of the RCAF Advisory Medical Committee and in January 1949 was a member of a team touring northern bases (Frobisher, Chimo, Goose Bay) - the others were J.W. Tice, W.R. Franks and A.W. Farmer. Award sent by registered mail 8 June 1948.

This officer was full time Consultant in Nutrition from 1941 until the spring of 1943. Since 1943 he has been Honourary Consultant and has continued to make available his services for over half of his time. The re-organization of the Messing Service; the institution of the control of messing through Nutritional Laboratories; Dairies and Mobile Milk Units for the reconstruction [sic] of powdered milk; research into nutritional deficiencies of Royal Canadian Air Force personnel; work with the Canadian Dental Corps on diseases of the north; are but a few of the results of this officer's outstanding contribution to the Royal Canadian Air Force which have had great effects not only on the health but also on the morale of the service.

The final recommendation, worded as above, was raised on 20 July 1945 by Air Commodore J.W. Tice, Director of Medical Services, with whom he had worked on milk projects (among other tasks). It may be noted, however, that as a Wing Commander he was recommended by Tice on 10 March 1943 as follows:

Wing Commander Frederick Fitzgerald Tisdall, Consultant in Nutrition to the Royal Canadian Air Force, came to the service as one of the foremost authorities in the field of nutrition. The application of extensive experience gained in connections with his work with several national organizations resulted in improved rations, a re-organized messing service and a broad educational program. He has conducted a research program that has resulted in several outstanding findings related to the nutritional status and the efficiency of personnel. The notational work conducted by this officer is of importance not only to the RCAF but also to the nation as a whole.

A/V/M Sully approved but there was no further action higher up. He was next recommended, 8 September 1943, for the Canada Medal; his title was Honorary Consultant in Nutrition and the submission read:

This officer has directed the Nutritional programme of the RCAF which has resulted in greatly improved scale of ration, improved messing service, and a

more adequate diet. He has conducted and completed several research projects dealing with nutritional deficiencies as affecting vision and the gums. The feeding of isolated stations and operational aircrew has been improved as a result of his personal investigations. This officer has made an outstanding contribution to the RCAF.

A/V/M Sully concurred, but the submission did not reach the Priority List for the Canada Medal Inaugural List 1943 - and indeed the Canada Medal was ultimately not awarded to anyone.

On 23 September 1942, Air Commodore E.E. Middleton suggested that he should be transferred from the Medical Services to the Messing Service, pointing out that his duties were to ensure (a) that food looked attractive, (b) that it was palatable and (c) that it had nutritional value. G/C Tice (as he was at the time) responded on 26 October 1942, pointing out that Tisdall had many other duties involving "chemical and bacteriological determination vitamin, mineral and other component parts of food as served in the RCAF." As the result of work carried out under the auspices of the National Research Council, four nutritional laboratories had been established within the RCAF which were to be under his direction. Other studies were being conducted regarding (a) Riboflavin and its effect on the eye (b) Vitamin A and its effect on the eye (c) Niacin and its effect on the tongue and (d) Vitamin C in relation to the gums. The effect was to keep Tisdall in the Medical Branch.

Although overwork and health were cited as reasons for his resignation of commission, an assessment written by Air Commodore R.W. Ryan (AFHQ) on 2 February 1943 may well had bearing on the move:

It is difficult to assess this officer from the Service point of view. He has no interest in the Service or it is not his primary consideration. He has a good name outside the Service as an expert on nutrition but it is my considered opinion that he is making use of the Service to foster his reputation. He has no knowledge of service ethics, procedure or discipline.

On the 22<sup>nd</sup> October I interviewed this officer for half an hour. I pointed out his unethical conduct in going behind the regular organization to put a proposal for an establishment across and informed him that he had no right of direct access to the Deputy Minister and no director can carry on under these circumstances.

Perhaps not coincidentally, on 2 February 1943, Robert F. Griggs (Chairman, Division of Biology and Agriculture, National Research Council) wrote to Air Marshal Breadner (Chief of the Air Staff):

I should like to express the appreciation of the National Research Council for the services which your Wing Commander F.F. Tisdall has given to the Food and Nutrition Board. As the inspiration of the very progressive Canadian program of nutrition, Dr. Tisdall has given the findings of the Board a prestige and distinction which have contributed largely to the great influence which the Board has been able to exert.

Further proof of his prestige was a matter raised in August 1944 when the Standing Technical Committee on Health, UNRRA, requested the services of Group Captain Tisdall "in connection with the conducting of a survey of malnutrition conditions in the liberated areas." Canadian authorities declined to release him, but noted on 29 August 1944:

The Medical Branch of the Royal Canadian Air Force is sending overseas in September, to Air Force Headquarters, London, a mobile nutritional unit consisting of trucks and trailers with complete radiological and laboratory equipment and scientific personnel in charge of Squadron Leader McCreary. This unit, with the support of the National Research Council, Canada, will be available for nutritional studies in Europe in co-operation with the Medical Research Council, London.

Tisdall was described as "acting as Consultant to this unit."

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TITE, F/O Joseph (J28523) - **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 17 September 1923 in London, Ontario. Educated at Governor Simcoe School and London Central Collegiate Institute. Home in London (assistant golf professional for three years at Thames Valley Golf Club, office clerk for one year); enlisted there 9 June 1942 and posted to No.1 Manning Depot, Toronto. To No.9 Repair Depot, St. Jean, Quebec, 2 August 1942. To No.3 ITS, Victoriaville, 27 September 1942; graduated and promoted LAC, 5 December 1942; to No.4 EFTS, Windsor Mills, Quebec, 28 December 1942 where he flew 28 hours 40 minutes day dual on Tiger Moths, 29 hours 50 minutes day solo, three hours 45 minutes night dual and one hour night solo plus 11 hours in Link. He flew eight hours five minutes dual before first solo on type. Posted to No.8 SFTS, Moncton, 7 March 1943 where he flew 19 hours 45 minutes day dual on Ansons, 40 hours 15 minutes day solo, ten hours night dual and ten hours night solo plus 20 hours in Link. He also flew six hours 20 minutes dual in a Harvard (no solo time). He flew four hours 50 minutes dual before going solo on Anson. Graduated and commissioned 23 July 1943. To "Y" Depot, Halifax, 7 August 1943; to RAF Trainee Pool, 3 September 1943. Embarked from New York, 8 October 1943; disembarked in Britain, 16

October 1943 and sent to No.3 PRC, Bournemouth. To No.11 (Pilot) AFU, 16 November 1943. Attached to No.1524 Beam Approach Training Flight, Condover, 11-18 November 1943. Promoted Flying Officer, 13 January 1944. To No.22 OTU, 7 March 1944. To No.61 Base, 26 May 1944. Attached to No.1664 Conversion Unit, 27 May to 25 June 1944. To No.405 Squadron, 26 June 1944. Killed in action, 22 December 1944 (Lancaster PA977); buried in Germany. Award presented to next-of-kin, 1 December 1948. No citation other than that he had "flown on 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 29 sorties (133 hours 29 minutes), 9 May to 2 November 1944.

9 May 1944 - NICKELLING, Le Mans (4.25), sortie not counted  
17 July 1944 - Cagny (2.36)  
19 July 1944 - Rollez (3.04)  
22 July 1944 - Acquet (2.40), DNCO, sortie not counted  
23 July 1944 - Kiel (5.13)  
24 July 1944 - Stuttgart (7.10)  
27 July 1944 - Boissons (3.20)  
28 July 1944 - Hamburg (5.08)  
30 July 1944 - Battle area (2.56)  
3 August 1944 - L'ile Adam (3.10)  
4 August 1944 - St.Maximim (2.59)  
13 August 1944 - Falaise (2.38)  
14 August 1944 - Tactical (2.31)  
16 August 1944 - Kiel (5.12)  
18 August 1944 - Bremen (5.00)  
25 August 1944 - Russelsheim (6.48)  
26 August 1944 - Kiel (5.42)  
29 August 1944 - Stettin (8.35)  
10 September 1944 - Le Havre (2.22)  
12 September 1944 - Frankfurt (6.09)  
15 September 1944 - Kiel (5.06)  
20 September 1944 - Calais (1.54)  
5 October 1944 - Saarbrucken (7.40)  
6 October 1944 - Dortmund (7.50)  
14 October 1944 - Duisburg (3.55)  
15 October 1944 - Wilhelmshaven (4.08)  
19 October 1944 - Stuttgart (5.09)  
23 October 1944 - Essen (4.13)  
25 October 1944 - Homberg (3.18)



30 October 1944 - Cologne (4.20)

2 November 1944 - Dusseldorf (4.18)

Flying Officer Tite is an excellent pilot and captain of a crew now almost completed their first tour of operations. He has participated in attacks on such heavily defended enemy areas as Bremen, Stuttgart and Hamburg. He is a good organizer and leader, never considering ny job too small. He has a magnetic personality and a ken sense of responsibility which has had a very favourable reaction on all members of his crew. His chief qualities, which can best be seen when he is engaged in offensive action, are courage, coolness and devotion to duty of the highest order even in the face of great personal danger. His fine personal example has done much to keep the morale of less experienced pilots at a high standard and inspired his crew on to greater efforts.

When lost, the crew consisted of J35523 F/O H.D. Davy (air bomber, killed), J92768 P/O J.F. Devitt (flight engineer, killed), R148282 Flight Sergeant J.B. Rynski (air gunner, killed), Flying Officer Tite (pilot, killed), plus J36325 F/O H.D. Biggs (survived), R185496 Warrant Officer G.T. Haase (survived) and R54717 Flight Sergeant J.C. Mathieu (survived). Aircraft was shot down near Bingen, Biggs baling out and the other two blown out when aircraft exploded. It crashed 20 yards from where Biggs landed.

The website "Lost Bombers" provides some additional information on this loss. Lancaster PA977, No.405 Squadron (LQ-E), target Bingen, 22/23 December 1944. PA977 was a Mark III and was delivered to No.635 Squadron in May 1944 (no operations), joining No.405 Squadron on 30 June 1944. Operations with No.405 Squadron as LQ-T, Caen 7 July 1944 (dusk); Stuttgart, 24/25 July 1944; Stuttgart, 28/29 July 1944; Normandy Battle Area (tactical), 7/8 August 1944; Kiel, 26/27 August 1944; Stettin, 29/30 August 1944. As LQ-E, to Cologne on 28 October 1944 (daylight); Bingen, 22/23 December 1944 (lost). PA977 was one of two No.405 Squadron Lancasters lost on this operation (the other was PB113). Airborne at 1549 hours, 22 December 1944 from Gransden Lodge. Cause of loss and crash- site not established.

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TITUS, WO1 (now P/O) John Sidney (R124267/J98712) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 29 April 1918 in Wildwood, Manitoba; home there (clerk, ex-Army); enlisted in Winnipeg 29 August 1941 and posted to No.2 Manning Depot. To No.3 Personnel Holding Unit, 15 December 1941. To No.3 WS, 14 March 1942. Promoted LAC, 15 April 1942; graduated 26 September 1942 when posted to No.8 BGS; graduated and promoted Sergeant, 26 October 1942. At No.34 OTU, Pennfield Ridge, 7

November 1942 to 27 February 1943. Embarked from New York, 8 March 1943 on SS **Queen Elizabeth**. Taken on strength of No.3 PRC, 17 March 1943. Promoted Flight Sergeant, 26 April 1943. To No.21 Squadron, 26 May 1943 (Venturas). Promoted WO2, 26 October 1943. To No.12 OTU, 11 January 1944 but then changed (same date) to No.24 OTU. To Dalton Battle School, 8 April 1944. To No.1666 Conversion Unit, 22 April 1944. Promoted WO1, 26 April 1944. To No.432 Squadron, 22 May 1944. Commissioned 15 July 1944. 1944. To No.24 OTU, 23 August 1944. To No.14 Radio School, 4 October 1944. Repatriated 3 December 1944. Promoted Flying Officer, 15 January 1945. To No.5 Release Centre, 19 February 1945. Retired 27 February 1945. Died 1 February 1995 in Carberry, Manitoba as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of August 1995. 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.5557 (PAC RG.24 Vol.20668) has recommendation dated 10 August 1944 when he had flown 34 sorties (123 hours 30 minutes), 26 July 1943 to 5 August 1944).

Warrant Officer Titus has completed thirty-four successful sorties in a most commendable manner. He has inspired complete confidence in his ability among other members of his crew. Throughout a long tour his fine fighting spirit has never wavered. His cheerful disposition and keenness for knowledge in carrying out his ground duties has set a splendid example for other wireless operators.

This officer's splendid record, initiative and determination is deserving of the award of the Distinguished Flying Cross.

The sortie list was as follows:

26 July 1943 - sea search (2.25)  
27 July 1943 - Zeebrugge (2.00)  
29 July 1943 - sea search (3.00)  
30 July 1943 - Yainville (2.45)  
12 August 1943 - Poix airfield (2.35)  
16 August 1943 - Tricqueville (2.40)  
30 August 1943 - Foret de Epneulecques [?] (2.10)  
31 August 1943 - Foret de Hesdin (1.35)  
2 September 1943 - Foret de Hesdin (1.50)  
3 September 1943 - Foret de Epneulecques [?] (1.55)  
4 September 1943 - Abbeville (2.20)  
4 September 1943 - Boulogne (1.40)  
6 September 1943 - Boulogne (1.20)  
8 September 1943 - Abbeville (1.55)  
9 September 1943 - Merville (2.00)  
3 June 1944 - Neufchatel (3.40)  
6 June 1944 - Coutances (5.35)

9 June 1944 - Le Mans (5.25)  
14 June 1944 - St.Pol (3.40)  
16 June 1944 - Sterkrade Holten (4.35)  
17 June 1944 - Oisemont (4.05)  
21 June 1944 - St.Martin l'Hortier (4.00)  
23 June 1944 - Bientiques (3.30)  
27 June 1944 - Foret d'Eany (3.40)  
28 June 1944 - Metz (7.05)  
1 July 1944 - Biennais (4.05)  
5 July 1944 - Biennais (4.30)  
17 July 1944 - Caen (4.05)  
20 July 1944 - Sennes (3.30)  
24 July 1944 - Ferfay (3.50)  
25 July 1944 - Stuttgart (8.20)  
28 July 1944 - Hamburg (5.25)  
1 August 1944 - Ferme de Forrestel (3.45)  
3 August 1944 - Foret de Nieppe (3.45)  
5 August 1944 - St. Leu d'Esserent (5.00)

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TOANE, FS Raymond Austin (R222756) - **Distinguished Flying Medal** - No.419 Squadron - Award effective 26 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 14 April 1925 in Edmonton; home there; enlisted there 19 April 1943. Granted Leave Without Pay until 28 June 1943 when posted to No.3 Manning Depot. To No.9 Pre-Aircrew Education Detachment, 23 August 1943. To No.13 SFTS (guard duty), 3 October 1943. To No.1 Air Gunner Ground Training School, 29 October 1943. Promoted LAC and posted 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, Lachine, 16 March 1944. Taken on strength of No.3 PRC, Bournemouth, 25 March 1944. Repatriated 22 January 1945. To No.10 Repair Depot, 8 February 1945. To No.7 Release Centre, 23 April 1945. Retired 24 April 1945. RCAF photo PL-40048 (ex UK-16313 dated 9 November 1944) is captioned as follows: "Following a raid on Cologne, crew members of the Moose Squadron discuss their part in the raid with interrogation officials. Flight Sergeant Ray Toane, South Edmonton, Alberta, a rear gunner, reports to the Gunnery Leader, Flight Lieutenant Al W. Jennings, DFC, Ealing, London, while Flying Officer Harold Hudson, Lethbridge, bomb aimer reports to Sergeant Bill Andrews, Russell, Manitoba, interrogating armourer." Award presented 17 July 1947. Cited with F/O Ronald L. Cox (RCAF, pilot, awarded DFC) and F/O Lyle W. Sitlington (RCAF, WOP, awarded DFC).

These officers and this airman were pilot, wireless operator and rear gunner respectively of an aircraft detailed to attack Oberhausen one night in November 1944. The target was successfully bombed but, soon after leaving the area, the aircraft was hit by a hail of bullets from an enemy fighter. Both inner engines were put out of action. The inter-communication and hydraulic systems were rendered unserviceable. Flying Officer Sitlington was wounded in the face and

arm and Flight Sergeant Toane was injured in the face, the arms and leg. The enemy aircraft again came in with guns blazing. The bomber sustained further damage and went into a spiral dive but Flying Officer Cox succeeded in levelling out after considerable height had been lost. Meanwhile, Flying Officer Sitlington had shown the greatest coolness and determination in successfully extinguishing a fire which had broken out in his cabin. Flight Sergeant Toane had also proved his courage and resolution. Blood streamed down his face and, though almost blinded by it, he had remained in his turret to fire his guns at the attacker. Throughout the fight, Flying Officer Cox displayed great skill and coolness and he afterwards flew the severely damaged aircraft to the first available airfield. Here he effected a successful crash landing. He displayed the finest qualities of courage and determination. Flying Officer Sitlington and Flight Sergeant Toane also proved themselves to be most worthy members of aircraft crew. Although injured and in much distress they showed the highest standard of devotion to duty.

**Note:** The incident in question was the night of 1-2 November 1944, Lancaster KB767 (VR-U). Airborne at 1701 hours, 1 November 1944 from Middleton St. George. Bombed at 2035 from 20,500 feet and was almost immediately hit by flak, which caused slight damage to the mid-upper turret and punctured both main wheels. Seven minutes later, having descended to 15,000 feet, it came under sustained cannon-fire from a Fw190, which left the bomber with very serious damage to the fuselage and flying controls and three members of crew wounded, two seriously. Then as the fighter broke off, more flak further damaged the Lancaster, which eventually crash-landed at Manston airfield, Kent, from where F/O S.B. Lindsay and F/O L. Sitlington were taken to RAF Hospital Halton with Flight Sergeant R.A. Toane being admitted to Station Sick Quarters, Manston. Their aircraft was a total wreck. Others in the crew were F/O R.L. Cox (RCAF), Sergeant F. Dennis, F/O A.J. Palanek (RCAF), Sergeant J. Wilkins (RCAF).

RCAF Press Release No. 8149 dated 6 January, 1945 from: F/L George Sinclair reads:

WITH RCAF IN BRITAIN: - The rear-gunner who flew from Germany to England in a collection of scrap metal is on his way home to Edmonton. Now at an RCAF repatriation depot, Flight Sergeant R.A. Toane, R.R.3, Edmonton, Alberta, was rear-gunner of a Lancaster of the RCAF Bomber Group which attacked Oberhausen in the Ruhr one night last November. Over the target, a German fighter streaked in to attack and after that, says Toane, "You could hardly call our Lancaster an aircraft any more. It was just a collection of junk".

The bomber was raked from end to end with cannon shells. Power to the gun turrets was put out of action. Two of the four engines were knocked out, one of them bursting into flames. Toane was wounded as were the navigator and wireless operator. The mid-upper gunner, F/S Jack Wilkins, Edmonton, was blown out of his turret. The aircraft dinghy was blown out of the bomber and one of the parachutes was useless. Navigation instruments were shattered. All

this havoc occurred in the few seconds it took for the German fighter to get in his burst. Meanwhile, Toane, with the power supply to his turret gone dead, was desperately firing his guns by hand, "I got in a few bursts on him, and I think I may have hit him, because although we were on fire and made a perfect target, he didn't come in to finish us off", Toane says.

Wilkins, the Edmonton mid-upper gunner, had been hurled from his turret to the bottom of the fuselage. He picked himself up and gave first aid to the wireless operator. Meanwhile, the injured navigator was reaching far out of the bomber through a gaping hole in its side, to squirt a fire extinguisher on the flames in the port inner engine. The terrific blast of the slipstream seized him and he couldn't pull his arm back into the machine. Wilkins then went to his rescue too. "The bomb-aimer had to ride her down, because his parachute was useless, so we decided to stick together and try to get the kite back to England," Toane said. "The pilot wasn't hurt, luckily, and he was still able to control the aircraft, although with only two engines we were losing height. We were worried crossing the sea because with the dinghy gone we couldn't do a safe landing there. And it was over the sea that we thought we'd had it. The aircraft got out of control and we started to go down in a spiral dive, almost a spin. The pilot knew we couldn't pull out on only two engines so he decided to risk trying to start one of the engines which had been on fire. We managed to get it going without starting another fire and we got out of the dive. We landed at an airfield just inside the English coast, and next day the engineers said the machine was no good for anything but scrap metal. It was written off as an aircraft," Toane summed up.

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TOBIAS, F/L William Verne (J18651) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 17 September 1921 in Morden, Manitoba; home there; formerly one year in Manitoba Mounted Rifles; enlisted in Winnipeg, 6 February 1941 and posted to No.1 Manning Depot. To Ottawa, 9 April 1941. To No.1 ITS, 21 June 1941; graduated and promoted LAC, 26 July 1941; returned to No.1 Manning Depot that date. To No.1 EFTS, 8 August 1941; graduated 25 September 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 19 December 1941. To "Y" Depot, 20 December 1941. To RAF overseas, 7 January 1942. Promoted Flight Sergeant, 19 June 1942. Promoted WO2, 19 December 1942. Promoted WO1, 19 June 1943. Commissioned 6 August 1943. Promoted Flying Officer, 6 February 1944. Promoted Flight Lieutenant, 21 July 1944. Repatriated 12 December 1944. To No.12 SFTS, 27 January 1945. To No.3 ANS, 10 April 1945. To No.5 Release Centre, 5 September 1945. Retired 11 September 1945. Living in Ottawa as of 1949. Award presented 12 September 1947. Recommended 26 October 1944 at which time he had flown 34 sorties (157:20 hours). No citation other than "completed...numerous operations against the enemy in the course of

which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Recommendation read as follows:

Flight Lieutenant Tobias is a capable and confident captain whose determination to complete his sorties successfully has been a feature of his tour. In his capacity as Deputy Flight Commander he has maintained an exceptionally high standard in every branch of activity. His thirty-four sorties have all been successful and include a wide variety of targets.

For his splendid qualities of leadership, loyalty and an inspiring example to those in his flight, this officer is recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

19 May 1944 - Le Cripou (3.15, second pilot)  
22 May 1944 - Le Mans (4.45, second pilot)  
27 May 1944 - Bourg Leopold (4.40)  
31 May 1944 - Mont Couple (3.10)  
5 June 1944 - Houlgate (4.40)  
7 June 1944 - Ancheres (4.30)  
9 June 1944 - Le Mans (5.25)  
12 June 1944 - Cambrai (4.05)  
15 June 1944 - Boulogne (3.35, day)  
16 June 1944 - Sterkrade Holten (4.15)  
28 June 1944 - Metz (6.35)  
1 July 1944 - Biennais (3.45, day)  
3 July 1944 - Biennais (3.35, day)  
5 July 1944 - Biennais (3.50)  
7 July 1944 - Caen (4.15, day)  
8 July 1944 - Mont Condon (3.45)  
15 July 1944 - Nucourt (4.10)  
20 July 1944 - Sernes (3.20, day)  
25 July 1944 - Stuttgart (8.00)  
16 August 1944 - Kiel (6.00)  
18 August 1944 - Bremen (5.20)  
25 August 1944 - Brest (5.10)  
28 August 1944 - Brest (5.00)  
3 September 1944 - Volkel (4.30, day)  
9 September 1944 - Le Havre (4.15, day)  
11 September 1944 - Castrop Rauxel (4.55, day)  
12 September 1944 - Bokom (5.05, day)  
13 September 1944 - Osnabruck (4.25, day)  
15 September 1944 - Kiel (5.55)  
17 September 1944 - Boulogne (3.40, day)

25 September 1944 - Calais (4.20, day)  
26 September 1944 - Calais (3.20, day)  
6 October 1944 - Dortmund (6.05)  
15 October 1944 - Duisburg (6.05)

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TOBIN, WO John Edward (R88116) - **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 1919. Home in Kentville, Nova Scotia; enlisted in Dartmouth, 16 November 1940 as Clerk (Medical). Promoted Corporal, 16 November 1940. Promoted Sergeant, 1 April 1941. Promoted Classified as Clerk, Supervisor (Medical), 1 April 1942. Flight Sergeant, 1 May 1942. To No.1 OTU, 20 July 1942. To "Y" Depot, 16 September 1942. To RAF overseas, 27 October 1942. Promoted WO2, 13 May 1943. Repatriated 10 September 1945. To Moncton, 21 September 1945. To Halifax, 16 October 1945. To Release Centre, 27 October 1945; retired 12 December 1945. Postwar RCAF service; as a Corporal received Queen's Coronation Medal, 3 June 1953 at Station Penhold. No citation in AFRO.

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TOD, Sergeant Robert Ernest (R91742) - **Distinguished Flying Medal** - No.75 Squadron - Award effective 23 April 1943 as per **London Gazette** dated 7 May 1943 and AFRO 1035/43 dated 4 June 1943. Born in St.Vital (Winnipeg), Manitoba, 19 February 1920; home there (miner for two years); enlisted in Winnipeg, 30 January 1941. To No.2 Manning Depot, 30 January 1941; to No.1 Manning Depot, 28 February 1941; to No.4 Manning Depot, 21 April 1941; to No.3 Training Command, 4 May 1941; to No.1 WS, Montreal, 23 June 1941; promoted LAC, 25 July 1941; to No.4 BGS, 7 December 1941; graduated 6 January 1942 at which time he was promoted to Sergeant. To "Y" Depot, Halifax, 7 January 1942; embarked overseas, 23 January 1942; taken on strength of No.3 Personnel Reception Centre, 10 February 1942; to No.1 Signal School, 17 March 1942; promoted Flight Sergeant, 6 April 1942; to No.4 AOS, 23 May 1942; to No.10 (O) AFU, 30 May 1942; to No.14 OTU, 7 July 1942; to No.115 Squadron, 26 October 1942; to No.75 (NZ) Squadron, 6 November 1942; promoted WO2, 6 January 1943; to No.1657 Conversion Unit, 6 June 1943; to No.75 (NZ) Squadron, 17 June 1943. Killed in action 23 June 1943 (Stirling EH889, No.75 Squadron; buried in Holland; his twin brother, Richard Douglas Tod, was also killed; the two had enlisted together and, had identical postings and dates, differing only that Richard Douglas Tod was hospitalized, 14 December 1942 to 12 February 1943 for facial fractures and reconstruction following a fall in the London subway. Award presented by Governor General to next of kin, 12 December 1944. RCAF photo PL-34550 taken after ceremony, showing Miss Jean Tod (sister), Mrs. A. Tod (mother, Oliver, B.C.) and Mrs. J. MacInnes (sister).

This airman was the wireless operator of an aircraft which was damaged by anti-aircraft fire during an operational flight over enemy territory. The aircraft gradually lost height and the pilot was eventually compelled to bring it down to

the sea. Meanwhile, Sergeant Tod worked coolly at his apparatus, maintaining wireless contact with base. His excellent work enabled the aircraft to be continuously plotted from the ground and plans for rescue to be made. The entire crew of the aircraft were picked up within fifteen minutes of coming down on the sea. This airman displayed great coolness and unswerving devotion to duty throughout.

The website "Lost Bombers" provides the following information on his DFM flight and fatal flight:

10/11 April 1943 - Stirling BF455 (AA-Y), target Frankfurt. BF455 was one of two No.75 Squadron Stirling lost on this operation; the other was BF456. Airborne 2355 hour, 10 April 1943 from Newmarket. Damaged by flak over the target and later engaged in a running battle with night-fighters. Low on fuel, the bomber was ditched in the Channel, some three miles off Shoreham-by-Sea, Sussex. All were picked up by an ASR Walrus amphibian. Most unusually, the crew included twin brothers, Robert Ernest and Richard Douglas Tod, RCAF. Others in crew were Flight Sergeant C.Rothschild, Sergeant E. Grainger, Sergeant G.Samson (RNZAF), Sergeant J.L. Richards (RNZAF), Sergeant H.E.Moss, and Sergeant W.A.Hardy. Sergeant R.E.Tod's actions as the Wireless Operator was directly responsible for the rescue of this crew and resulted in the award of an Immediate DFM.

22/23 June 1943 - Stirling EH889 (AA-Z), target Mulheim. This was one of four No.75 Squadron Stirlings lost on this operation (the others were EF399, BK810, and EF408. Airborne 2348 hours, 22 June 1943 from Newmarket. Shot down by a night-fighter (ObLt Lothar Linke, 1V./NJG1) and crashed 0026 into the IJsselmeer. F/L T.F. McCrorie is buried Hemelum-Oldeferd (Molkwerum) Protestant Churchyard; P/O W. Stuckey in Wonseradeel (Makkum) Protestant Churchyard and the Tod twins in Medemblik General Cemetery. Sergeant R.A. Kennedy is buried at Wieringermeer (Middenmeer) General Cemetery. The others are commemorated on the Runnymede Memorial - Sergeant E.Grainger, Sergeant J.L.Richards (RNZAF) and Sergeant R.A.Kennedy. See: BF455 in **Air Battle of the Ruhr**, by A.Cooper.

\* \* \* \* \*

TODD, F/O Irvin Benson (J24267) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 17 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 4 February 1923 in Rosetown, Saskatchewan; home given as Herschel, Saskatchewan and Wolverhampton, England; enlisted in Regina, 17 February 1942 and posted to No.2 Manning Depot. To No.4 SFTS (guard duty), 24 April 1942. To No.7 ITS, 23 May 1942; graduated and promoted LAC, 17 July 1942 but not posted to No.19 EFTS until 23 August 1942; may have graduated 23 October 1942 but not posted to No.11 SFTS until 7 November 1942; graduated and commissioned, 5 March 1943. To "Y" Depot, 19 March 1943; to RAF Trainee Pool, 26 March 1943. Promoted Flying Officer, 5 September 1943. Repatriated 28 February 1945; retired 7 May 1945. Award sent by registered mail 7 June 1950.



Flying Officer Todd has flown on many operational sorties which included missions over some of the most heavily defended targets such as Kiel, Stuttgart and Hamburg. In July 1944, Flying Officer Todd was detailed to attack Thiverny, France, in daylight. As he was taking off, a large bird flew into the pilot's windscreen. Small particles of glass entered Flying Officer Todd's eyes, partially blinding him, but he retained control of his aircraft. Despite great personal discomfort he courageously continued to his target and successfully completed his mission. On this and other occasions Flying Officer Todd's coolness, resourcefulness and tenacity of purpose have rendered him a very valuable member of his crew and his gallantry is worthy of the highest praise.

The original recommendation and sortie list by W/C Hugh Ledoux, found in DHH file 181.009 D.1633 (Library and Archives Canada RG.24 Volume 20603), was drafted 16 September 1944 when he had flown 36 sorties (172 hours 10 minutes), as follows:

30 April 1944 - Somain (4.05)  
9 May 1944 - Calais (5.55)  
10 May 1944 - Ghent (4.10)  
12 May 1944 - Louvain (4.55)  
31 May 1944 - Au Fevre (4.50)  
2 June 1944 - Neufchatel (4.05)  
5 June 1944 - Houlgate (5.25)  
6 June 1944 - Coutrances (4.20)  
7 June 1944 - Acheres (5.00)  
9 June 1944 - Le Mans (5.15)  
12 June 1944 - Cambrai (5.20)  
14 June 1944 - St. Pol (4.10)  
16 June 1944 - Sautrecourt (3.40)  
17 June 1944 - Oisemont Neuville (4.40)  
24 June 1944 - Berniers (4.10)  
27 June 1944 - Foret d'Eary (5.10)  
1 July 1944 - Biennais (4.10)  
5 July 1944 - Biennais (5.35)  
7 July 1944 - Caen (3.55)  
12 July 1944 - Thiverny (4.40)  
25 July 1944 - Stuttgart (8.25)  
28 July 1944 - Hamburg (5.50)  
30 July 1944 - Amaye-sur-Seulles (4.50)  
31 July 1944 - Oeuf-en-Ternois (4.50)  
3 August 1944 - Foret de Nieppe (4.35)  
4 August 1944 - Bois de Casson (4.50)  
5 August 1944 - St. Leu d'Esserent (5.00)  
7 August 1944 - La Hogue (4.20)  
8 August 1944 - Foret de Chantilly (5.05)

9 August 1944 - Foret de Nieppe (3.50)  
12 August 1944 - Foret de Montrichard (5.50)  
15 August 1944 - Brussels (3.55)  
16 August 1944 - Kiel (5.25)  
25 August 1944 - Brest Cornouailles (4.45)  
27 August 1944 - Marquis Mimoyecques (3.40)  
31 August 1944 - Ile de Cezembre (4.50)

Flying Officer Todd has just completed a tour of operational sorties with No.425 Squadron which included missions on heavily defended targets such as Kiel, Stuttgart and Hamburg. Throughout his tour, Flying Officer Todd has exhibited coolness and resourcefulness. In operations, his airmanship has been of the highest calibre.

On 11<sup>th</sup> July 1944 [sic], Flying Officer Todd and his crew were detailed to bomb Thiverny, France in daylight and as the aircraft was taking off, a large bird flew into the windscreen in front of the pilot. This scattered the glass in the windscreen, at the same time cutting the bird to pieces. Small particles of glass flew into Flying Officer Todd's eyes, thereby blinding him for the moment.

At no time did he lose control of the aircraft. Though he was partially blinded by particles of splintered glass, pieces of torn bird and blood, he managed to get the aircraft airborne. Despite great personal discomfort, he courageously continued on to the target. The mission was carried out successfully and the aircraft was brought back to base without mishap.

On this occasion, as on other sorties, Flying Officer Todd has shown tenacity of purpose, the results of which have been exhibited in the fine record set up by this pilot.

His coolness, resourcefulness and tenacity of purpose throughout his tour of duty have rendered him a very valuable member of his crew. These traits are worthy of high praise. It is because of these that I recommend Flying Officer Todd for the non-immediate award of the Distinguished Flying Cross.

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TODD, WO Lorne Hudson (R109164) - **Distinguished Flying Cross** - No.630 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 6 June 1944 and AFRO 1660/44 dated 4 August 1944. Born 28 February 1920 in Stettler, Alberta; home there; enlisted in Calgary, 3 July

1941. To No.2 Manning Depot, 19 September 1941. To No.40 SFTS (guard duty), 19 December 1941. To No.4 ITS, 14 February 1942; to Trenton, 23 April 1942; promoted LAC, 23 April 1942; to No.4 BGS, 23 May 1942; graduated and promoted Sergeant, 22 June 1942. To "Y" Depot, 23 June 1942; to RAF overseas, 19 July 1942. Promoted Flight Sergeant, 22 December 1942; promoted WO2, 22 June 1943. Repatriated 22 January 1945; to No.2 Air Command, 5 February 1945. To No.10 Repair Depot, 29 March 1945. To No.7 Release Centre, 19 June 1945. Retired 23 June 1945. Award presented 27 November 1948. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8780 has recommendation dated 16 March 1944 when he had flown 30 sorties (229 hours 35 minutes) as an air gunner. Sorties from 13 December 1942 to 4 January 1943 were with No.10 OTU, St.Eval, and allowed to count as equivalent to three Bomber Command sorties.

13 December 1942 - Anti-sub patrol (5.15, sub sighted)

15 December 1942 - Anti-sub patrol (7.00)

21 December 1942 - Anti-sub patrol (8.00)

23 December 1942 - Anti-sub patrol (9.05)

27 December 1942 - Anti-sub patrol (9.35)

30 December 1942 - Anti-sub patrol (8.05)

4 January 1943 - Anti-sub patrol (6.25)

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28 March 1943 - St.Nazaire (5.00)

2 April 1943 - St.Nazaire (5.10)

4 April 1943 - Kiel (5.30)

9 April 1943 - Duisburg (5.15, Ju.88 intercepted; pilot and mid-upper gunner wounded)

13 April 1943 - Spezia (9.45)

20 April 1943 - Stettin (7.30)

12 May 1943 - Duisburg (4.35; coned five minutes)

13 May 1943 - Pilsen (7.25)

23 May 1943 - Dortmund (5.15)

26 May 1943 - Dusseldorf (4.40)

27 May 1943 - Essen (5.00)

21 June 1943 - Krefeld (5.00)

8 July 1943 - Cologne (6.15)

9 August 1943 - Mannheim (6.10)

10 August 1943 - Nuremburg (7.05)

3 September 1943 - Berlin (8.40)

5 September 1943 - Mannheim (5.00; fire in stbd outer; early return; bombs in France)

10 November 1943 - Modane (7.55, A/P photo)

18 November 1943 - Berlin (8.15, flak in right wing)

22 November 1943 - Berlin (6.40)  
29 November 1943 - Berlin (6.50)  
20 January 1944 - Berlin (6.55, mid-upper gunner died due to lack of oxygen)  
15 February 1944 - Berlin (6.55)  
19 February 1944 - Leipzig (6.45)  
20 February 1944 - Stuttgart (7.00)  
24 February 1944 - Schweinfurt (8.00)  
25 February 1944 - Augsburg (8.00)

Warrant Officer Todd has taken part in many attacks against strongly defended targets in Germany and German occupied territory, and anti-submarine patrols. He has now completed a successful tour of operations as an air gunner, and has shown marked keenness and enthusiasm for operational flying. His reliability and sound judgement have contributed to the success of the numerous sorties on which he has flown. He is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

\* \* \* \* \*

TODD, F/L Robert Knox (J7041) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 17 February 1919 in Cambuslang (Glasgow); home in Montreal. Educated at Rosemount Public School, 1925-1932 and Montreal High School (1932-1934). Employed as a checker and clerk at Henry Morgan Company, 1935-1940. Trooper in 6<sup>th</sup> Duke of Cornwall's Royal Canadian Horse as Trooper, 18 July 1940 to enlistment in RCAF. Interviewed 26 October 1940 by F/O Henri Geoffrion who described him as "Fair appearance; well recommended by his employers, Henry Morgan and Co., Montreal. Is steady, capable and industrious. Fair intelligence." Enlisted in RCAF in Montreal, 25 November 1940. On enlistment, Mr.W.A.D. Murray (Sales Promotion manager, Henry Morgans) described him as "steady, capable, honest and thoroughly reliable." To No.2 Training Command, 2 January 1941; to No.11 EFTS (possible guard duty), 6 January 1941. To No.2 WS, 3 March 1941; promoted LAC, 3 April 1941; graduated 19 July 1941 when posted to No.3 BGS; graduated and commissioned 18 August 1941. To Embarkation Depot, 19 August 1941. To RAF overseas, 4 September 1941. Disembarked in Britain, 15 September 1941. To Wireless School, Cranwell (Proctor and Rapide aircraft). To No.22 OTU, Wellesbourne, 17 November 1941 (Wellingtons). To No.57 Squadron, 11 June 1942 (first flight was "Circuits and Landings", 15 June 1941, 80 minutes with three more such flights on 17 June followed by one each of 21 June, 24 June and 25 June 1942; flying with Sergeant Croston from 21 June onwards). Promoted Flying Officer, 18 August 1942. Declared tour-expired, 22 January 1943. Posted to No.16 OTU, Upper Heyford (Wellingtons), reporting 3 February 1943. Promoted Flight Lieutenant, 18 November 1943.

Posted from No.16 OTU, 27 February 1944 to No.82 OTU, Newark and subsequently took a Signals Leaders Course in Wales (18 April to 22 May 1944). On 16 June 1944 he signed a form for personnel returning to Canada on special leave, stating that he had flown 26 sorties (149 operational hours out of approximately 475 total hours) and stating his preferred duties on return as "Signals Leader". Repatriated to Canada for special leave, 27 June 1944, docking in Halifax on 4 July 1944. Sailed from Halifax again on 29 August 1944, docking in Scotland on 5 September 1944. To Dalton, 3 October 1944. To No.1664 Heavy Conversion Unit, Dishforth, 31 October 1944. Here he was as "Above average" although he required more training on "air manipulation" of Fishpond. The Signals Leader at No.1664 CU wrote, "A second tour W/OP, very keen. Worked hard on course." To No.6 Lancaster Finishing School, Wombledon, 7 December 1944. To No.431 Squadron, 29 December 1944. To No.426 Squadron, 15 January 1945 as Signals Leader. Sometimes gunner in F/L J.G. Kirkpatrick's crew and often squadron Duty Signals Leader. To No.433 Squadron, 20 June 1945. On 11 September 1945 he signed a form stating that he wished "to forego my opportunity for repatriation under my Repatriation Group Number in order that I may continue service with an RCAF Unit based in the U.K. or in Continental Europe. I making this election I do so with the full knowledge that my retention Overseas will be so long as is required by the RCAF." To No.429 Squadron, 2 October 1945. Applied for Operational Wings, 18 December 1943 based on No.57 Squadron work only (26 sorties, 149 hours ten minutes). Operational Wings awarded by Overseas Order 839/44. Repatriated 13 June 1946. Retired 16 July 1946. Married 6 September 1947 to Judy Sole, whom he he met at Leamington Spa, December 1947. Worked for several years in carpentry (furniture, housing). Subsequently employed by TCA and Air Canada (public relations including editing of Air Lines Magazine, 26 or 27 years), retiring at age 64. In his postwar life he and Mrs. Todd lived in Lachine, Hudson, Quebec (1973-1991), Kingston, Ontario (five years) and then Ottawa. Died 16 November 2006. Medals and artifacts donated to Nanton Lancaster Society. 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." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 17 May 1945 when he had flown 30 sorties (175 hours ten minutes). First tour had been 26 sorties, 25 June 1942 to 17 January 1943. Second tour was only four sorties, 2 March to 16 April 1945.

Flight Lieutenant Todd has completed one tour of operations and has commenced a second tour with this squadron. He has completed thirty operational missions against the most heavily defended targets in Germany, including Berlin, Kassel, Munich, and Duisburg. This officer is a most capable and efficient Wireless Operator and has proven himself to be an invaluable member of aircraft crew. As Squadron Signals Leader he has been largely instrumental in maintaining a high degree of proficiency in his section.

The Squadron Operations Record Book, Form 541 (Public Record Office Air 27/91494) records his sorties as follows; additional information in square brackets is from his log book. Note that times given in his logbook do not always coincide with those from the ORB

**25 June 1942** - Wellington Z1654 - Captain was Sergeant Croston, Navigator Sergeant Thompson, Bomb Aimer P/O Todd; WAG Sergeant Newall, Air Gunner Sergeant Cassibault. 0005 hours to 0525 hours. Target Bremen, bombed 0213 from 10,000 feet; 9 x 500-lb bombs. Camera. "Fires in built-up area seen through 10.10 cloud. Bombs believed dropped in built-up area." [Wellington Z1654, D/57, 5.30 hours, attacked three times; one Me.109 probably destroyed.]

**28 June 1942** - Wellington X3371 - crew as above . 2345 hours to 0515 hours. Target St. Nazaire, bombed at 1005 hours, 6,000 feet; 17 x 250-lb bombs. Camera. "Bombs dropped in marshalling yard, but no results seen." [G/57, 6.30]

**29 June 1942** - Wellington Z1656 - crew as above - 2335 hours to 0520 hours. Target Bremen, bombed 0200 hours; 9 x 500-lb bombs. "Three or four bursts seen. Two or three good fires seen at time of bombing." [D/57, 5.45 hours].

**2 July 1942** - Wellington Z1656 - crew as above - 2320 hours to 0505 hours - Target Bremen, bombed 0147 hours at 10,000 feet; 72 x 30-lb incendiaries. Camera. "Town, docks and bridges seen and bombs dropped in North East part of town near marshalling yards. Bombs seen bursting North East part of town and many single fires observed." [D/57, 5.45 hours, Ju.88 shot down by front gunner].

**7 July 1942** - Wellington Z1656 - Captain was Sergeant Croston, Navigator Sergeant Thompson, Bomb Aimer P/O Todd; WAG Sergeant Dion, Air Gunner Sergeant Cassibault. 0010 hours to 0440 hours. Gardening (mine laying), completed at 0200 hours, 600 feet. Load described as "2 vegetables, 3 x 500 lb". The three 500-lb bombs brought back "as no suitable target was seen." [D/57, 4.30 hours].

**8 July 1942** - Wellington Z1656 - crew as per 7 July 1942. 2345 hours to 0445 hours. Target Wilhelmshaven, bombed at 0157 hours at 10,000 feet. Load was 810 x 4-lb incendiaries. "Bombs dropped in dock area, bursts seen but no other results observed." [D/57, 5.00]

**20 July 1942** - Wellington Z1656 - Captain was Sergeant Croston, Navigator Sergeant Thompson, Bomb Aimer P/O Todd; WAG Sergeant Dion, Air Gunner Sergeant Morgan. 1415 hours to 1845 hours (daylight). Target Bremen, bombed at 1620 hours; 9 x 500-lb bombs. "Bombs dropped in target area, no results observed." [D/57, 4.30 hours]

**21 July 1942** - Wellington Z1656 - Captain was Sergeant Croston, Second pilot Sergeant Fricker, Navigator Sergeant Thompson, WOP P/O Todd; WAG Sergeant Wake, Air Gunner Sergeant Cassibault. . 0000 hours to 0415 hours. Target Duisburg, bombed at 0136 hours, 6,800 feet. Load was 810 x 4-lb incendiaries. "Bombs dropped in old town. Many fires seen." The squadron despatched 16 aircraft; one did not return (X3584, Sergeants Wakefield, Jones, Ross, Morgan and Wright.) [D/57, 4.15 hours]

**23 July 1942** - Wellington Z1656 - Captain was Sergeant Croston, Navigator Sergeant Thompson, Bomb Aimer P/O Todd; WAG Flight Sergeant Mylod, Air Gunner Sergeant Cassibault. 0105 hours to 0405 hours; target Duisberg, bombed at 0235 hours from 7,000 feet. Camera. Bombs 1 x 1,000-lb, 7 x 500-lb, 2 x 250-lb. "Bombs dropped in built-up area, some scattered fires seen and three or four large explosions to west of target area." [D/57, 4.05]

**25 July 1942** - Wellington Z1656 - Captain was Sergeant Croston, Second pilot Sergeant Lancaster, Navigator Sergeant Thompson, WOP P/O Todd; second WOP Sergeant Mylod, Air Gunner Sergeant Cassibault. 0025 hours to 0430 hours. Target Duisberg, bombed at 0209 hours, 6,000 feet. Camera. Load was 1 x 1,000-lb, 7 x 500-lb, 2 x 250-lb. "Bombs dropped in target area, 3 or 4 scattered fires seen burning strongly." [D/57, 4.30]

**26 July 1942** - Wellington Z1656 - According to the ORB, target Hamburg, he did not fly; his regular crew (Sergeant Croston and others did). However, his logbook lists this as one of his missions [D/57, 6.35] and the ORB does list a P/O Trott in the crew (name misspelled ? Listed in sortie list that accompanied the recommendation with time as 6.35.

**28 July 1942** - Wellington Z1656 - Captain was Sergeant Croston, Navigator Sergeant Thompson, WOP P/O Todd; second WOP Sergeant Mylod, Air Gunner Sergeant Cassibault. 2240 hours to 0540 hours. Target Hamburg, bombed at 0110 hours, 9,000 feet. Load was 72 x 30-lb incendiaries. Camera carried. "Bombs dropped on target. No results seen." [D/57, 7.00 hours, "coned twice, slight flak damage."] Squadron sent out 16 aircraft and lost one - BJ1650, F/L Dean, Sergeant Fricket, Flight Sergeant Smith (RCAF), Sergeant Daniels (RCAF), Sergeant Freystinson (RCAF), and Sergeant Dempsey (RCAF).

**31 July 1942** - Wellington Z1656 - Crew as above. Airborne 0035. Target Dusseldorf with 72 x 30-lb incendiaries and camera. Record incomplete, suggesting an early return, unexplained in Form 541. However, his logbook records a flight of five hours and a diversion to Bradwell Bay. One aircraft missing (BJ607 with Flight Sergeant T.F. Murphy, RCAF, as captain. Listed in sortie list that accompanied the recommendation with time as 5.00 and target Dusseldorf.

**4 August 1942** - Wellington Z1657 - Captain was Sergeant Croston, Navigator Sergeant Thompson, WOP P/O Todd; second WOP Sergeant S.F. Watt, Air Gunner Sergeant Cassibault.

2250 hours to 0330 hours. Target Essen with 9 x 500-lb bombs and camera. Turned back due to icing. Three other aircraft also abandoned the mission with technical problems. [D/57, 3.30, icing and early return confirmed by log book].

**6 August 1942** - Wellington Z1656 - Crew as above. 0200 hours to 0535 hours. Target Duisberg, bombed at 0340 hours from 9,000 feet. Camera carried; load was 810 x 4-lb incendiaries. "Scattered fires seen round target area." [D/57, 3.45]

**17 August 1942** - Wellington BJ707 - Captain was Sergeant R. Croston, Navigator Sergeant C.G. son, WOP P/O R.K. second WOP Sergeant S.F. Wake (or Watt ?), Air Gunner Sergeant N.A.G. Cassibault. Airborne 2220 hours to 0450 hours. Target Osnabruck, bombed at 0036 hours from 10,000 feet. Carried 1 x 4,000-lb bombs and camera. "Bomb dropped in built-up area. Three good and a lot of scattered fires seen." [M/57, 4.50]

**24 August 1942** - Wellington X3946 - Captain Sergeant Croston, Second Pilot Sergeant Haye, Navigator Sergeant Thompson, First WOP P/O R.K. Todd, Second WOP Flight Sergeant C.G. Mylod, Air Gunner Sergeant N.A.G. Cassibault. Airborne 2130 hours to 0300 hours. Target Frankfurt, bombed 0003 hours from 10,000 feet. Camera carried plus 72 x 30-lb incendiaries. "Small fires seen in target area and around." [D/57, 5.30]

**27 August 1942** - Wellington X3946 - Captain Sergeant Croston, Second Pilot Sergeant Haye, Navigator Sergeant Thompson, First WOP P/O R.K. Todd, Second WOP Flight Sergeant G. Millard {Mylod ?}, Air Gunner Sergeant N.A.G. Cassibault. Airborne 2100 hours to 2300 hours. Target Kassel with camera and 810 x 4-lb incendiaries. "Mission abandoned as aircraft failed to gain height, believed engine trouble." [D/57, 2.00, "Turned back at Dutch coast, engine trouble."]

**12 October 1942** - Lancaster W4246 - Captain Flight Sergeant R. Croston, Flight Engineer Sergeant E.W. Kane, Navigator Flight Sergeant C.C. Thompson, WOP/AG Flight Sergeant J.J. Mylod, Bomb Aimer F/O R.K. Todd, Mid-Upper Gunner Sergeant S.F. Watt, Rear Gunner Sergeant N. Cassibault. Airborne 1835 hours to 0009 hours. Target Wismar, bombed at 2056 from 7,000 feet. Camera and 88 x 30-lb incendiaries. "A pin point was identified on the Baltic coast and a time run made to the target where the bombs were dropped at 2056 hours. Bomb bursts seen over a very wide area." [L/57, 5.50].

**6 November 1942** - Lancaster W4246 - Captain Flight Sergeant R. Croston, Flight Engineer Sergeant S.J.P. Mondel, Navigator Flight Sergeant C.C. Thompson, WOP/AG F/O R.K. Todd, Bomb Aimer Flight Sergeant J.J. Mylod, Mid-Upper Gunner Sergeant S.F. Watt, Rear Gunner Sergeant N. Cassibault. Airborne 2130 hours to about 0700 hours. Target Genoa, bombed at 0205 hours from 8,000 feet. Camera carried; load was 900 x 4-lb incendiaries. "Crew baled out



at approximately 0700 hours. The target was identified visually and successfully bombed. Difficulties were experienced throughout the trip. One engine was continually running hot, petrol consumption was excessive and climbing extremely slow. TR135 and loops failed. No response was received to calls on Darkie. Weather in the south of England was very adverse with cloud down to 200 feet and rain. Redhill aerodrome was momentarily seen but with petrol almost exhausted the captain decided to abandon the aircraft. All members of the crew baled out and landed safely. Flight Sergeant Croston sustained a twisted ankle. F/O Todd was extensively bruised. Flight Sergeant Mylod sustained slight concussion and was admitted to hospital at Gatwick. Aircraft crashed near Gatwick causing no damage to buildings." [L/57, 9.30, "Baled out over Surrey; petrol short.].

**8/9 December 1942** - Lancaster W4201 - Captain Flight Sergeant R. Croston, Flight Engineer Sergeant S.J.P. Mondell, Navigator Flight Sergeant C.C. Thompson, WOP/AG F/O R.K. Todd, Bomb Aimer Sergeant J. Clifford, Mid-Upper Gunner Sergeant D.B. Dion, Rear Gunner Sergeant N. Cassibault. Airborne 1743 hours to 0131 hours. Target Turin. Load was 1,260 x 4-lb incendiaries. "Bombed from 9,000 feet at 2115 hours. Did not see own bombs. Target clearly seen. Many large fires were seen." [F/57, 7.30]

**9/10 December 1942** - Lancaster W4201 - 1732 hours to 0245 hours. Target Turin. Load was 1 x 4,000-lb H.C. And 720 x 4-lb incendiaries. "Bombed the town at 2136 hours from 7,500 feet. Bursts not seen. Fires were not so concentrated as last night. Considerable haze." This was a bad night for No.57 Squadron. Twelve aircraft were detailed but three did not take off (two bogged, one with engine overheating. Sergeant Hays returned early from 100 miles inside France when port outer engine caught fire. Flight Sergeant Ramey appears to have bombed the target but crashed at Woodhall when attempting to land there - only one man survived. [F/57, 9.15]

**20/21 December 1942** - Lancaster W4201 - Crew as above - Airborne 1816 hours to 2214 hours. Target Frankfurt. Load was 1 x 4,000-lb H.C. and 1,080 x 4-lb incendiaries. "Target was identified visually and bombed at 2000 hours from 8,000 feet. Many large fires were seen in the town." [F/57, 4.30]. Sortie list with recommendation states target was Duisburg, but confirms time as 4.30.

**21/22 December 1942** - Lancaster W4201 - Crew as above. Airborne 1744 hours to 0117 hours. Target Munich. Load was 1 x 4,000-lb H.C. and 360 x 4-lb incendiaries. "Pinpointed on Wurm See and timed run. A built-up area was seen in estimating position of Munich, which was almost entirely covered by cloud. Bombed at 2122 hours from 8,000 feet. Three large fires were seen in the target area." [F/57, 8.00, "Diverted to Marston Moor."] The ORB stated that nine aircraft were detailed but two failed to take off due to technical failures and one failed to return. "The town was almost completely covered by a layer of cloud at 1,000 to 3,000 feet.

Timed runs from Wurm See were made and some crews caught glimpses of built up areas through small breaks in the cloud layer. Results of bombing were not observed but several fires in the town were reported." Weather bad on return so two aircraft were diverted safely to Linton-on-Ouse and three to Marston Moor. However optimistic crew reports may have been, they seem to have bombed decoy fires outside Munich.

**9/10 January 1943** - Lancaster R5865 - Captain Flight Sergeant R. Croston, Flight Engineer Sergeant S.J.P. Mondell, Navigator Flight Sergeant C.C. Thompson, WOP/AG F/O R.K. Todd , Bomb Aimer Flight Sergeant Mylod, Mid-Upper Gunner Sergeant A.G. Wade, Rear Gunner Sergeant N. Cassibault. Airborne 1719 hours to 2100 hours. Target Essen. Load was 1 x 4,000-lb H.C. and 1,080 x 4-lb incendiary bombs. "Bombs were released on the P.F.F. marker flares at 1920 hours from 20,000 feet. Bomb burst was seen." [D/57, 3.40].

**16/17 January 1943** - Lancaster R5865 - Crew as above - Airborne from 1635 hours to 0047 hours. Target Berlin. Load of 1 x 4,000-lb M.C. and 720 x 4-lb incendiaries. "Pinpoint on lake and built-up area seen. Bombs were dropped at 2038 hours from 18,000 feet. It was thought that the earlier aircraft bombed away from the target, but that later stages of the attack were successful." [D/57, 8.10, "James MacDonald, war correspondent as passenger."]

**17/18 January 1943** - Lancaster R5865 - Crew as above. Airborne 1659 hours to 2149 hours. Target Berlin. Bomb load was 1 x 4,000-lb H.C. and 720 x 4-lb incendiary. "Aircraft could not climb and boost had dropped to 3 pounds. Incendiaries were jettisoned and the 4,000-lb H.C. was dropped near a ship off the Dutch coast. Landed at base." [D/57, 4.15. "Turned back over Baltic - attempted to bomb ship - a/c u/s."] The squadron detailed eleven aircraft but five were cancelled before takeoff (previous battle damage, broken elevator hinges, engine unserviceable, rear turret unserviceable) and two returned early (one with engines overheating, one with oxygen failure). "The remaining four reached the target in conditions of poor visibility. The P.F.F. marker bombs and flares were late and were not of much assistance. All crews identified a big built-up area on E.T.A. Berlin and bombed it, seeing numerous fires start. Opposition from the ground was intense and a great deal of fighter activity was evident though no interceptions were reported. All aircraft were diverted; one early return landed at base and the other away."

The above-noted sortie was the last flight with No.57 Squadron. As of 26 March 1943 he was flying as a "screened WOP" at No.16 OTU, Upper Heyford. His flying was uneventful until 26 September 1943 when he noted a flight in "K", Wellington DF637 (F/L Purnell), described as G.I.F. Exercise II, one hour, "Crashed at Hinton" (no further details). His last flight at No.16 OTU is 21 February 1944. On 10 November 1944 he commences flying at No.1664 Conversion Unit (Halifax aircraft). The final flight there is 5 December 1944.

As of 18 December 1944 he commences flying at No.6 Lancaster Finishing School, the last entry there being 27 December 1944.

As of 31 December 1944 he is flying with No.431 Squadron, Croft (no operations), but is then switched to No.426 Squadron. His sorties are recorded as follows:

**21 February 1945** - L/426, F/L Kirkpatrick as captain - Wanne Eickel (5.50)

**23 February 1945** - X/426 - F/O Hamilton as captain - Essen (6.15, daylight gaggle)

**31 March 1945** - N/426 - F/L Hamilton as captain (Hamburg, 3.45 daylight, "Engine u/s, returned early, flak damage).

**4 April 1945** - Y/426 - F/L Titus as captain - Harburg (6.10)

**16 April 1945** - Q/426 - F/L Titus as captain - Gamlingen aerodrome, near Augsburg (7.45).

This is his last flight with No.426 Squadron. There follows non-operational flying with No.433 Squadron (22-29 September 1945). On 11 occasions he is engaged in "Bomb jettisoning", sometimes making two or three trips a day.

As of 9 October 1945 he is flying with No.429 Squadron, continuing to 7 May 1946 when the log book ends. As a passenger he flies to Berlin and back on 19-20 October 1945. He participates in a Bullseye Exercise to Germany on 3 January 1946 (6.15) and another Bullseye on 4 April 1946. He also performs two bomb jettisoning trips.

**Physical Description:** 66 ½ inches tall and 134 pounds on enlistment. Eyes hazel.

#### **Training:**

Course 12 at No.2 WS ran from 3 March to 20 July 1941. Flying Times as follows: In Flying Classroom as First Operator - 25 minutes; In Flying Classroom, listening watch - two hours 35 minutes; In 2-seat aircraft as sole operator - six hours. Graded Above Average of air operator. Ground Training subjects and marks as follows: Theory (41/50), Radio Equipment (140/200), Morse, buzzer and lamp (105/200), Procedure (179/200), Signals Organisation (133/150); Armament (82/100), P.T. and Drill (40/50). Placed 126 in a class of 209; authorized to wear WOP Badge as of 3 March 1941.

Course No.12 at No.3 BGS was described as being from 21 July to 18 August 1941. Flew seven hours 38 minutes in Battles plus two hours 52 minutes as passenger. In Beam Test he scored

5.5 percent hits, in Beam Relative Speed Test, 8.5 percent, and in Under Tail Test, 3.5 percent. Fired 1,150 rounds on ground, 600 rounds air to ground and 2,000 rounds air to air. Assessed in various categories as follows: Written Examination (86/100), Practical and Oral Examination (80/100), Ability as Firer (141/250). Placed 18<sup>th</sup> in a class of 33. Under "Suitability for Commissioned Rank", W/C Robert Ripley wrote, "A later possibility."

### **Assessments:**

On 1 May 1944 he was assessed by W/C C.W. Scott for the period of 1 August 1943 to 26 February 1944. It noted that he was joined No.16 OTU on 3 February 1943 and that the report was being prepared on the occasion of his posting to No.82 OTU. He was described as having flown 482 hours of which 54 had been in the previous six months. Under the heading "General Conduct" he was described as "Satisfactory" and he was of temperate habits. He was further assessed in the following categories: Zeal and energy in performance of duties (5), Personality, force of character and leadership (4), Reliability and judgement (4), Initiative (4), Ability on present duties (5) and General standard of professional ability (5). Wing Commander Scott wrote, "This officer has no outstanding qualities but has carried out his duties in a competent and conscientious manner." On 2 May 1944 the unit commander (G/C J.F. Griffiths) concurred in the assessment.

On 14 July 1944 he was assessed by W/C R.M. Cox, No.82 OTU for the period 26 February to 16 June 1944; report required on his posting. Stated to have flown 475 hours (less than reported by No.16 OTU), 25 in previous six months. He was assessed in the following categories: Zeal and energy in performance of duties (5), Personality, force of character and leadership (5), Reliability and judgement (5), Initiative (5), Ability on present duties (6) and General standard of professional ability (5). Wing Commander Cox wrote, "An average officer who has carried out valuable work as an instructor at this unit." Remarks endorsed the same day by G/C H.I. Dabinett.

On 15 July 1946, just before his release, he was interviewed by a F/L W.A. Wilson for postwar situation. Wilson wrote, in part:

Considered to have outstanding ability to learn, outstanding mechanical aptitude and knowledge and high clerical aptitude. Excellent deportment and well mannered, neat, alert and has pleasant personality. His education was interrupted at Grade 9 to go to work. He is pleasant, neat and polite and creates a favourable impression in an interview. His test scores indicate ability to succeed in an occupation normally requiring higher academic educational standing than he possesses. Is quietly self-assured. His held responsible positions in service with outstanding ability and devotion to duty. Will return to

former employment and should have no re-hab problems. Undecided about use of re-hab benefits.

**Other Notes:**

On repatriation to Canada the second time he filed a form (20 May 1946) which summarized his flying as follows:

Operational hours: 178.55  
Non-operational hours: 535.35  
Total hours: 714.30  
Sorties flown: 30  
Date of last sortie: 16 April 1945

He had flown in the following types of aircraft: Lancaster (275.25), Halifax (63.35), Wellington (326.05), Manchester (18.30), Anson (26.15) and Proctor (4.40).

**Combat Reports:** Although Todd is not mentioned as gunner, two Combat Reports (Public Record Officer Air 50/190) bear upon his sorties of 25/26 June 1942 and 2/3 July 1942:

**25 June 1942:**

The following three combats all took place on the night of June 25/26th 1942, as a Wellington Mark III, "D" of 57 Squadron (Captain, Sergeant Croston) was returning after bombing Bremen.

On each occasion the I.A.S. was approximately 150. Whilst the moon was on the port quarter it was very light. The visibility was good with cloud tops at about 4,000 feet.

(a) When on a heading of 320 just south of Nordeney, at 0300 hours, height 8,000 feet, single engine aircraft seen 800 yards away and 500 feet above on port quarter. As enemy aircraft approached to 500 yards, Rear Gunner (Sergeant Cassibault) fired 3 seconds burst. After first burst enemy aircraft fell back to 1,000 yards. Our captain took evasive action from 8,000 feet down into cloud at 4,000 feet. On coming out of cloud Rear Gunner reported enemy aircraft still present. Enemy aircraft made second attack from port quarter at 1,000 yards closing to 400 yards. Rear Gunner fired 3 second burst as Wellington evaded to port. As enemy aircraft turned away to port, Front Gunner (Sergeant Newal) got in 2 second burst on breakaway. No claim made that enemy aircraft was hit. Our aircraft dived into cloud.

Approximately two minutes before this attack a flare was noticed dead astern of our aircraft.

(b) At 0320 hours, 4,500 feet, when 20/30 miles North West of Nordeney on a heading of 310, Rear Gunner saw two single engine aircraft on starboard quarter flying on parallel course at 1,000 yards distance and some hundred feet above. At 700 yards one enemy aircraft started to cross to port. The second enemy aircraft dives to attack from 500 feet above as our aircraft evaded violently to starboard. Rear Gunner fired a short burst as our aircraft went into cloud and then down to sea level.

(c) At 0335 hours, position 5350" North 04 00" East, heading 340 as our aircraft climbed up to 4,000 feet just above the cloud, the Front Gunner saw single engine aircraft 1,000 yards on starboard bow and 1,500/2,000 feet above. Enemy aircraft was diving apparently at another Wellington, previously seen in front. Front gunner fired four bursts as our aircraft turned inwards and upwards. Tracers appeared to hit enemy aircraft which continued in vertical dive into cloud. It was difficult to judge range at which Front Gunner fired.

Neither flak, nor searchlights were noticed during any of the above attacks. I.F.F. was not on. No flares, etc noticed during second or third combat.

It is not believed that the enemy fighter fired at our aircraft during any of the above incidents.

### **2/3 July 1942:**

On night of July 2/3rd 1942 Wellington III D/57, Captain Sergeant Croston was at a position approximately 43 48" North 04 18" East at 0028 hours and flying at 8,000 feet. The aircraft was on heading 095 and I.A.S. 150. This was before bombing and on the way to Bremen.

A Ju.88 with headlight on was seen on the starboard quarter, just above, at a distance of 1,000 yards. The enemy aircraft fired a burst of cannon which was at long range and inaccurate. As our aircraft turned to starboard, Rear Gunner, Sergeant Cassibault, fired two short bursts at long range. As our aircraft continued sharply to starboard enemy aircraft was then approaching from starboard bow. At 4/500 yards the enemy fired in accurately from direction of starboard beam and just above. Front Gunner, Sergeant Dempsey, fired five long bursts starting on beam and following enemy aircraft round. Tracer appeared to be hitting the enemy. The headlight went out and immediately afterwards the Ju.88 burst into flames and skidded downwards. The enemy aircraft was seen burning on the sea by all members of the crew.

It seemed that our aircraft was diving and turning so quickly that the enemy aircraft could not get correct deflection. Our aircraft pulled out about 3,000 feet.

There was no moon and no cloud. Visibility was good and it was light to North. No flak, searchlights nor flares, etc. I.F.F. not on.

Our aircraft was not hit.

\* \* \* \* \*

TODOROFF, Sergeant Alex J. (R206211) - **Mention in Despatches** - No.570 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 1 January 1924. Enlisted in Toronto, 17 November 1942. Granted Leave Without Pay until 27 April 1943 when posted to No.3 Manning Depot. To No.2 BGS, 22 May 1943. To No.9 Pre-Aircrew Education Unit, 30 May 1943. To No.1 Air Gunner Ground Training School, 25 June 1943. Promoted LAC, 7 August 1943 and posted that date to No.9 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. Repatriated 27 September 1945. Released 9 November 1945.

\* \* \* \* \*

TOMES, F/O John (J25199) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 27 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 24 November 1914 in Winnipeg; home there (shipping clerk); enlisted there 12 June 1942. Granted Leave Without Pay until 7 July 1942 when posted to No.2 Manning Depot. To No.2 ITS, 25 September 1942. Graduated and promoted LAC, 5 December 1942; posted that date to No.5 AOS; graduated and commissioned 2 April 1943. To "Y" Depot, 16 April 1943; to RAF overseas, 26 May 1943. Disembarked in Britain, 4 June 1943. To No.1 Radio School, 15 September 1943. Promoted Flying Officer, 2 October 1943. To No.3 School of General Reconnaissance, 23 January 1944. To No.9 (Coastal) OTU. 11 April 1944. To No.132 OTU, 1 August 1944. To No.404 Squadron, 8 August 1944. Promoted Flight Lieutenant, 2 April 1945. To No.18 Aircrew Holding Unit, 21 June 1945. Repatriated via Yarmouth, 2 August 1945. Retired 20 August 1945. Award sent by registered mail 7 June 1950. RCAF photo PL-41456 (ex UK-17713 dated 21 December 1944) shows members of No.404 Squadron at readiness, playing cards - left to right, P/O J. Perry, DFC (Lethbridge), F/O Don Embully (Napanee, Ontario), F/O H. Smook (Winnipeg), F/O J. Tomes, DFC (Winnipeg), F/O Bob Keale (Kingston, Ontario) and F/L Hugh Watlington, DFM (Hamilton, Bermuda). Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1989 reported the death of J25177 Jack Tomes, DFC in

Winnipeg, 24 April 1989, age 74. In spite of the error respecting service number, this is undoubtedly the same man (given age supports this). Cited with F/O Arthur Menual (RCAF pilot, awarded DFC); see above for citation.

NOTE: Public Record Office Air 2/9160 has recommendation drafted by S/L R.A. Schoales, 16 September 1944, when he had flown 42 sorties (563 hours).

On September 14<sup>th</sup>, 1944, Flying Officer Tomes was the navigator in an aircraft engaged in an attack against enemy shipping off the Norwegian coast. The target was three escort vessels and three merchant vessels near Kristiansand, on the Norwegian coast. During the attack the aircraft was damaged, the inter-com rendered unserviceable by enemy action, and the pilot wounded. Flying Officer Tomes immediately went forward and helped his pilot take evasive action until reaching a safer height and until the pilot had fully regained control of the aircraft. He then cut away the sleeve of his pilot's tunic and rendered competent first aid and bound his wounds. Flying Officer Tomes made several trips back to his own position to secure Gee fixes and homing, returning to assist his pilot to conserve his energy for the return to base. It was through this officer's persistence and courage that valuable equipment was safely brought back to base.

For this most praiseworthy courage and devotion to duty, I highly recommend this officer for an immediate award of the Distinguished Flying Cross.

This was duly supported by G/C Max Aitken, Commanding Station Banff (18 September 1944), and the Air Officer Commanding, No.18 Group (23 September 1944) ; it was approved by the Air Officer Commanding-in-Chief, Coastal Command, on 27 September 1944.

**Notes:** On Repatriation Form dated 23 July 1945 he stated he had flown 24 sorties (104 hours 35 minutes including six shipping strikes) and 160 hours 45 minutes non-operational. Last sortie was 15 May 1945. Types flown in were Domini (4.45), Proctor (6.10), Anson (45.35), Beaufighter (181.35) and Mosquito (27.15).

Assessed 1 November 1944 by W/C E.W. Pierce, No.404 Squadron - "A keen and capable Navigator/W and a good type of officer."

**Training:** Course at No.2 ITS was 27 September to 5 December 1942. Courses in Mathematics (137/150), Law, Discipline and Order (85/100), General Studies (75/100), Anti-Gas (40/50), Armament (74/100), Aircraft Recognition (75/100), Drill (80/100), Signals (150/150), and Meteorology (39/50). Placed 29<sup>th</sup> in a class of 146. "This airman is excellent material for



aircrew. His personality, ability, popularity and his experience on the sports floor in championship games has given him that necessary qualification fitting for good officer material. He is somewhat reserved with the officers but is the reverse with the flight members.”

Course at No.5 AOS was 7 December 1942 to 2 April 1943. Anson aircraft (34.10 by day as first navigator, 33.00 by day as second navigator, 20.30 night as first navigator, 8.20 night as second navigator, two hours on photography). Courses in Air Navigation, air work (527/700), Photography, air work (85/100), Elements of Navigation (400/500), Magnetism and Compasses (79/100), Instruments (48/50), Signals, practical (100/100), Signals, written (33/50), Maps and Charts (42/50), Meteorology (76/100), Photography (39/50), Reconnaissance (44/100), Aircraft Recognition (84/100), and Armament (39/50). Navigation assessed as follows: “A good, steady Navigator whose air and ground work are above average. Neat, cautious and accurate.” General remarks were “A quiet, steady lad who does well due to the large amount of effort expended. Results are commendable. A good athlete.” Rated “above average” as navigator, suitable for commission, unsuitable as instructor. Placed eighth in a class of 24.

Course at No.1 Radio School was 17 September 1943 to 19 January 1944. Flew in Dominie aircraft (4.45 of which 2.22 on W/T) and Proctor aircraft (6.10, all on W/T work). Tested in Morse speed, Syko speed and Aldis Lamp speed (eight words a minute). Air results in Air Operating (207/300), Frequency Changing (225/300), D/F Loop Manipulation (129/200), D/F Procedure (67/100), and Log Keeping (69/100). Ground results were in Technical, theory (86/150), Signals Organisation, air (100/150), Out-Station Procedure (98/150), Set Manipulation (175/250), D/F Loop Manipulation (90/150), and Daily Inspections and Fault Finding (120/150).

Course at No.3 (GR) School was 24 January to 27 February 1944. Air work marks were in Air Navigation, day (171/200), Air Navigation, night (118/200), and Reconnaissance (254/400). Ground marks were Air Navigation Exercises (117/150), Air Navigation Test (124/150), Reconnaissance and Coding (243/300), Signals (207/150), and Ship Recognition (106/150).

Course at No.9 (Coastal) OTU, Crosby on Eden, 19 April to 4 July 1944. Flew in Beaufighters (38.40 day, 14.35 night). Courses in Airmanship (95 percent), Armament (81 percent), Meteorology (85 percent), Navigation (78 percent), Ship Recognition (86 percent), and Signals (86 percent). “A well above average navigator. Exceptional at W/T.” (W/C F.W. Murton, 8 July 1944). Posted to No.404 Squadron.

\* \* \* \* \*

TOMKINS, FS Wesley Guard (R141693, later J17068) - **British Empire Medal** - RAF Station Stormy Down, Glamorgan - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943. AFRO 1247/43 dated 2 July 1943. Born 7 June 1913. Home in Pickering, Ontario. Enlisted at Montreal, 1 December 1941 and posted to No.1 Manning Depot. To No.8 BGS, 15

January 1942; graduated and promoted Sergeant, 16 February 1942. To "Y" Depot, 17 February 1942.. To RAF overseas, 12 March 1942. Commissioned 25 January 1943. Promoted Flying Officer, 25 July 1943, Promoted Flight Lieutenant, 25 January 1945. Repatriated 5 June 1946, To No.1 Air Command, 13 June 1946. Released 24 October 1946. RCAF photo PL-22353 (ex UK-6188 dated 18 November 1943) taken shortly after investiture at Buckingham Palace, No citation in Canadian sources. Public Records Office Air 2/9609 identifies unit specifically as No.7 Air Gunner School and gives the following although the date given (March 1941) is impossible to reconcile with RCAF pay card record of postings.:

This airman has been employed as an air gunner instructor since March 1941. He has shown outstanding ability, sparing no effort or trouble to coach his pupils. By his example, industry and enthusiasm he has set a magnificent example to the whole school. He has maintained great keenness in his work although his ambition has been to participate in operations.

\* \* \* \* \*

TOMKINSON, P/O Albert Ernest (J86033) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 24 August 1919; home in Cobble Hill, British Columbia. Formerly in the Canadian Army. Enlisted in Vancouver, 26 May 1942 and posted to No.3 Manning Depot. To No.4 ITS, 29 August 1942. Graduated and promoted LAC, 23 October 1942; posted next day to No.2 AOS; 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 1 May 1944. Promoted Flying Officer, 1 November 1944. Repatriated 23 April 1945. To No.8 Release Centre, 8 May 1945. Retired 13 June 1945. Rejoined interim force, 16 September 1946 as LAC in Clerk/Accounts trade and posted to Patricia Bay, 24 September 1946. Commissioned as Navigator, 16 March 1948 (23993). Promoted Flight Lieutenant, 1 January 1952. Still in RCAF as of 1956. Died in Victoria, 4 September 2008. NOTE: The large DHist card in his biographical file gives his name as "Thompkinson" but the RCAF List spells it without the "p".

Pilot Officer Tomkinson has taken part in numerous sorties against the enemy. His accuracy, skill and cool determination have contributed largely towards the successes of these operations. His extreme coolness and continued attention to his work whilst under heavy enemy opposition have been most praiseworthy.

\* \* \* \* \*

TOMPKINS, F/O Harold Edwin (J22012) - **Distinguished Flying Cross** - No.682 Squadron - Award

effective 2 October 1944 as per **London Gazette** dated 10 October 1944 and AFRO 2534/44 dated 24 November 1944. American in the RCAF. Born 17 March 1918 in Lincoln, Nebraska; home in South Sioux City, Nebraska; enlisted in Windsor, Ontario, 13 December 1941 and posted to No.1 Manning Depot. To No.1 ITS, 14 March 1942; graduated and promoted LAC, 8 May 1942 but not posted to No.7 EFTS until 20 June 1942; may have graduated 14 August 1942 but not posted to No.14 SFTS until 29 August 1942; graduated and commissioned 18 December 1942) To No.1 GRS, 8 January 1943; to "Y" Depot, 27 March 1943; to RAF overseas 2 April 1943. Promoted Flying Officer, 18 June 1943. Repatriated 8 December 1944. To No.2 Air Command, 10 December 1944. Promoted Flight Lieutenant, 18 December 1944. To No.122 Squadron, 22 January 1945. To No.8 Release Centre, 15 August 1945. Retired 29 September 1945 to Omaha, Nebraska. Award presented in Kansas City, Kansas, 17 June 1950.

Flying Officer Tompkins has completed a large number of operational sorties in the course of which he has set a fine example by his courage, determination and devotion to duty. On one occasion he was detailed to photograph an important target 500 miles from his base. One hour after taking off the engine of his aircraft started giving trouble but despite this and adverse weather he pressed on to the target. By skilful nursing of the engine during the return flight, he reached base on his last drop of petrol. Recently this officer has been leading a small detachment giving close support to the Fifth and Eighth Armies. During May 1944 this detachment completed ninety-five sorties, contributing in no small measure to the successful military advance.

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TOMS, F/O Leslie James (J16079) - **Mention in Despatches** - No.419 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Hamilton, 26 November 1922; home in Niagara Falls, Ontario; enlisted there 12 August 1940. Trained at No.4 BGS (graduated 10 April 1941) and No.2 WS (graduated 17 March 1941). Commissioned 1942. Posted overseas almost immediately after training, he served in No.419 Squadron from 1941 through too 1943. He then instructed at No.1659 Conversion Unit (1943). He returned to No.419 Squadron as Gunnery Leader, 1943-1944 and also served in that capacity with No.408 Squadron. He was Base Gunnery Leader, No.62 Base, 1944-45 and No.661 Wing Gunnery Leader in 1945 (this was part of "Tiger Force). Served in postwar RCAF, chiefly in Maritimes until 1950 when he went to Trenton (service number 24587). Retired 15 July 1969, settling in Regina.

TOMS, F/L Leslie James (J16079) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 23 May and AFRO 1380/44 dated 30 June 1944. No citation other than "...completed...many successful operations against the enemy in

which [he has] displayed high skill, fortitude and devotion to duty." Award sent by registered mail to Greenwood. Public Records Office Air 2/9149 has recommendation dated 16 February 1944 when he had completed 41 sorties (219 hours) as a rear gunner in two tours (29 May to 13 September 1942 and 9 January 1943 to 10 February 1944) as follows:

**First Tour (Wellingtons; \* denotes minelaying mission)**

29 May 1942 - Cherbourg (4.25)  
1 June 1942 - Essen (4.40)  
2 June 1942 - St.Nazaire (6.30)  
4 June 1942 - Dieppe (4.00)  
6 June 1942 - Emden (4.40)  
16 June 1942 - Bonn (3.55)  
18 June 1942 - Emden (4.55)  
21 June 1942 - Frisians (3.35)\*  
22 June 1942 - Emden (4.05)  
25 June 1942 - Bremen (5.00)  
27 June 1942 - Bremen (4.30)  
29 June 1942 - Bremen (4.40)  
2 July 1942 - Bremen (4.30)  
13 July 1942 - Duisburg (3.55)  
21 July 1942 - Duisburg (3.50)  
23 July 1942 - Duisburg (3.25)  
25 July 1942 - Duisburg (4.00)  
28 July 1942 - Hamburg (3.40)  
29 July 1942 - Saarbrucken (4.30)  
31 July 1942 - Dusseldorf (4.20)  
6 August 1942 - Duisburg (2.30)  
9 August 1942 - Osnabruck (4.00)  
1 September 1942 - Saarbrucken (6.30)  
13 September 1942 - Bremen

**Second Tour (Halifaxes; \* denotes minelaying mission)**

9 January 1943 - Frisians (4.50)\*  
23 January 1943 - Lorient (6.10)  
28 January 1943 - Lorient (7.05)  
14 February 1943 - Cologne (6.00)  
19 February 1943 - Wilhelmshaven (6.20)  
23 February 1943 - Lorient (6.50)

24 February 1943 - Wilhelmshaven (6.20)  
1 August 1943 - Sea Search (6.00)(8.10)\*  
18 November 1943 - Mannheim (6.30)  
22 November 1943 - Berlin (3.50)  
25 November 1943 - Frankfurt (9.20)  
29 December 1943 - Berlin (8.25)  
4 January 1944 - La Rochelle (7.45)\*  
6 January 1944 - Brest (5.30)\*  
20 January 1944 - Berlin (8.00)  
3 February 1944 - La Rochelle  
10 February 1944 - St.Nazaire (6.55)\*

This officer has successfully completed 41 night operations against the enemy including many of his most heavily defended targets.

During the last four months, when occupying the position of Gunnery Leader of this squadron, he has, by his personal example, exceedingly aggressive spirit and fine leadership, raised the morale and fighting spirit of his Section and the squadron as a whole.

His keenness to operate with any crew, and particularly with his junior crews, has been a great inspiration and his coolness in action an example to all gunners.

I consider Flight Lieutenant Toms' continuous gallantry and outstanding determination while attacking any target, and the exceedingly fine leadership he has shown, fully merits the non-immediate award of the Distinguished Flying Cross.

\* \* \* \* \*

TONGE, F/O John Stephen (J86383) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 15 March 1923; home in Rothsay or Saint John, New Brunswick (steel worker)e enlisted in Moncton, 14 April 1942. Granted Leave Without Pay until 20 April 1942 when posted to No.5 Manning Depot. To No.5 ITS, 18 July 1942; graduated and promoted LAC, 12 September 1942 when posted to No.8 AOS; graduated and promoted Sergeant, 30 December 1942; to "Y" Depot, 13 January 1943; to RAF overseas, 25 January 1943. Promoted Flight Sergeant, 30 June 1943. Commissioned 28 April 1944. Promoted Flying Officer, 28 October 1944. Repatriated 7 February 1945. To Moncton, 18 February 1945. To No.161 Squadron, 22 March 1945. To Debert, 17 May 1945. To Pennfield Ridge, 14 August 1945. To

No.4 Release Centre, 14 September 1945. Retired 19 September 1945. Award presented 17 August 1949 when living in Rothsay, New Brunswick. . 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 15 January 1944 when he had flown 36 sorties (187 hours 45 minutes), 19 February 1944 to 12 September 1944.

Flying Officer Tonge has completed a tour of operations, many sorties of which were attacks against heavily defended German targets. At all times he has displayed the highest navigational skill and has been in no small way responsible for the successful completion of many operations. His navigational skill, determination and fine offensive spirit have been a splendid example to other in the squadron.

The sortie list was as follows:

19 February 1944 - Leipzig (4.15, "Boomerang")  
24 February 1944 - sea sweep (4.15)  
25 February 1944 - mining, Baltic Straits (6.05)  
3 March 1944 - Meulan (5.20)  
15 March 1944 - Amiens (5.45)  
9 April 1944 - Lille (5.00)  
20 April 1944 - Lens (5.25)  
23 April 1944 - Dusseldorf (5.10, attacked by jet propelled aircraft)  
26 April 1944 - Essen (5.20)  
27 April 1944 - Montzen (4.35)  
30 April 1944 - Somain (4.20)  
11 May 1944 - Boulogne (3.55)  
12 May 1944 - Louvain (4.55)  
21 May 1944 - sea sweep (5.10)  
24 May 1944 - Trouville (3.55)  
5 June 1944 - Merville (5.05)  
14 June 1944 - Cambrai (4.45)  
15 June 1944 - Boulogne (3.55)  
21 June 1944 - Neuville (4.25)  
24 June 1944 - Bonnetot (3.55)  
25 June 1944 - Gorenflos (4.00)  
27 June 1944 - Wizernes (4.10)  
1 July 1944 - Biennais (4.10)  
4 July 1944 - Biennais (4.15)

18 July 1944 - Caen (4.40)  
23 July 1944 - Donges (3.30, port outer starboard, inner unserviceable, Boomerang, landed Exeter)  
28 July 1944 - Hamburg (5.20)  
1 August 1944 - Acquet (4.05)  
3 August 1944 - Foret de Nieppe (3.45)  
4 August 1944 - Bois de Casson (4.50)  
8 August 1944 - Foret de Chantilly (5.00)  
10 August 1944 - La Pallice (5.45)  
12 August 1944 - Brunswick (5.50)  
14 August 1944 - Falaise (4.30)  
15 August 1944 - Soesterburg (3.40)  
16 August 1944 - Kiel (5.20)  
18 August 1944 - Bremen (5.45)  
6 September 1944 - Emden (4.15, starboard elevator shot up)  
10 September 1944 - Le Havre (4.10)  
12 September 1944 - Dortmund (5.15)

RCAF Press Release No. 8116 dated 4 January 1945 from Sergeant John Badger reads:

WITH RCAF BOMBER GROUP IN BRITAIN: - Discharged from the Army because he was too young --- after he had risen from private to first lieutenant and adjutant of his unit – Jack Tonge of St. John, N.B., promptly enlisted in the Air Force as aircrew. Today, he's completed his first tour as a Bluenose Squadron navigator, and risen from AC2 to flying officer, the air force equivalent of first lieutenant. To tie up the repetition of history in a neat package, he recently took the place of his Squadron's adjutant when that officer, Flight Lieutenant H.C. "Jack" Hallett, 312 Ronchesvalles Avenue of Toronto, Ontario went to leave.

Tall, ruddy and well-built, Tonge looks more mature than his 22 years would indicate. Before his brief skyrocketing career in khaki, he worked with structural steel in a shipyard. Now he plans to return eventually to the steel business, but as a graduate engineer – after he has taken advantage of the rehabilitation program to get him through college after the war. Tonge started his operational tour with the Iroquois Squadron. On one trip – to Leipzig – his Halifax cruised 22 minutes through heavy flak over the target area, awaiting the moment to bomb to best advantage. Losses of aircraft were considerable on that operation, but Tonge's Halifax flew safely back despite the several flak-holes it had sustained. Later, the young Maritimer transferred to the Bluenose Squadron with which he finished his tour, after weathering four night-fighter attacks on subsequent

flights.

\* \* \* \* \*

TONNELIER, F/O Robert Emile Adolphe (J22776) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 24 May 1912 in Parkman, Saskatchewan; home there or Wauchope, Saskatchewan (truck driver, former student, University of Saskatchewan); enlisted in Winnipeg, 6 November 1939 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 12 January 1940. Promoted AC1, 29 February 1940. To Trenton, 30 June 1940. Promoted LAC, 1 October 1940. To No.1 ANS, 21 November 1940. Appears to have attempted remuster to aircrew, 10 December 1940 when he was posted to No.1 ITS and reverted to AC2, but on 15 January 1941 he was posted to No.1 Manning Depot and on 28 February 1941 he was restored to LAC rank in the Aero Engine Mechanic trade. To No.3 BGS, 19 March 1941. To No.6 Repair Depot, 24 July 1941. To No.8 Repair Depot, 23 August 1941. Remustered again to aircrew on 4 January 1942, reverting again to AC2 and being posted to No.7 ITS; graduated and promoted LAC, 12 March 1942 but not posted to No.19 EFTS until 29 March 1942; graduated 5 June 1942 and posted to No.11 SFTS; graduated and commissioned 9 October 1942. To "Y" Depot, 23 October 1942. To RAF overseas, 27 October 1942. Promoted Flying Officer, 7 April 1943. Promoted Flight Lieutenant, 9 October 1944. Repatriated 9 February 1945. To No.2 Air Command, 26 February 1945. To No.6 Release Centre, 11 April 1945; retired 2 May 1945. Award presented 6 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." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 24 November 1944 when he had flown 26 sorties (133 hours 40 minutes), 28 May to 21 November 1944.

This officer, as captain of an aircraft, has completed twenty-six sorties against the enemy, including such heavily defended areas as Duisburg, Bochum, Wanne Eickel and Hamburg. At all times pressing home the attack to the utmost, Flying Officer Tonnellier, through his outstanding leadership, has extricated his crew from hazardous circumstances. On one occasion, 9th October, 1944, while attacking Bochum, one engine failed, some distance from the target. Undaunted, this gallant officer, flying through heavy flak and, though his aircraft was extensively damaged, successfully bombed the target and then piloted his aircraft back to England. In recognition of Flying Officer Tonnellier's cool courage, aggressive spirit and unswerving devotion to duty, I strongly recommend that he be awarded the Distinguished Flying Cross.



The sortie list was as follows:

28 May 1944 - Rennes (5.40)  
23 July 1944 - Donges (5.50)  
28 July 1944 - Hamburg (5.40)  
1 August 1944 - Acquet (4.10)  
3 August 1944 - Foret de Nieppe (4.15)  
4 August 1944 - St. Leu d'Esserent (4.40)  
5 August 1944 - Bois de Casson (4.30)  
9 August 1944 - La Breteque (4.45)  
10 August 1944 - La Pallice (7.05)  
12 August 1944 - La Neuville (4.10)  
14 August 1944 - Caen (4.35)  
18 August 1944 - Bremen (6.00)  
27 August 1944 - Mimoeyques (3.15)  
28 August 1944 - Vanderelck (3.40)  
12 September 1944 - Wanne Eickel (5.15)  
13 September 1944 - Osnabruck (4.50)  
15 September 1944 - Kiel (6.35)  
18 September 1944 - Domburg (3.40)  
6 October 1944 - Dortmund (6.35)  
9 October 1944 - Bochum (5.00)  
14 October 1944 - Duisburg (5.20)  
14 October 1944 - Duisburg (5.45)  
25 October 1944 - Homburg (5.05)  
16 November 1944 - Julich (5.00)  
18 November 1944 - Munster (6.05)  
21 November 1944 - Castrol (6.15)

RCAF Press Release No. 8085 dated January 3, 1945 from Sergeant John Badger read:

WITH RCAF BOMBER GROUP IN BRITAIN: --- After braving a flak-storm over Cologne to bomb that city, Flight Lieutenant Bob Tonnellier of Carlyle, Saskatchewan, returned ahead of the rest of the bomber stream to land first at his base, and so complete his first tour in accordance with aircrew tradition.

The stocky Canadian admitted that the Nazi welcome over the target area was "hottish" but his American rear gunner, Flying Officer Fred Mitchell of Chicago (2127 Leland Avenue) was more emphatic. Several flak bursts had occurred right underneath his tail turret and, in his own words, it was as if "the sky was caving

in on us". It was the end of Mitchell's tour also.

Tonnellier figured in a strange adventure on a recent mission to Bochum. He lost one of the four engines of his Iroquois Squadron Lancaster about 100 miles from the target, and his bomb-heavy air giant dropped lower and lower as he went on. Eventually he arrived over Bochum and bombed with the target marking flares laid down by Pathfinders actually over his aircraft !

\* \* \* \* \*

TOPHAM, FS Albert (R51376) - **British Empire Medal** - No.2 Training Command Composite Flight - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 19 August 1902 in Birkenhead, England. Steamship steward (three years), apprentice mechanic (six years); mill mechanic (two years) and mechanic foreman (nine years). Home in Winnipeg; enlisted there 18 October 1939 as Aero Engine Mechanic and posted to Trenton. Promoted AC1, 29 February 1940. Promoted LAC, 25 May 1940. Promoted Corporal, 1 November 1940. To No.6 SFTS, 8 March 1941 (in charge of engine maintenance). Promoted Sergeant, 1 April 1941. Promoted Flight Sergeant, 1 March 1942. To No.2 Training Command Composite Flight, 26 November 1942 (in charge of engine maintenance). Also at No.8 Repair Depot. To No.5 Release Centre, 29 March 1946. Released, 22 March 1946. Award presented 29 May 1947. Died in Nelson, British Columbia, 20 November 1947.

Flight Sergeant Topham has served with No.2 Composite Flight since November 1942, and during this time he has proven himself to be an exceptionally capable non-commissioned officer in all respects. He has exhibited a keen and conscientious attitude towards all duties assigned to him and his skill in handling his men has been very apparent. His superior trade proficiency together with his outstanding character have provided an excellent example to those who served under him.

This was raised as a recommendation by F/L T.G. Anderson, 18 March 1946 in the exact words above. He was described as "Senior NCO in Maintenance." The unit is variously described as "No.2 Composite Flight" and "No.2 Communications Flight" in his documents. On 28 August 1945, S/L R.H. Hanson wrote, "Flight Sergeant Topham is a very keen and conscientious NCO. He is skilful at handling men and his skill at his trade and record in the RCAF speak for themselves. I consider this airman an extremely able man for the RCAF (Regular)." On 9 October 1945, S/L R.H. Hanson wrote again, "Flight Sergeant Topham has proved himself a very superior NCO in all respects and is strongly recommended for promotion to the rank of WO1 (Acting, Paid)". On 10 December 1945 he did apply for service in the Interim Air Force and this was supported all the way to the level of the Air Officer Commanding (A/V/M Ken Guthrie). It

would appear that he changed his mind and took his discharge in March 1946.

\* \* \* \* \*

TOPLISS, F/L Hamilton Gault (J28659) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December and AFRO 212/46 dated 1 March 1946. Born 2 March 1920 in Pincher Creek, Alberta; home in Rossland, British Columbia (salesman); enlisted Vancouver, 16 April 1940 for General Duties. Initial posting uncertain. Promoted AC1, 16 July 1940. Promoted LAC, 16 October 1940. Reclassified as Master Motor Mechanic Transport, 23 December 1940. To Patricia Bay, 10 February 1942.. To Prince Rupert, 5 June 1942. Remustered to aircrew and posted to No.4 ITS, 24 October 1942; graduated 23 January 1943 and posted to No.5 EFTS; graduated 3 April 1943 and posted to No.3 SFTS; graduated and commissioned, 23 July 1943. To "Y" Depot, 6 August 1943. Taken on strength of No.3 PRC, Bournemouth, 13 October 1943. Promoted Flying Officer, 23 January 1944. Repatriated 16 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for Tiger Force, 31 July 1945. Posted to Release Centre, 6 September 1945. Retired 13 September 1945. Award presented 27 November 1948. No citation other than "completed...numerous operations against the enemy in which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/8772 has recommendation dated 31 May 1945 when he had flown 30 sorties (197 hours 40 minutes) as follows:

11 November 1944 - Dortmund  
18 November 1944 - Wanne Eickel  
21 November 1944 - Aschaffenburg  
27 November 1944 - Freiburg (day)  
29 November 1944 - Dortmund  
4 December 1944 - Karlsruhe  
12 December 1944 - Essen  
15 December 1944 - Ludwigshaven  
17 December 1944 - Ulm  
28 December 1944 - Munchen Gladbach  
2 January 1945 - Nuremburg  
5 January 1945 - Hanover  
6 January 1945 - Hanau  
7 January 1945 - Munich  
14 January 1945 - Leuna  
16 January 1945 - Zeitz  
1 February 1945 - Ludwigshaven  
3 February 1945 - Bottrop-Welheim  
20 February 1945 - Dortmund

23 February 1945 - Pforzheim  
7 March 1945 - Dessau  
8 March 1945 - Kassel  
11 March 1945 - Essen (day)  
16 March 1945 - Nuremburg  
18 March 1945 - Hanau  
24 March 1945 - Hanover (day)  
27 March 1945 - Paderborn (day)  
31 March 1945 - Hamburg (day)  
22 April 1945 - Bremen (day)  
25 April 1945 - Berchtesgaden (day)

Flight Lieutenant Topliss, a Canadian officer, has completed his first tour of operations, many of which have been against the most hazardous and distant of industrial targets in Germany. He has, at all times, shown praiseworthy devotion to duty, and on his second sortie, though he was forced to feather an engine almost over base on take-off, he continued to the distant target of Wanne Eickel and bombed it successfully from a low height.

Flight Lieutenant Topliss' skill, courage and fortitude have been very apparent at all times. His cheerfulness and vitality under all kinds of duress have been a magnificent example to all with whom he came in contact.

In recognition of his gallantry, skill and devotion to duty, I strongly recommend him for the award of the Distinguished Flying Cross.

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TORGRIMSON, F/O Raman Arthur (J85108) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 17 August 1923 in Cheadle, Alberta; home there (labourer); enlisted in Edmonton, 2 March 1942 and posted to No.3 Manning Depot. To No.7 ITS, 20 June 1942; graduated and promoted LAC, 14 August 1942; to No.19 EFTS on 26 September 1942; graduated 20 November 1942 and posted next day to No.10 SFTS; graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, 2 April 1943. To RAF overseas, 15 May 1943. Commissioned 6 March 1944. Promoted Flying Officer, 6 September 1944. Invested with award by King George, 13 November 1945. Repatriated to Canada, 1 April 1946. To No.2 Air Command, 6 May 1946. To No.5 Release Centre, 13 June 1946. Retired 19 June 1946. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public

Records Office Air 2/8823 has recommendation dated 14 August 1944 when he had flown 30 sorties (144 hours) as follows:

9 May 1944 - Rennes  
21 May 1944 - Duisburg  
22 May 1944 - Dortmund  
25 May 1944 - Le Clipon  
27 May 1944 - Merville  
29 May 1944 - Eu  
31 May 1944 - Tergnier  
2 June 1944 - Berneval  
5 June 1944 - Grisbecq  
6 June 1944 - Vire  
7 June 1944 - Foret de Cerisy  
10 June 1944 - Acheres  
12 June 1944 - Gelsenkirchen  
14 June 1944 - Le Havre  
16 June 1944 - Domleger  
22 June 1944 - Reims  
24 June 1944 - Les Hayons  
25 June 1944 - Liegescourt  
5 July 1944 - Dijon  
6 July 1944 - Foret de Crocq  
7 July 1944 - Caen  
12 July 1944 - Tours  
14 July 1944 - Revigny  
18 July 1944 - Sannerville  
18 July 1944 - Gelsenkirchen  
20 July 1944 - Wizernes  
25 July 1944 - Stuttgart  
25 July 1944 - Arduval  
28 July 1944 - Stuttgart  
2 August 1944 - St.Neuves

This Canadian Flying Officer is a most reliable and conscientious captain of aircraft and has now completed his first tour of operations, having flown 30 sorties and 144 hours on operations. He has attacked many strongly defended targets including Duisburg, Dortmund, Gelsenkirchen and Stuttgart and has at all times shown a complete disregard for his own personal safety.

One of the highest qualities possessed by this officer is his cheerfulness which has been evident at all times. His confidence and high spirits under fire have done much to inspire confidence into his crew. He is a fine leader, a skilful pilot, and his commendable courage and devotion to duty fully merit the award of the Distinguished Flying Cross.

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TORONTOW, P/O Cyril (J14048) - **Air Force Cross** - No.117 (BR) Squadron - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943 - Born 16 May 1920. Home in Ottawa; enlisted there, 12 April 1939. Trained at No.1 ITS (graduated 15 January 1941), No.14 EFTS (graduated 17 March 1941) and No.33 SFTS (graduated 24 June 1941. Award presented by Governor General, 23 November 1943. Remained in postwar RCAF and Canadian Forces, retiring 9 October 1968. He published his own memoirs in Ottawa, 1990, under the title **Up, Up and Oy Vay !**. Died in Ottawa, 24 February 2009. Photo PL-57035 is a portrait taken 1953.

This officer has participated in 97 war flights, many of them in adverse weather. In a little less than twelve months he has flown 1,041 operational hours on reconnaissance and convoy escort duties. On one occasion he successfully completed a convoy escort patrol requiring twenty-two consecutive hours flying. His exceptional keenness and devotion to duty has at all times been an outstanding example to his comrades.

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TORPA, F/O Eric (J18995) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born in Finland, 31 October 1923; home in Geraldton, Ontario; enlisted in Winnipeg, 28 July 1942 and posted to No.2 Manning Depot. To No.3 BGS, 25 September 1942; promoted LAC, 9 November 1942; graduated and promoted Sergeant, 12 December 1942; to "Y" Depot, 1 January 1943. To RAF overseas, 4 January 1943. Commissioned 23 September 1943. Promoted Flying Officer, 13 May 1944. Repatriated to Canada, 25 October 1944. To Composite Training School, 26 November 1944. To No.1 Training Command, 28 December 1944. To No.16 SFTS, 4 January 1945. To "Y" Depot, Moncton, 12 March 1945. To United Kingdom, 14 March 1945. Award presented 17 May 1945. Repatriated 12 June 1945. Retired 5 September 1945.

Flying Officer Torpa has completed his first operational tour and has flown on many sorties against very strongly defended targets, including Berlin. During

these attacks he has displayed great skill and efficiency as air gunner and has, on many occasions, been responsible for the safety of his aircraft and the successful completion of a sortie. His courage, watchfulness and devotion to duty have earned the highest praise.

NOTE: Public Record Office Air 2/9632 has recommendation dated 16 May 1944 when he had flown 25 sorties (163 hours 58 minutes). Sortie list and text add to his record:

DNCO = Duty not carried out

3 March 1943 - Cologne (6.00)  
9 July 1943 - Gelsenkirchen (6.45)  
13 July 1943 - Aachen (6.00)  
15 July 1943 - Mont Beliard (8.10)  
24 July 1943 - Hamburg (6.00)  
9 August 1943 - Mannheim (7.10)  
12 August 1943 - Milan (10.15)  
23 August 1943 - Berlin (7.30)  
30 August 1943 - Munchen Gladbach (5.10)  
31 August 1943 - Berlin, DNCO  
23 September 1943 - Mannheim (7.00)  
27 September 1943 - Hanover, DNCO  
8 October 1943 - Hanover (6.15)  
3 November 1943 - Dusseldorf (5.05)  
11 November 1943 - Cannes (9.30)  
18 November 1943 - Mannheim (7.38)  
19 November 1943 - Leverkusen (6.04)  
22 November 1943 - Berlin (7.41)  
25 November 1943 - Frankfurt (7.24)  
29 December 1943 - Berlin (7.23)  
3 February 1944 - GARDENING (5.53)  
15 February 1944 - Berlin (7.02)  
20 February 1944 - Stuttgart (7.20)  
24 February 1944 - Schweinfurt (7.51)  
6 March 1944 - Trappes (4.25)  
7 March 1944 - Le Mans (4.55)  
15 March 1944 - Stuttgart (7.30)

This officer has now completed his first operational tour consisting of 25 sorties. He has always shown the most outstanding keenness and enthusiasm for

operational flying. During the many attacks against the most heavily defended targets in which he has taken part he has shown an entire disregard for his personal safety and displayed the greatest skill as an Air Gunner. His watchfulness at all times and his knowledge of fighter tactics have on many occasions been responsible for the safety of his aircraft and for the successful completion of their sortie. His work on the ground has also been of a very high standard. For his courage and devotion to duty he is strongly recommended for the award of the Distinguished Flying Cross.

The Officer Commanding, RAF Station Brighton, added on 16 May 1944:

This officer was a member of an extremely good crew who have completed an operational tour during the periods of the battles of Hanover and Berlin. Although only one combat took place during his tour, a great many enemy fighters were seen and, through quick avoiding action and crew cooperation, they were unable to deliver attacks. Flying Officer Torpa's watchfulness and efficiency have contributed largely to the crews' success and he has at all times shown extreme coolness and fearlessness in the face of the enemy. I strongly recommend the award of the Distinguished Flying Cross.

This was approved by the Air Officer Commanding, No.4 Group, on 29 May 1944.

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TOWNLEY, Sergeant William Barker (R71763, later J42031) - **Distinguished Flying Medal** - No.97 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1338/43 dated 16 July 1943. Born 10 February 1922; home in West Toronto; enlisted in Toronto, 22 August 1940. To No.1 BGS (guard duty), 31 August 1940; to No.1 Equipment Depot, 8 November 1940; to No.1 ITS, 28 November 1940; graduated and promoted LAC, 4 January 1941 and posted to No.1 Manning Depot on that date. To No.7 EFTS, 8 February 1941; ceased training 27 March 1941 and posted to No.1 Manning Depot; to Trenton, 12 May 1941; to No.4 BGS, 26 May 1941; graduated and promoted Sergeant, 23 June 1941. To Embarkation Depot, 26 June 1941; to RAF overseas, 5 July 1941. Repatriated to Canada, 28 March 1943. To No.31 Personnel Depot, 27 April 1943. To No.1 BGS, 25 November 1943. Commissioned 12 January 1944 (J42031). Award presented 29 March 1944. Promoted Flying Officer, 12 July 1944. To No.4 BGS, 20 August 1944. To Release Centre, 18 February 1945; retired 28 February 1945. Public Record Office Air 2/8955 states this was drafted when he had flown 37 sorties (203 operational hours). Other RCAF members in his crew in No.97 Squadron were Sergeant Ben Cook (awarded DFM) and Flight Sergeant Robert J. Oates (awarded DFM; see Oates entry for description of a mining sortie).



Sergeant Townley, as air gunner, has completed a large number of operational sorties. His targets have included attacks on some of the most heavily defended objectives in western Germany and Italy. He has always executed his tasks with great coolness, courage and efficiency.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 15 April 1943 when he had completed 37 sorties (203 hours 50 minutes). Sortie list and submission as follows:

7 November 1941 - Boulogne (4.20)  
30 November 1941 - Hamburg (5.50)  
7 December 1941 - Aachen (4.55)  
15 January 1942 - Hamburg (6.55)  
17 January 1942 - Bremen (6.10)  
20 March 1942 - GARDENING, daylight (4.35)  
28 April 1942 - Trondheim (8.10)  
2 May 1942 - GARDENING (6.40)  
5 May 1942 - Stuttgart (7.10)  
8 May 1942 - Warnemunde (6.55)  
30 May 1942 - Cologne (3.50)  
1 June 1942 - Essen (3.55)  
11 June 1942 - GARDENING (3.00)  
20 June 1942 - Emden (3.25)  
25 June 1942 - Bremen (4.45)  
27 June 1942 - Bremen (4.25)  
2 July 1942 - Bremen (4.05)  
13 July 1942 - Duisburg (3.35)  
21 July 1942 - GARDENING (3.00)  
23 July 1942 - Duisburg (4.00)  
25 July 1942 - Duisburg (4.05)  
26 July 1942 - Hamburg (5.40)  
31 July 1942 - Dusseldorf (4.20)  
6 August 1942 - Duisburg (4.05)  
8 August 1942 - GARDENING (6.05)  
11 August 1942 - Mainz (5.00)  
15 August 1942 - Dusseldorf (4.05)  
16 August 1942 - GARDENING (7.15)  
27 August 1942 - Frankfurt (5.20)  
28 August 1942 - Nuremburg (7.05)  
13 September 1942 - Bremen (5.25)

19 September 1942 - Munich (8.05)  
23 September 1942 - Wismar (7.45)  
6 November 1942 - Genoa (9.45)  
22 November 1942 - Stuttgart (8.30)  
28 November 1942 - Turin (8.50)

This Non-Commissioned Officer has completed 200 hours operational flying as Air Gunner. His targets have included many sorties to the heavily defended Ruhr towns and other objectives in Western Germany, Italy and elsewhere. Sergeant Townley has always carried out his tasks with great coolness and efficiency.

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TOWNSEND, S/L Edward Nicoll (C9852) - **Air Force Cross** - No.231 Squadron - Award effective 3 April 1945 as per **London Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 30 August 1913 in New York (RAF Ferry Command records). Home given variously as Montreal and Syesset, Long Island, New York but appears to have been an American citizen. Enlisted in Ottawa, 3 January 1942, being commissioned as of that date. To Rockcliffe 5 June 1942. Promoted Flying Officer, 15 September 1942. To Central Flying School, 21 November 1942. Promoted Flight Lieutenant, 11 January 1943. To No.3 Training Command, 18 May 1943. To Ferry Command, 19 May 1943. Considerable flying with that command, from May 1943, although most of it was in North America, or to the West Indies and Brazil. To No.301 Communication Unit, 30 April 1944 but ferry flying continues, including a Liberator flight to Dakar, Cairo and French North Africa in July 1944 and another in November 1944. Promoted Squadron Leader, 1 August 1944. Date of going overseas uncertain, but he was finally taken on strength of No.3 PRC, 19 May 1945, to be repatriated to Canada on 31 August 1945 and released 8 September 1945. As of July 1955 he was working for Lockheed at Jamaica, New York. Award sent to him via External Affairs, 9 August 1955. Public Records Office Air 2/9061 has citation, drafted when he had flown 1,155 hours (378 in previous six months).

This officer is second in command of No.231 Squadron and is one of the finest transport and instrument pilots in the Group. He has been responsible for much of the organization of No.231 Squadron and has been noticeably successful in flying a number of VIP special flights.

The original recommendation, drafted 27 January 1945 by A/V/M R.L. Marix, Air Officer Commanding, No.45 Group, gave hours as 1,154 hours 55 minutes (378 hours 34 minutes in previous six months) and read as follows:

Squadron Leader Townsend is the second in command of No.231 Squadron and

is one of the finest transport and instrument pilots in the Group. He has been responsible for much of the organization of No.231 Squadron and has been noticeably successful himself in flying a number of VIP special flights.

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TOWNSEND, AC2 Murray Frederick George (R282592) - **Mention in Despatches** - No.6412 Servicing Echelon - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 6 April 1926. Home in Toronto; enlisted there 6 October 1943 for General Duties; later reclassified as Fire Fighter. Taken on strength of No.1 Manning Depot on enlistment. To No.1 Central Navigation School, 18 October 1943; to No.2 ITS, 22 November 1943; to "Y" Depot, 7 December 1943. Taken on strength of No.3 PRC overseas, 1 January 1944. Repatriated to Canada, 27 September 1945. Released 6 December 1945. No citation.

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TOWNSEND, F/O Raymond Leonard Beecher (C15974) - **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 27 April 1912. Home in Regina; enlisted there 21 April 1941 as Radio Mechanic. Posted to No.1 Manning Depot on enlistment and granted rank of LAC; to Embarkation Depot, 19 June 1941; to RAF overseas, 29 June 1941. Promoted Corporal, 1 July 1942. Commissioned 29 October 1942. Promoted Flying Officer, 29 April 1943; promoted Flight Lieutenant, 1 May 1944. Repatriated to Canada, 25 September 1944; to No.5 Radio School, 5 November 1944. To No.2 Air Command, 28 January 1945; to No.2 Technical Support Unit, 21 February 1945. To Release Centre, 31 August 1945; retired 24 September 1945. No citation.

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TOWNSLEY, Corporal Arthur George (R78312) - **Mention in Despatches** - No.6409 Servicing Echelon - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 23 March 1919. Home in Toronto; enlisted there 18 October 1940 for General Duties. Promoted AC1 and posted to No.120 (BR) Squadron, 18 January 1941. Reclassified as Photographer, 28 December 1940. To AFHQ, 1 May 1941. To No.16 SFTS, 25 September 1941. Promoted LAC, 1 October 1941. To Mountain View, 10 February 1943. To "Y" Depot, 26 February 1943; to RAF overseas, 27 March 1943. Promoted Corporal, 1 April 1943. Repatriated 21 August 1945. Released 10 October 1945. No citation in AFRO or biographical file. DHist file 181.009 D.5529 (RG.24 Vol.20667) has letter dated 23 December 1943 from RAF Station Acklington to Commanding Officer, RAF Station Colby Grange, recommending Sergeant R.T. Irwin [sic], Corporal G. Reansbury and Corporal A.G. Townsley for Mention in Despatches.

Irwin and Reansburg are Fitters IIE at No.3063 Echelon; Townsley is a Photographer with No.3063 Echelon. See Irwin for text.

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TOWSE, WO (now P/O) John Fielding Wrench (R72402/J17133) - **Distinguished Flying Cross** - No.102 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1338/43 dated 16 July 1943. Born 2 November 1917 in Toronto. Educated in Pennsylvania, 1928-1935 and attended Aviation Institute of America (Washington), 1937. Clerk and stock-room reporter in New Jersey, 1939-1940. Enlisted Toronto, 24 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 16 November 1940 when posted to No.2 EFTS, Fort William; ceased training and posted to No.2 Manning Depot, 19 December 1940; to No.6 EFTS, Prince Albert, 1 March 1941; graduated 29 March 1941 and posted next day to No.2 Manning Depot; No.7 SFTS, Macleod, 10 April 1941; graduated and promoted Sergeant, 21 June 1941. To Embarkation Depot, 22 June 1941; to RAF overseas, 16 July 1941, embarking 5 August 1941. Taken in strength of No.3 PRC, 16 August 1941. To No.27 OTU, 24 August 1941. To No.20 OTU, 16 September 1941. To No.19 OTU, 22 September 1941; to No.102 Squadron, 18 December 1941. Promoted Flight Sergeant, 1 February 1942. Injured in a crash, 11 May 1942. Promoted WO2, 21 June 1942. Promoted WO1, 1 October 1942. Commissioned 16 February 1943. To No.1659 Conversion Unit, 26 March 1943. Attached briefly to No.3 Flying Instructor School (May 1943). Promoted Flying Officer, 16 August 1943. Promoted Flight Lieutenant, 28 April 1944 To RCAF Overseas Headquarters, 4 September 1944, apparently on liaison duty with American Transport Command Headquarters. Repatriated 9 March 1945. Retired 11 May 1945. Invested with award by King George, 21 March 1944. Died in Ottawa, 20 October 1988. Photo PL-21658 is a portrait.

Warrant Officer Towse has a long operational record of attacks against a wide variety of targets and has been conspicuous for sustained courage, determination and endurance. He has been successful in attaining the primary objective on most occasions. A very capable and reliable captain of aircrew, this airman has earned the confidence of his crew by whom he has been a source of inspiration.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 28 March 1943 when he had flown 34 sorties (200 hours). Sortie list and submission as follows:

26 January 1942 - Emden (7.39, nickel raid, 2<sup>nd</sup> pilot)  
31 January 1942 - Bourges (7.47, nickel raid, 2<sup>nd</sup> pilot)  
24 April 1942 - Dunkirk (4.53, 2<sup>nd</sup> pilot)  
6 September 1942 - Duisburg (4.49, attacked by fighters, shaken off. Force-

landed due to severe damage from ground defences over target. Photos showed fire tracks but no ground details)

5 October 1942 - Aachen (3.20, returned early; starboard inner engine unserviceable. Aircraft struck by lightning.

10 October 1942 - GARDENING (3.55)

15 October 1942 - Cologne (6.05; bombed primary; photos showed 10/10 cloud and glow)

24 October 1942 - Milan (7.04, returned with severe icing)

9 November 1942 - Hamburg (5.32, bombed primary; 10/10 cloud)

15 November 1942 - Genoa (9.28, bombed primary; photos plotted 1 ½ miles from aiming point)

18 November 1942 - Turin (3.37, early return, starboard engine unserviceable)

2 December 1942 - Frankfurt (8.17; bombed primary; photos showed ground detail but unplotted relative to aiming point)

6 December 1942 - Mannheim (7.19; bombed primary; 10/10 cloud)

8 December 1942 - GARDENING (4.46)

9 December 1942 - Turin (9.36; bombed primary; photos showed fire tracks but no ground detail)

11 December 1942 - Turin (3.19, early return, one engine unserviceable)

9 January 1943 - GARDENING (6.20)

15 January 1943 - Lorient (5.36, bombed primary; plotted target)

27 January 1943 - Dusseldorf (5.24; bombed primary; 10/10 cloud)

2 February 1943 - Cologne (5.45; bombed primary; photos showed fire tracks but no ground detail)

3 February 1943 - Hamburg (3.04, early return, rear turret unserviceable)

7 February 1943 - Lorient (5.54, bombed primary; photos showed fire tracks but no ground detail)

11 February 1943 - Wilhelmshaven (5.14; bombed primary; 10/10 cloud)

13 February 1943 - Lorient (5.12; bombed primary; photo plotted target)

14 February 1943 - Cologne (4.43; bombed primary; 10/10 cloud)

18 February 1943 - Wilhelmshaven (4.36; bombed primary; photos showed fire tracks; no ground detail)

19 February 1943 - Wilhelmshaven (4.45; bombed primary; camera failed)

25 February 1943 - Nuremberg (8.49; bombed primary; photos showed fire tracks but no ground detail)

26 February 1943 - Cologne (5.01; bombed primary; photos showed fire tracks but no ground detail)

28 February 1943 - St. Nazaire (6.12; bombed primary, special; photos showed fire tracks, no ground detail)

1 March 1943 - Berlin (7.32; reconnaissance; photo plotted target area)

3 March 1943 - Hamburg (5.43; bombed primary; photos showed fire tracks, no ground detail)

5 March 1943 - Essen (5.05; bombed primary; photos showed fire tracks; no ground detail)

8 March 1943 - Nuremberg (8.27; bombed primary; photos plotted 3 3/4 miles southeast of aiming point)

Warrant Officer Towse has completed 34 operational sorties involving 174 hours flying. These have included a wide variety of targets and have not been without incident. In September 1942 after shaking off attacks by fighters he force landed due to severe enemy action from ground defences at Duisburg. A month later he returned with one engine out of action and the aircraft struck by lightning.

He has been successful in attaining his primary objective on a highly satisfactory number of occasions - in the month of February 1943 out of 11 sorties the only time he failed to bomb his primary target was when he was forced to turn back with the rear turret unserviceable. On his 30<sup>th</sup> sortie he was chosen to make a special reconnaissance and brought back, as well as a good report, a photograph of fires in the target area.

Warrant Officer Towse has proved himself a most capable and reliable captain who has well earned the confidence of his crew, and to whom much of the success of the squadron is due. I consider that his fine work merits the award of the Distinguished Flying Cross.

**Notes:** He very nearly washed out as a pilot at No.2 EFTS. Instructor reports admitted his keenness to fly but described him as lacking air sense - "not considered safe for solo flying". Nevertheless he managed to get posted to No.6 EFTS where others graded him as "average", if a little slow. On 29 March 1941 to CO of No.6 EFTS wrote, "This airman tries hard and should develop into reasonable good pilot with more experience. Is very keen and willing and has the correct attitude required by the Service. Conduct while at this school very satisfactory." He was thus passed (18<sup>th</sup> in a class of 28).

On 18 August 1942, 0020 hours, Pocklington, with No.102 Squadron Conversion Fligh, Halifax II, serial BB197, practicing night circuits, having made three good landings, developed a swing on fourth, undercarriage collapsed. No injuries but aircraft unrepairable. "Inexperience"

On 4 January 1943, 1410 hours, near East Moor, Halifax II, serial W7910 (write off). Vibration felt on port side; unable to determine which engine was at fault. Port inner engine feathered at 1,500 feet but vibration increased; port outer feathered and vibration ceased. Attempted to

start port inner but was unable to maintain height, belly-landed in a field. No injuries as he had ordered crew to crash positions. Cause of vibration was fracture of bolts in port outer engine. "I consider that the captain made the right decision in that the failure occurred when he had insufficient height to discover which engine was at fault."

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TOYE, F/L Thomas Burge (J5069) - **Commended for Valuable Services in the Air** - No.3 OTU - award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Calgary, 22 June 1913. Educated in British Columbia. Worked at odd jobs, two years, Assistant Post Master, Sylvan Lake, 1932-1937, driver and salesman, 1937-1940. Had some prewar flying on De Havilland Moths (71 hours, Calgary). Enlisted in Vancouver, 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, 6 May 1941 which eventually became No.3 OTU.. Promoted Flying Officer, 5 May 1942; promoted Flight Lieutenant, 10 August 1943. to No.1 GRS, 6 March 1944. To "Y" Depot, 27 May 1944. taken on strength of No.3 PRC, Bournemouth, 16 June 1944, the date he embarked from Canada. Disembarked in Britain, 24 June 1944. To No.11 (Pilots) AFU, 5 September 1944. Attached to No.28 EFTS, 4 December 1944 to 30 January 1945. To No.21 AFU, 6 February 1945. To No.19 OTU, 6 March 1945. To No.76 Base, 1 June 1945. To No.8 Aircrew Holding Unit, 18 July 1945. Repatriated 13 August 1945; retired 4 October 1945. Died 28 June 1990 in Sidney, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of October 1990. Recommendation by G/C G.R. McGregor dated 31 December 1943 noted that he had been instructing at unit since August 1941, and had flown 850 instructional hours on Stranraers. Another synopsis states he had flown a total of 1,070 hours (152 in previous six months) of which 861 had been instructional (133 in previous six months) and 196 had been operational (75 sorties). Not sure if he was recommended again - two years seems a long gap between initiation of award and gazetting.

This officer has been a flying instructor at this unit for over two years. He has completed many hours instruction on flying boats and has taken part in 31 Air Sea Rescue sorties. He has displayed energy and enthusiasm of a high order and has set a consistently good example.

**Notes:** Taxying accident, 3 October 1941 at Patricia Bay, Goose 942, no injuries. Others aboard were student C2318 F/L J.H. Bryan and R51223 Corporal A.V.G. Stagg (WOP). Port wing and port airscrew severely damaged by striking corner of seaplane hangar

Accident, 3 January 1943 at Bella Bella, involving Stranraer 949, No.9 (BR) Squadron which he was piloting. Collision between aircraft and dinghy which capsized. Others involved (not clear whether some were in dinghy or aircraft) were R74657 Sergeant R.B. Mckee , R91985 Sergeant E.F. Waugh, 1809A Corporal S. Eichenberger (Fitter, later BEM), R51046 Sergeant H.A. Coppendale (Rigger), Mr. W.R. Brownley (civilian meteorologist), R138318 AC2 I.A. MacDonald (motor boat crewman, drowned), R133356 AC2 K.S. Clarke (motor boat crewman, uninjured). Cause obscure.

On repatriation form dated 2 August 1945 he reported flying Oxford (84.15), Tiger Moth (5.40) and Wellington X (80.00).

On 15 October 1945 his flying was summarized by types - Tiger Moth (59.10), Anson (88.30), Norseman (14.40), Goose (215.50), Stranraer (689.30), Canso (3.55), Oxford (84.15), Lysander (1.10), Electra (3.10), Wellington (80.00).

**Selected Assessments:** "Pilot Officer Toye has shown himself to be a keen and reliable officer. With more flying experience, which he is gradually getting, he should become a good staff pilot or flying instructor. He is recommended for continued employment in the RCAF." (S/L Z.L. Leigh, No.13 Operational Training Squadron, 11 November 1941).

"A steady twin engine boat pilot. Developing into a good instructor." (S/L D.E. Galloway, No.13 Operational Training Squadron, 10 July 1942).

"An officer who has given long service both as a flying and seamanship instructor. Keen and reliable. Inclined to be dogmatic and obstructive at times but generally has a pleasant disposition and manner." (W/C E.J.S. Jones, No.3 OTU, Patricia Bay. 22 February 1944).

**Training:** Interviewed in Vancouver, 27 June 1940. Noted that he had already flown ten hours dual, 70.10 solo. "Assisted in building a Moth DH.60X and learned to fly it. Rebuilt a wrecked machine completely." Further described as "Steady, reliable, conscientious worker. Honest . . . A first class lad. Very strongly recommended."

Course at No.2 ITS was 24 October to 27 November 1940. Courses in Mathematics (81/100), Armament, practical and oral (77/100), Visual Line ("A"), Drill (85/100), and Law and Discipline (84/100). Placed 49<sup>th</sup> in a class of 192. "Splendid type. Very keen. Considerable flying experience."

Course at No.8 EFTS was 29 November 1940 to 15 January 1941. Tiger Moth aircraft (26.40 dual, 26.50 solo and five hours in Link. "Average in all sequences. Recommend single engine." (J.E. Hawkrige, Chief Flying Instructor). Ground training in Airmanship (125/200), Airframes



(143/200), Aero Engines (163/200), Signals, practical (50/50), Theory of Flight (93/100), Air Navigation (175/250), Armament, oral (157//200). Placed sixth in a class of 25. "Conduct has been excellent at this unit. Very smart, reliable and keen airman. Definitely a leader."

Course at No.3 SFTS was 16 January to 4 May 1941. Anson aircraft (25.30 day dual, 46.20 day solo, 3.35 night dual, 6.30 night solo). Spent 12.25 on instruments; logged 20.08 in Link. "An above average pupil, shows above average sense." (F/L F.R. Sharp, who also wrote, "Worked hard throughout course on all phases of training. Above average ability"). Ground training in Airmanship and Maintenance (154/200), Armament, written (65/100), Armament, practical (70/100), Navigation and Meteorology (162/200), Signals, written (82/100), Signals, practical (48 ½ / 100). "Very satisfactory effort shown." Placed ninth in a class of 45. Rated on following: Qualities as an Operational Pilot (Above Average), Formation Flying (Above Average), Navigation Ability (Average), Night Flying (Average), Determination and Initiative (Above Average), Instrument Flying (Average), Ability to Maintain Speed, Course and Height (Above Average). The Commanding Officer wrote (1 May 1941), "Frank personality. Well mannered. Self assured, mature, and conscientious. Keen. Good officer material." Recommended for General Reconnaissance or Instructor.

Course at No.13 (Operational Training) Squadron was 10 May to 28 July 1941. Flew in Goose aircraft (57.50 as pilot, 56.10 as passenger). Courses in Coding Theory (86 percent), Coding, practical (95 percent), DR Navigation (95 percent), Reconnaissance (82 percent), Ship Recognition (80 percent), Seamanship (82 percent), Patrol and Search (86 percent), Signals (100 percent) and Meteorology (70 percent). "Above average. A very good boat pilot. Has initiative and has proven himself very adaptable to seaplane work."

Course at No.11 (Pilots) AFU was 12 September 1944 to 5 March 1945 (non-continuous). Oxford aircraft - 3.20 day dual to first day solo, 23.15 total day dual, 25.00 day solo, 1.50 night dual to first night solo, 7.00 total night dual, 13.30 night solo, 6.55 in formation and 6.50 on instruments plus eleven hours in Link. Rated in General Flying (280/400), Applied Flying (145/200), Instrument Flying (163/250), Night Flying (70/100) and Link (31/50). "A sound, cool, experienced pilot who should make an excellent operational pilot. Very good type of officer." (W/C G.M. Wyatt, 3 December 1944). On detachment to No.1531 Beam Approach Training Flight (4-9 October 1944) he flew 11.10 on Beam Flying, logged five hours in Link. Rated on Beam Approach and "Q" Codes, Link Trainer (126/200), Receiver Operation (60/100), Instrument Flying (150/250), Cloud and Night Flying (150/250) and General Application of Beam Approach Procedure, Flying (120/200). "This pilot has shown definite improvement throughout the course and reached an average standard in his SBA flying and instrument flying."

Course at No.19 OTU was 8 March to 22 May 1945. Wellington X aircraft - (4.05 dual to first day solo, total 5.15 total day dual, 4.50 day solo, 8.15 at controls by day with a captain, 24.25 by day at controls as captain; 5.00 night dual to first night solo, total 6.30 night dual, 4.25 night

solo, 5.00 at controls by night with a captain, 21.20 as captain by night, 21.20 hours on instruments and 15 hours in Link. Flew four day and four night cross-country exercises, six day and three night Fighter Affiliation exercises, two wet and 20 dry dinghy drills, and 20 parachute drills. Flying Test Grades in General Flying (200/400), Applied Flying (140/200), Instrument Flying (160/250), Night Flying (65/100) and Link (25/50). Ground courses in Airmanship (261/300), Armament (207/300), Meteorology (78/100), Navigation (190/200) and Signals (87/100). "This ex-Coastal Command operational pilot and instructor has proved himself to be very keen and conscientious throughout his course at this unit. He is a good captain of aircraft and has obtained a high standard of co-operation from his crew. He is considered to have reached an above the average standard." (G/C H.M.K. Brown, 23 May 1945).

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TRAILL, F/L Robert James (J14130) - **Medal for Bravery (Czechoslovakia)** - **Canada Gazette** dated 24 January 1948, AFRO 81/48 dated 6 February 1948. Born 12 October 1921 in Burnside (Glasgow, Scotland). Home in Ottawa (laboratory assistant, 1939-1941) where he enlisted, 9 September 1941 and posted to No.5 Manning Depot. To No.9 SFTS, 24 October 1941. To No.3 ITS, Victoriaville, Quebec, 20 December 1941; graduated and promoted LAC 14 February 1942 but not posted to No.4 EFTS, Windsor Mills, Quebec until 28 February 1942; graduated 23 May 1942 when posted to No.11 SFTS, Yorkton; graduated and commissioned on 11 September 1942. To No.1 General Reconnaissance School, Summerside, 9 October 1942; 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; struck off strength of No.111 OTU, 7 May 1943; to RAF Ferry Command, Dorval, 7 May 1943; struck off strength to overseas, 23 June 1943; attended No.1 (C) OTU, then posted on 20 August 1943 to No.86 Squadron, remaining with that unit until 18 July 1944; with No.111 OTU, 25 July to 18 December 1944 (promoted Flight Lieutenant, 11 September 1944); with No.1674 Heavy Conversion Unit, 2 January to 7 March 1945; with No.86 Squadron, 7 March to 26 June 1945; with No.426 Squadron, 26 June 1945 to 16 January 1946 when posted to Canada; released 8 March 1946. The award is evidently connected to the destruction of the German blockade runner, **Alsterufer**, 27 December 1943; see entry for F/L A.G. Brown.

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TRAINOR, F/L Hugh Charles (C1697) - **Distinguished Flying Cross** - No.411 Squadron - Award effective 8 August 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born in Charlottetown, Prince Edward Island, 17 July 1916. A local saying has it that a farmer's son joins the army and a fisherman's son joins the navy, but there is no excuse for joining the air force (he was the son of a railway conductor). Described throughout his life as a "cagey athlete on the rugby pitch as well as on the ice". Obtained a BA after five years

study at St. Dunstan's University and had worked one year as a law student in Charlottetown, which he was finding boring when the war broke out. Enlisted in Moncton, 16 February 1940; commissioned that date. Trained at No.1 SFTS (17 June to 5 October 1940 when promoted Flying Officer). Retained in Canada as instructor (No.1 SFTS, 22 November 1940 to 20 July 1941; Station Trenton, 31 July to 26 November 1941; No.9 SFTS, 27 November 1941 to 4 July 1942 (promoted Flight Lieutenant, 1 March 1942); No.8 SFTS, 5 July to 23 October 1942); described in Canada as a hard working and conscientious instructor. To "Y" Depot, 23 October 1942; to overseas, 29 October 1942. Arrived in Britain 6 November 1942. Further trained at No.17 (P) AFU, 17 November 1942 to 4 January 1943 and No.57 OTU, 5 January to 23 March 1943. Served with No.402 Squadron (23 March to 5 May 1943) and No.411 Squadron (5 May to 28 September 1943). Described on 27 August 1943 as good flight commander material and on 22 September 1943 his CO described him "a definite asset to our squadron". Served at No.41 OTU, 28 September to 30 November 1943. Returned to No.411 in December 1943 until 26 July 1944. Posted on latter date to No.401 Squadron to command, replacing S/L "Hap" Kennedy who had been reported missing; promoted Squadron Leader as of 26 July 1944. Hit by flak on 18 August 1944 while attacking vehicles in the Falaise Pocket; evaded capture with the aid of French farmers and returned to unit on 25 August 1944. Reported missing again, (POW) 19 September 1944; he had been flying a high patrol over Eindhoven. After switching from auxiliary (drop) tanks to main tank he developed fuel trouble and resorted to gliding; Yellow Section led by F/O J.C Hughes gave cover. He glided from 23,000 to 4,000 feet when engine poured white smoke and he baled out just east of Eindhoven. Made one attempt at escape via a washroom window when escorts stopped at a Dutch pub; an alert guard intercepted him. Held at Stalag Luft I, Barth. Liberated in April 1945; safe in UK as of 12 May 1945; repatriated 1 June 1945; to "K", 13 June 1945; released 4 October 1945. Postwar he spent 30 years as a pilot with Maritime Central Airways and Eastern Provincial Airways. Died at Stratford, Prince Edward Island, 4 July 2004 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2005. Survived by wife Imelda (a former stewardess), daughter Ellen Dunker and son James Trainor; predeceased by son Charles Trainor (construction engineer, struck by lightning in 1997 while working on a golf resort at St. Augustine, Florida). Aerial victories as follows: **28 June 1944**, one FW.190 destroyed and one Bf.109 destroyed; **29 June 1944**, one Bf.109 destroyed; **30 June 1944**, one Bf.109 destroyed. **1 July 1944**, one Bf.109 probably destroyed, Caen; **4 July 1944**, two Bf.109s destroyed near Caen plus one Do.217 destroyed (shared with another pilot); **27 July 1944**, one Bf.109 destroyed, Caen; **31 July 1944**, one FW.190 destroyed, Domfort. Photographs of him are PL-28371 (standing by Spitfire wing), PL-36581 (studio portrait) and PL-44213 (with S/L G.U. Hill). Photo PL-44148 (ex UK-21768 dated 29 May 1945) shows S/L T.A. Brannaghan, S/L G.U. Hill and S/L H.C. Trainor, all liberated POWs, prior to attending a Buckingham Palace garden party. PL-44213 (ex K-21704 dated 26 May 1945) shows S/L G.U. Hill and S/L H.C. Trainor. RCAF photo PL-44141 (ex UK-21761 dated 30 May 1945) is captioned as follows: "G/C Keith Hodson, OBE, DFC and Bar, centre, was host at a dance for returned prisoners of war at Bournemouth recently. He is seen with, from the left,

S/L H.C. Trainer, DSO, DFC and Bar, Charlottetown, Air Commodore W.W. Brown, Hamilton, Hodson, S/L George Hill, DFC and two Bars, Pictou, Nova Scotia, and S/L T.A. Brannagan, DFC. DFC and Bar presented 9 April 1948; DSO sent by registered mail, 10 March 1949. See Chris Shores, **Aces High**.

Within a very short period Flight Lieutenant Trainor has shot down five enemy aircraft. His successes are a fine tribute to his great skill and fighting qualities.

TRAINOR, S/L Hugh Charles, DFC (C1697) - **Bar to Distinguished Flying Cross** - No.401 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944.

On many occasions recently, Squadron Leader Trainor has led the squadron on a variety of sorties and has displayed excellent tactical ability and great resolution. On one occasion a very superior number of enemy fighters were engaged and eight of them were shot down, one of them by Squadron Leader Trainor who displayed great skill and determination throughout the fight. This officer has shot down at least nine enemy aircraft.

NOTE: Public Record Office Air 2/9159 has recommendation drafted 6 August 1944 when he had flown 146 sorties (206 hours 15 minutes) of which 54 sorties (61 hours) had been since his previous award.

Since being awarded the Distinguished Flying Cross on July 1<sup>st</sup>, Squadron Leader Trainor has personally destroyed a further four and one-half enemy aircraft. On 27<sup>th</sup> July, while leading his squadron for the first time, he engaged 40-plus enemy aircraft with ten of his own; through his excellent tactics and judgement his squadron destroyed eight and damaged one other. Squadron Leader Trainor personally accounted for one of these himself. Besides showing the utmost enthusiasm to destroy the enemy in the air, he has led his Flight, and later his squadron, on a great many occasions to destroy ground targets with excellent success. Squadron Leader Trainor's keenness and aggressive spirit have earned him the highest respect both in his own squadron and within this Wing, and his work is worthy of the highest praise.

TRAINOR, S/L Hugh Charles, DFC (C1697) - **Distinguished Service Order** - No.401 Squadron - Award effective 1 December 1944 as per **London Gazette** of that date and AFRO 239/45 dated 9 February 1945.

Since being awarded a Bar to the Distinguished Flying Cross, this officer has led the squadron on many sorties, during which considerable success has been

achieved. Within a period of three weeks some 385 enemy vehicles have been put out of action, many of them by Squadron Leader Trainor. In addition seventeen enemy aircraft were shot down, two of them by this gallant and relentless fighter. Squadron Leader Trainor displayed magnificent leadership, great determination and devotion to duty.

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TRASK, FS Walter Palfrey (R62971, later J89257) - **Distinguished Flying Medal** - No.10 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 14 May 1943 and AFRO 1078/43 dated 11 June 1943. Born in Yatmouth, Nova Scotia, 8 October 1921; home in Carleton or Yarmouth, Nova Scotia. Student; enlisted in Yarmouth, 1 October 1940 and posted to No.1 Manning Depot. To Rockcliffe, , 25 October 1940. To No.1 WS, 3 January 1941. Promoted LAC, 3 February 1941. Posted to No.6 BGS, 16 June 1941; graduated and promoted Sergeant, 15 September 1941. To Embarkation Depot, 16 September 1941; to RAF overseas, 6 October 1941. Taken on strength of No.3 PRC, 19 October 1941. To No.2 Signal School, 9 December 1941. To No.10 OTU, 3 March 1942. Promoted Flight Sergeant, 1 June 1942. To No.10 Squadron, 9 July 1942. Promoted WO2, 1 November 1942. To No.35 Squadron , 25 March 1943. Commissioned 27 June 1943 (J89257) as per Appointments, Promotions and Retirement Order 263 dated 6 November 1944. Shot down and taken prisoner with No.35 Squadron, 29 June 1943. Promoted Flying Officer, 27 December 1943. Safe in United Kingdom, 8 May 1945. Repatriated 1 June 1945. To Dartmouth, 12 June 1945. To No.1 Release Centre, 21 August 1945. Retired 26 August 1945. Award presented by Air Officer Commanding, No.10 Group, 21 March 1947. Died 25 February 1994 in Fredericton, New Brunswick as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of June/July 1994.

Flight Sergeant Trask is a worthy member of a very successful crew which has the best photographic record in the squadron. By his excellent work, this airman has contributed in a large measure to this achievement. Flight Sergeant Trask has taken part in attacks on a wide range of targets including Berlin, Turin, Lorient, St.Nazaire and many other heavily defended areas. His unconquerable determination to bomb the objective and prove his worth by photographic results has been outstanding.

NOTE: Public Record Office Air 2/8949 has original recommendation drafted 1 March 1943 when he had flown 27 sorties (171 hours 10 minutes of operational time), detailing his sorties and giving a much more vivid account of his tour.

\* denotes sortie abandoned (unserviceable engine)

30 May 1942 - Cologne (5.40)  
1 June 1942 - Essen (5.40)  
25 June 1942 - Bremen (6.20)  
11 August 1942 - Le Havre (4.55)  
28 August 1942 - Saarbrücken (6.48)  
2 September 1942 - Karlsruhe (7.48)  
4 September 1942 - Bremen (5.45)  
8 September 1942 - Frankfurt (7.04)  
10 September 1942 - Düsseldorf (4.36)  
13 September 1942 - Bremen (4.27)  
15 October 1942 - Cologne (5.05)  
15 November 1942 - Genoa (9.13)  
18 November 1942 - Turin (8.32)  
20 November 1942 - Turin (9.03)  
28 November 1942 - Turin (8.31)  
2 December 1942 - Frankfurt (7.40)  
6 December 1942 - Mannheim (7.05)  
9 December 1942 - Turin (9.00)  
9 January 1943 - GARDENING (6.56)  
14 February 1943 - Cologne (4.22)  
18 February 1943 - Wilhelmshaven (7.13)  
25 February 1943 - Nuremberg (4.48)\*  
26 February 1943 - Cologne (5.20)  
28 February 1943 - St.Nazaire (6.01)  
1 March 1943 - Berlin (7.00)  
3 March 1943 - Hamburg (4.46)  
8 March 1943 - Essen (4.32)

Flight Sergeant Trask was posted to No.10 Squadron in July 1942 as a Wireless Operator, and since remustering to temporary Air Bomber has now completed 27 successful sorties comprising 171 operational hours.

It is largely as a result of this Non-Commissioned Officer's fine work that his crew has the best photographic record in the squadron, and it is characteristic of his enthusiasm that on the squadron's last attack on Turin the crew went down to 8,000 feet to bomb the target and bring back the only plottable photographs. In this respect it is noteworthy that on recent raids Lorient and St.Nazaire were both bombed from 7,000 feet in order that nothing but excellent photographs should be brought back.

Although Flight Sergeant Trask's aircraft has been repeatedly damaged during his tour by flak and fighter, and on 4th September 1942 a Junkers 88 was destroyed, he has continued to display an extraordinary enthusiasm for operations and a justifiable pride and competitive spirit in his photographic work.

I consider that throughout his tour the results obtained by this Non-Commissioned Officer have proved a splendid example to other Air Bombers in the squadron, and I have no hesitation in strongly recommending that his exceptional photographic record and unshakable enthusiasm for operations be now recognized by the award of the Distinguished Flying Medal.

The Officer Commanding, RAF Station Pockington, added his comments on 9 March 1943:

Flight Sergeant Trask is a worthy member of a remarkable crew. The crew as a whole are willing to face any hazard to complete their task and Flight Sergeant Trask as the bomb aimer is the man who directs their movements over the target. His unconquerable determination to bomb the objective and prove his work by photographic results richly merit the award of the Distinguished Flying Medal for which I recommend him.

Finally, on 30 March 1943, the Air Officer Commanding, No.4 Group, wrote:

This gallant and skilful Air Bomber on completion of his tour in No.10 Squadron has been posted for duty with the Pathfinder Force. Very strongly recommended for the award of the Distinguished Flying Medal.

Halifax HR850, No.35 Squadron (TL-A) was airborne 2309 hours, 28 June 1943 to attack Cologne. Shot down by flak in the target area. Crew consisted of F/L N.A.Cobb, DFC, RCAF (killed), F/O L.Whiteley (RAF, POW), Sergeant R.H. Baldwin, DFM, RAF (POW), F/O D.A.Codd, RAF (POW), Flight Sergeant W.P.Trask DFM, RCAF (bomb aimer, POW number 358). P/O C.H.Bullock, DFM, RCAF (POW Number 1692), F/O M.A.Sachs, RAF (POW), Flight Sergeant J.E.S.Matthews, DFM, RAF (POW). For further details of final sortie, see Bullock entry.

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interview of 9 May 1945. He stated he had flown 41 sorties. His narrative gives the date as 29/30 June 1943.

June 29<sup>th</sup>, 1943. Target Cologne. From time of take off to crossing enemy coast the operation was without incident. H2S working perfectly, no signs of enemy defence. Our greatest enemy was twilight. On reaching the turning point,

markers were not down. Navigator reported were were ahead of our ETA - we orbited - on setting new course, a heavy flak battery opened up. His first salvo hit our starboard engines, going through starboard inner and exploding in starboard outer, blowing the engine completely out. Starboard inner later separated from aircraft. Aircraft went into spin for some 7,000 feet. Order to bale out given by Captain. I lifted front hatch and went out, followed by Navigator - chute worked O.K., landed in cornfield at 0150 a.m., June 30<sup>th</sup>, 1943. Aircraft crashed, burnt out.

**Training:** Interviewed 1 October 1940 by F/L O.S. Dunn (No.1 Mobile Recruiting Unit) who wrote, "Should make good material as Air Gunner Wireless Operator."

Course at No.1 WS was 31 March 1941 to 17 August 1941. Spent one hour in Flying Classroom as First Operator, three hours in Flying Classroom on Listening Watch, and eight hours in two-seat aircraft as sole operator. Considered above average. Courses in Theory (44/50), Radio Equipment (150/250), Morse, buzzer and lamp (130/200), Procedure (184/200), Signals Organization (60/100), Drill and PT (30/50). Placed 18<sup>th</sup> in a class of 37. "A possibility for commissioned rank, but rather young at the moment to make a definite recommendation. He has good personality and should make good WAG. Has received four weeks additional instruction."

Course at No.6 BGS was 18 August to 15 September 1941. Fairey Battle aircraft (14 hours 15 minutes by day, all gunnery). Fired 880 rounds on ground, 400 rounds air-to-ground and 2,301 rounds air-to-air. Hits percentages were amazing - Beam Test (18.5 percent), Beam Relative Speed Test (10.5 percent) and Under Tail Test (ten percent). Scored 79 percent on written test, 64 percent in practical and oral exam, graded 192/250 on Ability as Firer. Not recommended for commission but noted as follows: "He has much ability as a firer and will be an efficient air gunner." Placed fourth in a class of 20.

\* \* \* \* \*

TRAYNOR, F/L Charles John (J22854) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December and AFRO 212/46 dated 1 March 1946. Born 9 December 1918 at Sydenham, Ontario; home in Owen Sound (clerk, ex-Royal Canadian Artillery); enlisted in Halifax, 13 November 1941 and posted to No.1 Manning Depot. To No.1 Equipment Depot, 17 January 1942. To No.1 WS, 23 May 1942; promoted LAC, 25 June 1942; graduated 4 December 1942 when posted to No.4 BGS; graduated and commissioned 11 January 1943. To No.31 OTU, 22 January 1943. To "Y" Depot, 1 May 1943. To No.145 (BR) Squadron, 13 May 1943. To No.5 (BR) Squadron, 19 May 1943. Promoted Flying Officer, 11 July 1943. To No.145 (BR) Squadron again, 20 October 1943. To "Y" Depot, 27



December 1943. Promoted Flight Lieutenant, 11 January 1945. Dates of repatriation and discharge not known. Rejoined RCAF, 9 November 1948 (16834) as NCO, Communications Branch. Commissioned 10 May 1949 (16834) as Radio Officer (aircrew). Retired 8 September 1952. Award sent by registered mail 28 June 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.2618 (RG.24 Vol.20627) has recommendation dated 16 May 1945 when he had flown 29 sorties (185 hours 50 minutes) between 6 October 1944 and 31 March 1945.

This officer has completed twenty-nine operational sorties over enemy territory. After completing many hours of operational flying in Canada, he has completed a most successful tour with this squadron, setting a fine example of courage and devotion to duty which served as an inspiration to the rest of the crew. The work performed by Flight Lieutenant Traynor in his section helped to set a high mark of efficiency for the squadron.

For his co-operation, coolness and devotion to duty, Flight Lieutenant Traynor is strongly recommended for an award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

6 October 1944 - Dortmund (6.40)  
9 October 1944 - Bochum (6.30)  
12 October 1944 - Wanne Eickel (5.20, day)  
14 October 1944 - Duisburg (5.20, day)  
14 October 1944 - Duisburg (6.05)  
28 October 1944 - Cologne (5.40, day)  
30 October 1944 - Cologne (6.35)  
1 November 1944 - Oberhausen (5.40, day)  
2 November 1944 - Dusseldorf (5.35)  
18 November 1944 - Munster (6.05)  
21 November 1944 - Castrop Rauxel (2.00, duty not carried out)  
30 November 1944 - Duisburg (6.10)  
2 December 1944 - Hagen (6.50)  
5 December 1944 - Soest (6.45)  
24 December 1944 - Dusseldorf (4.45, day)  
29 December 1944 - Trois Dorf (6.15)  
13 January 1945 - Saarbrucken (7.20)  
14 January 1945 - Grevenbroich (6.10)

28 January 1945 - Stuttgart (7.15)  
4 February 1945 - Osterfeld (6.00)  
7 February 1945 - Goch (5.15)  
8 February 1945 - Wanne Eickel (6.30)  
13 February 1945 - Bohlen (9.05)  
14 February 1945 - Chemnitz (8.30)  
24 February 1945 - Kamen (6.40, day)  
2 March 1945 - Cologne (5.30, day)  
14 March 1945 - Zweibrucken (7.10)  
15 March 1945 - Hagen (6.30)  
22 March 1945 - Dorsten (5.20, day)  
31 March 1945 - Hamburg (6.00, day)

The website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york44/np703b.html> has the following incident recorded:

#### HALIFAX NP703 DAMAGED BY FLAK, RETURNED TO EAST MOOR AIRFIELD

On 14th October 1944 432 Squadron and 415 Squadron were instructed supply aircraft for two raids on Duisburg, one during the day and the second overnight. 432 Squadron supplied sixteen for the first and seventeen for the second. Halifax NP703 took part in the first and was hit by flak causing damage to the port outer mainplane. The pilot was able to fly the aircraft back to the UK, believed to be back to base and landed safely. The aircraft did not take part in the second raid but it's crew did using Halifax NP803. Pilot - F/Lt Francis Joseph Horan RCAF (J.10491), of Kenora, Ontario - awarded DFC; Navigator - F/O Kenneth Urban Lunny RCAF (J.36682) - Mentioned in Despatches; Bomb Aimer - F/O Robert East MacKerrow RCAF (J.36233), of Toronto, Ontario - awarded DFC and Mentioned in Despatches; Wireless Operator/Air Gunner - F/O Charles John Traynor RCAF (J.22854) - awarded DFC; Air Gunner - F/Sgt J. H. Fraser RCAF (R.213160); Air Gunner - F/Sgt D.J. Nicholson RCAF (R.183281); Flight Engineer - Sgt G. D. Davison RAF (1633395).

On the night of 2nd / 3rd December 1944 F/Lt Horan and crew were flying an operational flight when their aircraft was hit by flak injuring the navigator. With the ground forces making progress after the months after D-Day this crew landed at Antwerp due to a fuel shortage which would have prevented their crossing the North Sea. They returned to England soon after.

\* \* \* \* \*

TREBELL, Sergeant James Gillham (R69565) - **Distinguished Flying Medal** - No.89 Squadron - Award effective 15 February 1943 as per **London Gazette** dated 19 February 1943 and AFRO 410/43 dated 12 March 1943. Born in Toronto, 20 July 1919. Home in Toronto. Served in Governor General's Horse Guards, 10 February 1936 to 7 May 1940, rising to Lance Corporal. Enlisted in Toronto, 22 June 1940. To No.1 Manning Depot, Toronto, 24 June 1940. To No.2 ITS, Regina, 30 June 1940. Promoted LAC, 17 August 1940 and posted to No.1 WS, Montreal. To No.4 BGS, Fingal, 21 December 1940. Promoted Sergeant, 20 January 1941. Posted from No.4 BGS, 30 January 1941 and posted to Military Rest Camp, Halifax. Arrived in United Kingdom, 2 March 1941. To No.12 OTU, 15 March 1941. To No.1 Signals School, 3 April 1941. To No.406 Squadron, 25 June 1941. To No.3 Radio School, 11 July 1941. To No.406 Squadron, 24 November 1941. Promoted Flight Sergeant, 1 December 1941. To Station Acklington, 1 January 1942. To No.89 Squadron, 2 March 1942. Killed in action 22 December 1942 (Beaufighter FX772); buried in North Africa. Aircraft was in landing circuit when dinghy stored in wing blew out, wrapped around tail surfaces, and aircraft stalled. Subsequently commissioned, March 1943, with effect from 24 October 1942. Award presented by Governor General to next-of-kin, 22 April 1944. All aerial victories in which he participated were with F/L Herbert Elgin Mitchell, RCAF, who was **not** decorated. Chris Shores, **Those Other Eagles** (London, Grub Street, 2004) provides the following victory list: **14/25 June 1942**, one BR.20M destroyed four miles east of Malta (erroneously claimed as a "four-engined bomber; flying in Beaufighter X7748, "C"); **28/29 June 1942**, one Ju.87 destroyed plus one Ju.88 destroyed, Malta-Gozo area (Beaufighter X7676, "J"; the Ju.87 belonged to an Italian unit); **11/12 December 1942**, one Ju.88 destroyed, Algeria. Photo PL-4811 (ex UK-585) is of Sergeant J.C. Trebel, Sergeant A.W. Farquharson (RAF), F/O H.E. Mitchell (Brampton) and Sergeant T.L.B. Schoolbread (RAF); Farquharson and Schoolbread playing a card game. PL-4814 (ex UK-588) shows F/O H.E. Mitchell and Sergeant J.C. Trebel gathering equipment in crew room; Photo PL-4818 (ex UK-592) shows him alone; PL-4820 (ex UK-594) shows P/O Dennis C. Furse (RAF) and Sergeant J.C. Trebel resting with their night glasses.

As observer this airman was displaying high courage and skill in flying operations. Recently he took part in the destruction, despite strong opposition, of four enemy aircraft by night. Throughout, Sergeant Trebell's gallantry and devotion to duty have been an inspiration and example to all in his squadron.

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TRECARTEN, G/C Clive Leonard (C103) - **Officer, Order of the British Empire** - Eastern Air Command Headquarters (since moved to RCAF Station Dartmouth) - Awarded 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 23 September 1906 in Milltown, New Brunswick (RCAF Press Release 4907 reporting award). Attended Milltown Superior School and University of New

Brunswick. Enlisted in RCAF, Fredericton, N.B., 14 May 1925 and posted to Camp Borden as Provisional Pilot Officer until 29 August 1925. Appointed Provisional Pilot Officer, 4 June 1926 to 31 August 1926 (second year of training at Camp Borden). Appointed Provisional Pilot Officer, 6 June 1927 to 31 August 1927 (third summer of training at Camp Borden; qualified to wear wings as of 31 August 1927). Posted from Camp Borden to Ottawa Air Station for Civil Government Air Operations, 11 May 1929. On command to Camp Borden, 14-29 June 1929 before returning to Ottawa. To be Flying Officer on Permanent List, 16 July 1929. Transferred from Ottawa Air Station to Aircraft Equipment Depot Headquarters, 1 March 1931. Served as Assistant Staff Officer, Technical Development, 1 November 1932 to 31 March 1933. To Winnipeg Air Station, 31 March 1933. Returned to Ottawa Air Station, 13 January 1934. To Lac du Bonnet to command, 31 March 1934. Promoted Flight Lieutenant, 1 June 1934. Posted from Winnipeg to Camp Borden, 13 October 1934. Posted from Training Group, Camp Borden to Courses Abroad, 29 May to 22 November 1936 (RAF Station Gosport for torpedo-bomber course). On return to Canada he was posted to Trenton, commanding No.6 (Torpedo-Bomber) Squadron, November 1936 to February 1938. This was not always a happy experience. On 21 December 1936, testing Shark 501, he found the type had (in Canadian conditions) serious oil cooler problems. Another pilot in the same squadron had to put Shark 503 down at Trenton with oil problems. To Ottawa Air Station, 20 February 1938, commanding Test and Development Flight, No.7 Squadron at Ottawa. Posted in August 1938 to Courses Abroad (RAF School of Aeronautical Engineering, Henlow) for a two-year course. Promoted Squadron Leader, 1 April 1939. Much service on photo operations as well as in AFHQ. To Western Air Command Headquarters, 20 March 1940 as Senior Air Staff Officer. As of 1 October 1940 he was a Wing Commander. Promoted Group Captain, 1 March 1942. To "Y" Depot, 29 October 1942. To RAF overseas, 26 January 1943. Repatriated 25 August 1943. To Eastern Air Command Headquarters, 10 September 1943. To "K" 4 November 1944. Award presented 17 May 1945. To AFHQ, 24 March 1946. Remained in postwar RCAF, being confirmed as Group Captain on 1 October 1946. To Northwest Air Command, 4 August 1950. To Aylmer, 29 June 1951. Awarded Queen's Coronation Medal, 23 October 1953 while a Group Captain, Training Command Headquarters. Retired 18 December 1954 to live in Outremont. Died in London, Ontario, 8 June 1980 as per **Airforce Magazine**, Spring 1981.

This officer, throughout various aeronautical engineering and administrative duties in the past four years, has displayed exceptional devotion to duty. He was faced with the difficult problems of the modification, maintenance and repair of the many types of operational, training, and transport aircraft in Eastern Air Command. Applying himself with great vigour and determination he developed the maintenance and repair organization to such a degree that serviceability of the required aircraft was assured. He has continued to display exceptional ability in organization and leadership.

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TREMAINE, F/L John Robert Valentine (C3368) - **Member, Order of the British Empire** - No.1 Manning Depot - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Rockingham, Nova Scotia, 11 January 1901; educated in Halifax. Cook in State Café, 1920-1922; cook for Southern Pacific Railway, 1922-1925; in business for himself, 1925-1932 (light lunches); cooking for Hants Limited, 1932-1937; Chef and Manager, George Coles Limited,(caterer), 1937-1940. Home in Toronto; enlisted there, 16 December 1940 in Messing Trade and posted to No.1 Manning Depot. Promoted Acting Flight Lieutenant, 15 December 1941. Confirmed as Temporary Flight Lieutenant, 15 July 1942. To No.31 Personnel Depot, 8 August 1944; to No.1 Manning Depot, 15 September 1944. To No.31 Depot, Moncton, 8 August 1944. To No.1 Manning Depot, 15 September 1944. To No.4 Release Centre, 31 October 1944. Retired 10 August 1945. Award presented. Died in Toronto, 24 April 1947.

This officer has been employed as a Messing Officer on a Manning Depot over a long period of time. He has adapted unsuitable facilities to local conditions and expanded them to feed a population which grew from a few hundred to many thousands so ably as to have created one of the most efficiently functioning messing services in the Royal Canadian Air Force. He has been consulted about messing problems at other stations in the Command and the system which he has organized has formed a model for cafeterias in some of the large war plants. His untiring efforts under very difficult and varying conditions, and for the long hours, have shown the devotion and interest with which he executes his difficult tasks.

This was initiated (as an OBE submission), 14 January 1944 by G/C H.O. McDonald as follows:

For meritorious service as Messing Officer at this Depot over a long period and under very difficult conditions. This officer adapted unsuitable facilities to local conditions, expanded them to feed a population which grew from a few hundred to approximately 10,000 so ably as to have created one of the most efficiently functioning messing services in the Royal Canadian Air Force. His services in a consultant capacity in connection with messing problems at other stations in the Command has been employed on several occasions. The system which he has organized has formed a model for cafeterias in some of the large war plants. He was worked tirelessly and for the long hours and his devotion to duty and his interest in the service are of an exceptionally high order.

**Selection, Assessments and Release:** Late in 1940 his company was providing messing to No.1

Manning Depot, Exhibition Grounds, Toronto. Problems led to an urgent request for posting a Messing Officer to the Depot. Tremaine had already applied to the RCAF, and on 6 November 1940 a memo (S/L .H. Keens, No.1 Training Command to AFHQ) noted the situation and the opinion of the CO of the Depot that Tremaine was "entirely satisfactory"; his employment was recommended.

An Officers Selection Board reviewed his application and a memo on 7 November 1940 (over the name of G/C A. De Niverville) concluded, "It is the opinion of the Officers Selection Board that this candidate's qualifications, as revealed in his application, are not such as to warrant his appointment to commissioned rank. His employment since 1917 has been mainly as cook and chef in which practical aspect he may be fully qualified, but it is not considered that he possesses sufficient administrative experience."

A memo of 21 November 1940 (G/C E.C. Farman to DAFM) noted that the appointment had been discussed with Air Commodore Brookes, No.1 Training Command, who subsequently spoke to W/C Irvine, No.1 Manning Depot. Their opinion of Tremaine was that he was qualified to be a Messing Officer. A revealing paragraph read, "The degree of responsibility that could be attributed to Mr. Tremaine in regard to the unsatisfactory operation of the catering contract at No.1 Manning Depot was raised, but Air Commodore Brookes was of the opinion that Mr. Tremaine made the best possible use of the equipment and personnel provided by the contractor, and that in this respect his capabilities as a messing officer should not be judged by the situation which arose at the Manning Depot."

His subsequent assessments were good to excellent as the following examples show:

"Capable messing officer. Conduct has been entirely satisfactory. Retention recommended." (W/C G.N. Irwin, 28 May 1941).

"This officer is the Station Messing Officer at this Depot. His work has been very satisfactory and he has a good knowledge of preparing foods. He handles men well, either service personnel or civilians. He is well experienced in supervising the catering to large numbers of personnel and is, generally, a capable Messing Officer. He has temperate habits. He has recently been appointed to the rank of Acting Flight Lieutenant" (W/C G.. Nash, 21 January 1942).

"This officer is absolutely outstanding as a Messing Officer and has done a wonderful job on this depot." (S/L A.H.V. Woolrich, 23 March 1944).

He was being considered for early retirement on medical grounds. By 6 October 1944 the roof had fallen in when it was being asked if he was fit enough for a Court Martial. He was

ultimately tried by General Court Martial, 27 April 1945 for "Conduct to the Prejudice of Good Order and Air Force Discipline in that at No.1 Manning Depot, Toronto, Ontario, between 27 April 1942 and 8 August 1944, while Messing Officer at the said unit, received the sum of \$ 991.50 (the proceeds of the sale of meals in the airmen's mess to civilian tailors, civilian barbers and civilian newstand employees at the said unit) and improperly failed to account for the said sum." He was ordered to make restitution, to take rank and precedence as if his Flight Lieutenancy bore date of 15 July 1943 and to be severely reprimanded.

Given that the sums were deemed to have been held "in trust for the Crown", the charge was serious enough, and Air Vice-Marshal A. Raymonr (No.1 Air Command) was not happy. The proceedings and sentence had been reviewed, confirmed and promulgated on 5 June 1945. On 12 June 1945, Raymond wrote to AFHQ, "It is felt that in this case the sentence was quite inadequate and is prejudicial to discipline generally in the Service. If, after a review of the proceedings at your Headquarters, this opinion is concurred in it is recommended that action be taken under KR (Air) 608 (2)."

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TREMBLAY, P/O Joseph Alphonse Gerard (J19286) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 6 June 1944 and AFRO 1660/44 dated 4 August 1944. Born Montmorency, Quebec, 5 January 1923; home in Quebec City; enlisted there 15 August 1941 and posted to No.1 Manning Depot. To No.14 SFTS (guard duty), 1 September 1941. To No.5 ITS, 27 October 1941; may have graduated 19 December 1941 but not posted to No.22 EFTS until 22 December 1941; ceased training 3 February 1942 when posted to Trenton; to No.5 AOS, 28 March 1942. To No.4 Manning Depot, 15 May 1942; to No.1 Manning Depot, 31 May 1942; to No.8 AOS, 7 June 1942; graduated and promoted Sergeant, 2 October 1942. To "Y" Depot, 16 October 1942; to RAF overseas, 27 October 1943. Commissioned 14 November 1943. Promoted Flying Officer, 14 May 1944. Repatriated 8 December 1944; to No.3 Training Command, 20 December 1944; to No.8 AOS, 15 January 1945; to No.1 CNS, 9 February 1945. To No.1 Air Command, 12 March 1945. To St. Hubert, 29 March 1945. Released 18 April 1945. Navigator in P/O J.A. Coulombe's crew. Posted from No.426 Squadron to No.1666 CU, 11 May 1944. Invested with award by King George, 11 August 1944. RCAF photo PL-32548 (ex UK-13875) 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." DHist file 181.009 D.2624 (RG.24 Vol.20628) has recommendation dated 15 March 1944 when he had flown 19 sorties (120 hours 45 minutes) between 30 August 1943 and 7 March 1944.

As navigator this officer has completed numerous sorties to the most heavily defended areas in Germany including ten to the capital itself. He has proven

himself most efficient and his keenness and high degree of navigational skill has undoubtedly contributed to the successes attained by his crew...

The sortie list was as follows:

30 August 1943 - Munchen Gladbach (4.55)  
2 September 1943 - Gardening (3.20)  
3 September 1943 - Berlin (8.00)  
5 September 1943 - Mannheim (6.55)  
8 October 1943 - Hanover (5.05)  
22 October 1943 - Kassel (5.50)  
3 November 1943 - Dusseldorf (4.35)  
18 November 1943 - Berlin (8.05)  
23 November 1943 - Berlin (6.40)  
26 November 1943 - Berlin (8.20)  
2 December 1943 - Berlin (6.35)  
16 December 1943 - Berlin (7.20)  
29 December 1943 - Berlin (6.30)  
14 January 1944 - Brunswick (5.50)  
20 January 1944 - Berlin (6.35)  
27 January 1944 - Berlin (7.45)  
30 January 1944 - Berlin (6.50)  
24 February 1944 - Schweinfurt (8.20)  
7 March 1944 - Le Mans (5.15)

\* \* \* \* \*

TREMBLAY, FS (now P/O) Joseph Edouard Henri Bernard (R79435/J18476) - **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 9 February 1920. Home in Montreal; enlisted there 29 April 1941. To No.4 Manning Depot, 6 May 1942. To No.3 ITS, 27 July 1941; graduated and promoted LAC, 23 September 1941 although he had been posted to Trenton on 15 September 1941; to No.2 BGS, 11 October 1941; graduated and promoted Sergeant, 8 November 1941. To "Y" Depot, Halifax, 9 November 1941; to RAF overseas, 27 December 1941. Promoted WO2, 27 January 1943. Commissioned 27 July 1943. Promoted Flying Officer, 26 January 1944. Repatriated 8 June 1945. To Lachine, 20 June 1945. To No.2 Release Centre, 14 November 1945; released that date. See DHist file 181.009 D.1739 (PAC RG.24 Vol.20608); recommended 10 August 1943 for Non-Immediate DFM for services as air gunner. As of that time he had flown 31 sorties (202:10 operational hours).



This airman has now completed one tour of operations. He has participated in attacks against some of the most targets over German territory. He has proven himself to be an efficient Air Gunner and has fully contributed to the successes achieved by his crew. Flight Sergeant Tremblay has constantly displayed courage and devotion to duty.

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TRENKER, Corporal Paul (R181799) - **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 3 November 1921. Home in Regina; enlisted there 25 August 1942 as Radio Mechanic and posted to No.2 Manning Depot. Reclassified as RDF Mechanic (Radar Mechanic), 1 September 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 School, 25 May 1943. To "Y" Depot, Lachine, 21 January 1944; taken on strength of No.3 PRC, Bournemouth, 14 February 1944. Repatriated 29 December 1945. To No.5 Release Centre, 5 January 1946. Released 11 February 1946. No citation in AFRO.

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TRETHEWEY, Corporal Edgar Allen (R197854) - **Mention in Despatches** - No.27 Detachment, RCAF (now No.2 PAE) - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 30 July 1924. Home in Haney, British Columbia; enlisted in Vancouver, 2 November 1942 and posted to No.3 Manning Depot. Classified as General Duties, 4 December 1942. To No.3 Repair Depot, 17 December 1942. To Prince Rupert, 22 December 1942. Promoted AC1, 1 March 1943. To No.27 Detachment, 1 May 1943. Promoted LAC, 4 June 1943. Promoted Corporal, 1 September 1943. Remustered to aircrew and posted to No.2 Pre-Aircrew Education Unit. To No.4 ITS, 9 April 1944; to No.7 BGS, 3 November 1944; to No.7 AOS, 4 February 1945. Graduated as Air Bomber and promoted Sergeant, 29 March 1945; subsequently commissioned with effect from that date (J52215). To No.8 Release Centre, 24 April 1945. Released 14 May 1945. DHist file 181.009 D.1636 (RG.24 Vol.20604) has recommendation for a BEM dated 9 February 1944.

While being ferried ashore in a dory on 1st January last, two airmen were washed overboard in a heavy sea, where the coastline is rugged with jagged rocks. Corporal Trethewey, with full knowledge of the great risk involved and complete disregard for his own safety, dove from the shore into the raging surf in an endeavour to rescue one of the airmen who was visible below the surface of the water. Supported by a life preserver that had been thrown from shore, he grasped the airman but despite his most strenuous efforts the waves and

treacherous undercurrent exhausted him and he was compelled to release his hold. Corporal Twethewey was pulled ashore in an exhausted and battered condition. He nearly lost his own life in his gallant attempt to save his fellow airman.

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TRETHOWAN, FS John Charles (R145686) - **British Empire Medal** - No.168 Squadron - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Enlisted in Hamilton, Ontario, 6 December 1941. Award presented by Governor General, 10 December 1947. In postwar forces (23638); information from this gentleman states that while serving as a technical crewman with No.412 Squadron, he participated in the first RCAF trans-Pacific flight in a converted Liberator (July 1947). In 1962 he became the first postwar flight engineer to be promoted to Warrant Officer 1st Class. In May 1968 he accompanied No.129 Ferry Flight for the movement of a Liberator from India to the National Aviation Museum, Rockcliffe. At age 54 he was awarded Membership in the Order of Military Merit "for outstanding professional contributions to Canadian Military Aviation during 33 years of service. His inspiration, leadership and professional knowledge have been consistently excellent"; at the time he was Chief Warrant Officer with No.405 (Maritime Patrol) Squadron. Died in Ottawa, 29 November 2007.

Flight Sergeant Trethowan is a capable and efficient Aero Engine Mechanic whose devotion to duty and leadership as maintenance crew chief and in aircraft crewman duties has been most outstanding. This non-commissioned officer has completed nearly thirteen hundred hours flying as crewman and has the rather unique record of having completed the first, five hundredth and last trans-Atlantic mail trip with this squadron.

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TREVORS, Sergeant Eleanor Dorothy (W301086) - **British Empire Medal** - RCAF Station Rockcliffe (since moved to AFHQ, Ottawa). Awarded 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 8 January 1920 in Douglasfield, New Brunswick (RCAF press release 4907 announcing award). Educated there, at Chatham and Harkness Academy, Newcastle, New Brunswick. Home in Douglasfield. Worked as a stenographer for T. Eaton Company in Moncton. Enlisted in Moncton, 12 January 1942. Classified as Clerk Stenographer on enlistment. Posted to No.9 SFTS, 28 February 1942; promoted Corporal, 1 September 1942; to Ottawa, 5 July 1943; attained rank of Sergeant, 1 July 1944. Reclassified as Clerk/Administration, 1 January 1945. Posted overseas, April 1946; repatriated 25 October 1946. Released 5 December 1946. Award presented by Governor General, 27 June 1945.

This non-commissioned officer, with a remarkable knowledge of administration in general, is outstanding in the performance of her duties. She is most energetic in keeping up with her service knowledge and efficiently executes any duties assigned to her. She has done much towards the promotion of station activities. Her cheerful and co-operative spirit and exceptional service attitude are an example and inspiration to all ranks. Her outstanding ability and devotion to duty have been of great assistance to her superiors.

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TREW, FS Edward Charles (R57685) - **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. Born 9 May 1911. American citizen, but he gave his home as Victoria; enlisted in Vancouver, 4 April 1940. Posted to No.1 WS, 26 April 1940. Promoted AC1, 4 July 1940. Promoted LAC, 16 September 1940. Posted overseas 26 September 1940. Promoted Sergeant, 1 January 1943; promoted Flight Sergeant, 21 July 1943. Repatriated 28 February 1945. Released 28 April 1945. Certificate mailed 11 September 1948. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation submitted to OC No.64 Base, 4 May 1945, confirms unit.

This NCO had been in charge of Signals aircraft servicing and maintenance at this station for twelve months until his repatriation in February 1945. Flight Sergeant Trew has worked hard and his organizing ability has materially aided the operational success of this station. The high standard of Signals maintenance and servicing, and the good technical ability of the Signals Servicing personnel is due mainly to the hard work and able leadership of Flight Sergeant Trew. It is considered that this NCO's contribution to the war effort is deserving of recognition.

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TREWIN, F/O Marcus David (J27796) - **Commended for Valuable Services in the Air** - No.1 OTU - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Toronto, 27 December 1919 (press release announcing award). Employed by Crane Limited, Toronto prewar. Home in Humber Bay, Ontario; enlisted in Hamilton, 24 July 1941 and posted to No.4A Manning Depot. To No.3 ITS, 1 September 1941; graduated and promoted LAC, 7 October 1941 but not posted to No.21 EFTS until 25 October 1941; graduated 19 December 1941 and posted next day to No.9 SFTS; graduated and

promoted Sergeant, 24 April 1942. To No.9 BGS, 8 May 1943; to No.1 OTU, 10 August 1942; promoted Flight Sergeant, 24 October 1942. Commissioned 16 December 1942; promoted Flying Officer, 16 June 1943; to No.7 OTU, 1 February 1945. Posted to Debert on 21 July 1945; released 10 September 1945.

This staff pilot at all times has carried out his duties in a most energetic and efficient manner, often under very difficult circumstances. By his skill and energy in the performance of his duties, he has contributed much to the standard of air firing at this unit.

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TRIBE, Sergeant David Francis (R128945) - **Distinguished Flying Medal** - No.12 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2437/43 dated 26 November 1943. Born 18 November 1919 in Comox, British Columbia; home in Pinner, Middlesex or in Courteney, British Columbia (mechanic); enlisted Vancouver, 15 September 1941 and posted to No.3 Manning Depot. To No.8 BGS, 10 October 1941. To No.4 ITS, 9 November 1941; graduated and promoted LAC, 2 January 1942; when posted to No.18 EFTS; may have graduated 13 March 1942 but not posted to No.15 SFTS until 28 March 1942; graduated and promoted Sergeant, 17 July 1942. Posted to "Y" Depot, Halifax, 2 August 1942. To RAF overseas, 6 August 1942. Promoted Flight Sergeant, 17 January 1943; promoted WO2, 17 July 1943; commissioned 24 February 1944; promoted Flying Officer, 24 August 1944. Invested with award by King George, 17 October 1944. Obituary stated he had flown 30 sorties. Repatriated to Canada, 18 December 1944; to Western Air Command, 29 December 1944; to No.5 OTU, 8 February 1945; to No.2 Air Command, 17 April 1945; released 22 October 1945. He joined Trans-Canada Airlines (may have done so even before formal release from the RCAF) and logged 28,000 hours before retiring from Air Canada in November 1979. Among his career highlights was the inaugural North American flight of the Viscount from Montreal to Winnipeg in 1955. In pursuit of his life-long passion, Dave he golfed all over the United Kingdom, United States and Canada; and attended two Ryder Cups. In 1984, he won the Vancouver Island Seniors Golf Championship. Died in Sidney, British Columbia, 23 October 2010. Photo PL-33606 shows him and F/O J.E. Dorie after both had been invested with DFM by the King, October 1943; PL-33605 is F/O Tribe alone after investiture.

A reliable and courageous captain of aircraft, Sergeant Tribe has participated in attacks on some of the enemy's most important targets including Berlin, Hamburg, Essen and Peenemunde. He has a fine fighting spirit and always presses home his attack with the greatest determination and courage. In March 1943 he showed outstanding ability and resolution in completing his mission although his aircraft was severely iced up on the way to the target.

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TRIBNER, F/L Gordon Earl (J21310) - **Distinguished Flying Cross** - No.60 Squadron - Award effective 23 March as per **London Gazette** dated 3 April 1945 and AFRO 765/45 dated 4 May 1945. Born 19 February 1922 in Cornwall, Ontario; home there (labourer); enlisted Ottawa 27 January 1941 and posted to No.2 Manning Depot. To No.1 Manning Depot, 28 February 1941. To No.1 ITS, 8 August 1941; graduated and promoted LAC, 13 September 1941; to No.1 Manning Depot, 15 September 1941; to No.7 EFTS, 24 September 1941; graduated 21 November 1941 and posted next day to No.14 SFTS; graduated 15 February 1942 with rank of Sergeant). To "Y" Depot, Halifax, 14 March 1942; to No.126 Squadron (Home Defence), 6 May 1942; to No.127 Squadron (Home Defence), 18 July 1942; to No.31 GRS, date uncertain; to No.1 GRS, 15 August 1942. Commissioned 1 September 1942; promoted Flying Officer, 1 March 1943; to "Y" Depot, Halifax, 14 March 1943; to RAF overseas, 2 April 1943. Promoted Flight Lieutenant, 1 September 1944. Posted supernumerary in No.60 Squadron, 1 February 1945. Repatriated 12 March 1946; released 28 March 1946. Award presented by Governor General, 7 August 1946.

This officer is a skilful pilot who has led his flight on a large number of successful missions. Most of his sorties have been flown over mountainous country during monsoon weather. He has consistently maintained a standard of efficiency both in the air and on the ground and has at all times set a splendid example by his enthusiasm and cheerful devotion to duty.

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TRICK, F/L James Douglas (J10722) - **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 Winnipeg, 8 October 1919; home in Stonewall, Manitoba (pharmacist apprentice at Winnipeg General Hospital); enlisted in Winnipeg, 7 November 1940 and posted to No.1 Manning Depot, Toronto. To No.16 Explosive Depot, Debart, 17 December 1940. To No.3 ITS, 24 March 1941; graduated and promoted LAC, 20 April 1941; to No.2 EFTS, Fort William, 21 April 1941; ceased training and posted to Trenton, 11 June 1941; to No.2 Manning Depot, Brandon, 13 July 1941; to No.7 AOS, Portage la Prairie, 22 July 1941; graduated 13 October 1941 on posting to No.7 BGS, Paulson; graduated and promoted Sergeant, 22 November 1941; to No.1 ANS, 24 November 1941; graduated and commissioned, 18 March 1942. Posted to No.31 GRS, 10 April 1942. To RAF overseas, 16 June 1942. To No.20 OTU, 14 July 1942. Promoted Flying Officer and posted to No.115 Squadron, 1 October 1942, serving with them until 6 August 1943. To No.514 Squadron, 8 October 1943, serving with them until 3 November 1944 (promoted Flight Lieutenant, 19 March 1944). Repatriated to

Canada, 15 November 1944. To No.1 CNS, Rivers, 9 January 1945. To Release Centre, Winnipeg, 25 July 1945. Retired 3 August 1945. On 15 May 1951 he rejoined the RCAF in as a Radio Navigator (Flying Officer on enlistment). To Air Navigation School, Summerside, 2 August 1951. To Central Navigation School, Summerside, 2 October 1951. To No.2 Air Navigation School, Winnipeg, 20 January 1952. To No.109 Communications Flight, Gros Tenquin, 11 July 1955. Numerous temporary duty assignments to Naples, Ankara, Athens. Struck off strength of No.2 (Fighter) Wing, Gros Tenquin, 9 July 1958 and posted to Canadian Joint Air Training Centre, Rivers, 10 July 1958. Promoted Flight Lieutenant, 1 October 1958. To No.408 Squadron, Rivers, 1 May 1964. Retired 8 October 1964 Award presented 11 June 1949. Died in Stonewall, Manitoba, 2 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." Public Records Office Air 2/8830 has recommendation dated 4 November 1944 when he had flown 46 sorties (191 hours 59 minutes), 6 November 1942 to 26 October 1944.

6 November 1942 - GARDENING, La Rochelle (6.50)  
11 November 1942 - GARDENING, La Rochelle (6.04)  
15 November 1942 - St.Nazaire (5.35)  
28 November 1942 - Turin (9.20)  
30 November 1942 - La Rochelle (6.25)  
4 May 1943 - Dortmund (3.30)  
11 May 1943 - Duisburg (3.10)  
12 May 1943 - Bochum (3.45)  
23 May 1943 - Dortmund (3.25)  
25 May 1943 - Dusseldorf (3.00)  
27 May 1943 - Essen (4.05)  
29 May 1943 - Wuppertal (4.05)  
12 June 1943 - Dusseldorf (3.00)  
13 June 1943 - Bochum (3.45)  
20 June 1943 - Bordeaux (5.35)  
22 June 1943 - Mulheim (2.50)  
24 June 1943 - Elberfeld (4.00)  
25 June 1943 - Gelsenkirchen (3.30)  
28 June 1943 - Cologne (3.15)  
9 July 1943 - Gelsenkirchen (4.40)  
22 July 1943 - St.Nazaire (3.45)  
24 July 1943 - Hamburg (4.45)  
29 July 1943 - Hamburg (4.30)  
29 March 1943 - Berlin (6.35)  
10 April 1944 - Laon (4.15)

7 June 1944 - Paris (3.10)  
7 August 1944 - Caen (3.05)  
8 August 1944 - Foret du 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 - Neuse (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 - Saarbrucken (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)

Flight Lieutenant Trick has completed forty-six operational sorties as navigator of heavy bomber aircraft. These sorties include a wide variety of attacks, both by day and night, on many of the most heavily defended targets in Germany.

He is an excellent navigator, and has set a most praiseworthy example by his very high standard of skill, courage and devotion to duty. His work in the air has been faultless throughout, even on occasions such as the raids on Saarbrucken on the 5th October 1944 and Essen on the 24th October, 1944, when his aircraft had been extensively damaged by anti-aircraft fire over the target.

Flight Lieutenant Trick is strongly recommended for the award of the Distinguished Flying Cross, in recognition of his fine record as an operational navigator.

**Notes:**

Slightly injured in crash of Fairey Battle, 1 November 1941 (engine failure followed by forced landing followed by fire), three miles southeast of aerodrome, No.7 BGS.

On repatriation form dated 2 November 1944 he stated he had flown 47 bombing sorties and one air/sea rescue sortie. He gave operational hours as 194.05, training hours as 289.30 plus 48 non-training hours overseas. Stated he had been shot up three times on second tour. He listed overseas postings and flying as follows:

3 PRC - 26 June 1942 - waiting  
20 OTU - 12 July 1942 - Crewing, Training - Anson, 49.55  
20 OTU, 20 August 1942 - Crewing, Training - Wellington, 54.10  
No.115 Squadron - 28 September 1942 - operations - Wellington, 55.10  
No.1657 CU - 29 December 1942 - conversion - Stirling, 42.30  
No.115 Squadron - 15 February 1943 - operations - Lancaster II, 19.30  
Littleport, 1 April 1943 - hospitalized  
No.115 Squadron - 23 April 1943 - operations - Lancaster II, 85.50  
BDU, 20 September 1943 - training - Wellington, 54.20  
No.514 Squadron - 10 October 1943 - instructing - Lancaster, 28.15  
No.514 Squadron - 10 march 1944 - operations - Lancaster, 112.00

A memo dated 1 November 1944 within RCAF Overseas Headquarters describes his service overseas as follows: No.20 OTU training on Wellingtons, 13 July to 22 September 1942; first tour with No.115 Squadron, 23 September to 23 December 1942 (Wellingtons) following by conversion to four-engined air craft at No.1657 CU, 23 December 1942 to 15 February 1943. Completed first tour (25 sorties) with No.115 Squadron, 15 February to 28 July 1943. Instructed at Bomber Development Unit, 20 August to 8 October 1943 and then instructed No.514 Squadron, 8 October 1943 to 18 March 1944 (Wellingtons; was Navigation Leader with that unit, 8 October to 29 February 1944). Second tour with No.514 Squadron, 18 March to 3 November 1944 (Lancasters). "This officer has a total of 670 flying hours, 196 of which are operational comprising 48 sorties for two tours of operation."

On a form dated 14 September 1955 he gave his flying times as follows: Anson (163.25), Battle (26.30), Wellington (109.30), Stirling (22.30), Lancaster (320.20), Dakota (53.45), Expeditor (325.00), T-33 (one hour), Mitchell (1.50)

As of the end of 1963 he listed total flying time as 3,676 hours by day and 838 by night (302 day and 43 night in 1963). Most recently he had been flying in C-119s (345 hours in 1963) and the most recent types overall were C-119 (2,062 hours), C-47 (1,270), C-45 (320), North Star (112), Bristol (18), Caribou (57) and Yukon (25).

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TRICKETT, F/L Robert Irwin (J5678) - **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. Born Roblin, Manitoba, 19 November 1914; home in Deetdale, Manitoba (poultry products inspector). Served in Manitoba Horse, 1929-1930; enlisted in Saskatoon, 26 September 1940. To No.34 SFTS, 25 October 1940 (guard). To No.2 ITS, 29 November 1940; graduated and promoted LAC, 6 January 1941 when posted to No.3 AOS; graduated 31 March 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 12 May 1941 when posted to No.1 ANS; graduated and commissioned 10 June 1941. Posted that date to Embarkation Depot. To RAF overseas, 29 June 1941. Promoted Flying Officer, 10 June 1942 and Flight Lieutenant, 24 September 1942. Flew two tours. Returned to Canada, 4 December 1943 to be trained as a pilot; to No.15 EFTS, 27 January 1944; to No.10 SFTS, 21 April 1944; wings awarded as of 6 October 1944). Commanded No.1 REMU, Lethbridge, 15 August 1945 to 16 April 1946; appointed Administrative Officer at No.10 Repair Depot, 1 May 1946. Appointed to Permanent Force, 1 October 1946 with rank of Squadron Leader. Promoted Wing Commander, 1 January 1949. Took command of No.412 Squadron, 2 July 1950 and flew aircraft which in 1951 carried Princess Elizabeth and Prince Philip across Canada. To Recruiting Unit, 1 December 1952 in Regina; died there on 26 April 1953.

The majority of the operational sorties on which this officer has been engaged have been attended with marked success, due largely to his determination to press home his attack and to his ability as a navigator. His coolness and efficiency have set a high example to all in the squadron.

Public Record Office Air 50/185 has the following Combat Report of an incident in which he was involved:

**27/28 March 1943:** Target, Berlin. Crew as follows: Captain - S/L R.J. Lane (RCAF); Air Bomber - F/L Mack; Navigator, S/L Robert Irwin Trickett, DFC (RCAF); WOP - P/O Thorpe; Rear Gunner - Flight Sergeant Scammell (trained at No.10 AGS, Castle Kennedy and No.60 OTU, East Fortune); Flight Engineer - Flight Sergeant Haxby; Mid-Upper Gunner - Sergeant Tulloch (trained at No.4 AGS, Morpeth; no OTU, having converted to Halifax aircraft with No.78 Squadron).

Halifax "Y", Aircraft "U" of 35 Squadron, No.W7874, on Berlin, at Hanover, 12 miles NW, 2150 hours, 15,000 feet, 155 m.p.h. IAS. Bombs not dropped; course 119 Degrees True; cloud 10/10ths tops at 10/12,000 feet. Visibility good about 1,000 yards above cloud. No moon. No flak or searchlights. Ju.88 observed 800 yards on starboard quarter and below own aircraft. Enemy aircraft came in astern and up to own aircraft's level. Tail gunner opened fire at 450 yards and gave four-second burst (1,250 rounds, approximately) as enemy aircraft closed to 350 yards. Enemy aircraft did not return fire. Tracer appeared to be entering into enemy aircraft, which skidded down immediately below own aircraft and

disappeared in the clouds. Enemy aircraft was not seen again.

At time of first sighting, own aircraft was doing very slight evasive action, and after sighting and as enemy aircraft closed in rear gunner told Captain to corkscrew; this was carried out at about 650 yards range. Enemy aircraft claimed as damaged. Own aircraft proceeded to target.

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TRILSBECK, F/O Theodore (J10163) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 13 May 1943 as per **London Gazette** dated 18 May 1943 and AFRO 1076/43 dated 11 June 1943. Born in Midland, Ontario, 15 July 1922; educated at Pauline Public School (Toronto, ten years) and Western Technical School, Toronto (two years). Home in Toronto (pan boy in a bakery, 1937-1940; machinist for an electrical firm, Toronto, 1940-1941); enlisted there 13 February 1941. To No.1 Manning Depot, Toronto, 17 February 1941; to No.1 Coastal Artillery Cooperation Flight, Saint John, 25 March 1941; to No.1 WS, Montreal, 26 May 1941; promoted LAC, 28 June 1941. Struck off strength of No.1 WS, 5 December 1941 on posting to Composite Training School, Trenton; reclassified as Air Gunner trainee, 15 December 1941. Posted 4 January 1942 to No.9 BGS, Mont Joli. Graduated and commissioned, 16 February 1942.. To "Y" Depot, Halifax, 18 February 1942. To RAF overseas, 4 March 1942; disembarked in England, 16 March 1942 and taken on strength of No.3 PRC, Bournemouth. To No.7 Air Gunner School, 23 May 1942. To No.16 OTU, 23 June 1942. To No.106 Conversion Flight, 16 September 1942. To No.97 Squadron, 28 September 1942. Promoted Flying Officer, 1 October 1942. To No.617 Squadron, 20 March 1943. Apparently then sent to No.27 OTU, date uncertain, from which he was posted (10 June 1943) to No.82 OTU. To No.103 Squadron, 22 September 1943. To No.156 Squadron, 24 September 1943. Promoted to Flight Lieutenant and invested with award by King George, both on 7 December 1943. Killed in action 16 December 1943 (Lancaster JP216, No.156 Squadron); name on Runnymede Memorial.

Flying Officer Trilsbeck has completed many operational sorties as air gunner in a very successful crew. His targets have included such heavily defended centres as the Ruhr, Berlin, Turin and Genoa. His skill, both in the air and in ground organization, is such that every sortie undertaken by him has proved successful. His high courage and devotion to duty have been most praiseworthy.

NOTE: Public Records Office Air 2/8951 has recommendation dated 21 March 1943 when he had flown 30 sorties (190 hours) with text that varies slightly from that published.

5 October 1942 - Aachen (5.50)

12 October 1942 - Wismar (6.25)

15 October 1942 - Cologne (4.30)  
6 November 1942 - Genoa (8.45)  
9 November 1942 - Hamburg (5.00)  
13 November 1942 - Genoa (8.40)  
17 November 1942 - GARDENING (9.55)  
28 November 1942 - Turin (8.35)  
8 December 1942 - Turin (8.55)  
9 December 1942 - Turin (6.50)  
17 December 1942 - Neustadt (4.50)  
20 December 1942 - Duisburg (4.05)  
21 December 1942 - Munich (7.30)  
2 January 1943 - GARDENING (8.25)  
7 January 1943 - Essen (4.35)  
9 January 1943 - Essen (4.00)  
12 January 1943 - Essen (5.00)  
16 January 1943 - Berlin (7.10)  
17 January 1943 - Berlin (8.05)  
27 January 1943 - Dusseldorf (4.30)  
30 January 1943 - Hamburg (6.00)  
2 February 1943 - Cologne (5.05)  
8 February 1943 - GARDENING (9.50)  
13 February 1943 - Lorient (6.40)  
16 February 1943 - Lorient (5.45)  
19 February 1943 - Wilhelmshaven (4.15)  
25 February 1943 - Nuremburg (7.30)  
26 February 1943 - Cologne (4.45)  
28 February 1943 - St.Nazaire (5.20)  
3 March 1943 - Hamburg (4.15)

Flying Officer Trilsbeck has completed an operational tour as Air Gunner to a very successful crew. He has taken part in many sorties against the Ruhr, Berlin, Italy and other places. His skill both in the air and on the ground have ensured that every sortie for which he was detailed was successfully completed. Photographic evidence produced by his crew has been so consistently good that it could have been produced only by team work of a very high order. His courage and devotion to duty have been praiseworthy on all occasions.

On 12 June 1943, at No.82 OTU, he was in crew of Wellington HE418 on a delivery flight, S/L T.J. Warner pilot. Aircraft departed Boscombe Down but after about ten miles the starboard engine began acting up and aircraft swung to starboard. Aircraft turned back, during which

time the engine failed. Crew sent to crash stations but pilot executed a successful single-engine landing.

Particulars of Loss: Lancaster JD216 departed Warboys, 16 December 1943 at 1628 hours to attack Berlin. A fix was obtained at 1845 hours, position 5222 North, 0248E, and nothing more heard. Crew consisted of Aus 403490 F/L C.O. Aubert, DFM (RAAF, pilot), Aus 400999 F/L J.F. Samuel (RAAF, navigator), 102608 F/L R. Hadley (Y Operator), Aus 403766 P/O R. Smith (RAAF, wireless operator), 1098374 FS W.S. Fisher (flight engineer), Aus 400820 F/L N.T.R. Poulton (bomb aimer), J10163 F/L T. Trilsbeck (mid-upper gunner) and Aus 206873 F/L L.J. Powell (RAAF, rear gunner).

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TRIPP, F/L Jack Edmund (J29751) - **Commended for Valuable Services in the Air** - No.9 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Royal Oak, Michigan, 10 November 1920. Raised in London, Ontario (award card gives home as Byron, Ontario). Enlisted in North Bay, Ontario, 16 September 1941 and posted to No.1 Manning Depot. To No.1 Training Command, 15 October 1941. To No.5 ITS, 23 November 1941; graduated and promoted LAC, 17 January 1942 when posted to No.13 EFTS; may have graduated 27 March 1942 but not posted to No.2 SFTS until 11 April 1942; to No.16 SFTS, 6 May 1942; graduated and promoted Sergeant, 14 August 1942. To No.1 Flying Instructor School, 12 September 1942; to No.9 SFTS, 30 October 1942; promoted Flight Sergeant, 17 February 1943; promoted WO2, 14 August 1943; subsequently commissioned (backdated to 31 December 1942 with Flying Officer rank from 1 July 1943); promoted Flight Lieutenant, 1 October 1944; to Central Flying School, 26 June 1945; to No.4 REU, 30 September 1945; retired 9 October 1946. Employed by Bell for 40 years. Died in Guelph, 21 August 2015.

This officer has been on continuous instructional duties since November 1942. During this period he has completed a total of fourteen hundred flying hours. He has shown excellent service spirit at all times and has carried out his duties, both as an instructor and flight commander, in a very capable manner. He is worthy of much praise for the fine example he has set for his fellow officers.

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TRIPP, P/O Patrick Charles Howard (J17603) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943. Born in Vancouver, 9 February 1923; home there; enlisted there 23 May 1941 and posted to No.2A Manning Depot. Trained at No.3 WS (graduated 19 December 1941) and No.4 BGS (graduated 30 March 1942). Posting and promotions card

indistinct. Invested with award by King George, 27 December 1945. Discharged 12 May 1947. Rejoined RCAF in Vancouver, 11 September 1956 as Personnel/Education Officer (301603). To No.59 Squadron, Royal Canadian Air Cadets, Vancouver, 11 September 1956. Released 22 November 1964, retiring to Victoria. RCAF photo PL-42316 (ex UK-19222 dated 2 March 1945) shows him with his wife following investiture at Buckingham Palace.

This officer has completed attacks on many of the most heavily defended objectives in enemy territory. These have included Hamburg and Berlin on two occasions and no less than twelve sorties on the Ruhr. He possesses great tenacity of purpose and as an air gunner has always displayed exceptional fighting qualities throughout all his missions.

RCAF Press Release No.4488 dated 7 April 1944 from Sergeant John Badger reads:

WITH RCAF BOMBER GROUP OVERSEAS: Pilot Officer P.C. Tripp had an eventful tour of operations, even though he only had to use his tail turret guns once. The lanky good-humored Vancouver youngster (5843 Boundary Road) is instructing in night vision now at a heavy conversion unit of this Group.

His RAF Halifax was minelaying in German coastal waters the night he found work for his Brownings. The big aircraft was speeding along about 100 feet over the waves when the pilot, Sergeant H.H. Hoover, a Saskatchewan man and now a flying officer, sighted a large ship looming through the dark, directly ahead. There was no time to take evasive action. The Halifax shot over it and Tripp began firing at the decks, thinking it was a German flak-ship. It replied with bursts of light flak. Then he noticed flashes all through the dark below. They were passing over a German convoy that included several big ships and a number of escort vessels, all blazing away at the Halifax. "Those Jerries were on their toes all right," Tripp admits with a rueful smile. Their concentration of light flak seemed to be centred on his turret, so apparently they could see only the flashes of his guns. Flak fragments tore part of the bottom out of the turret and blasted the Perspex panels out of part of the windows. Specks and splinters of the stuff flew into his eyes. Despite his stinging, streaming eyes and the cold of the now windy turret, Tripp stayed at his post all through the return flight. About an hour later, as they were nearing the British coast, he sighted a night-fighter. Fortunately it did not attack.

After treatment, his eyes recovered fully. He was otherwise unhurt. Over Essen another night, searchlights coned his weaving, diving Halifax for 10 minutes. Flak

shredded the bomber damaging one of the four engines enough to stop it. The RAF wireless operator left his post to see the skipper for a moment. While he was away, a large hunk of flak hurled through the spot where he had been sitting, buried itself in his parachute. When the Halifax at last twisted out of the beams, the skipper turned it and went back through the same area again on his bombing run. This time the death-load was delivered as scheduled.

The same thing happened over Duisburg. That city has a reputation in Bomber Command for heavy and accurate defences and it lived up to its name that night. Three times the cones of searchlight beams made an easy target out of Tripp's huge bomber as it made its straight run, and three times the skipper weaved out of danger. The fourth time, the Halifax went through its run and made a target out of Duisburg.

But Tripp says that the flight that shook him most was a training one. He was sitting in the second pilot's seat when his aircraft landed. The brakes broke and one wheel of the speeding machine dipped into a hole, stopping the big aircraft instantly. It didn't stop Tripp. He shot out of the seat, skidded across the floor of the aircraft until he fetched up against an obstacle. When he stood up, he discovered that, though he was intact, the seat of his pants had been ripped out. "And if running across a busy airfield to barracks with no seat in your pants doesn't shake you, I don't know what will," grins Tripp.

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TRIPP, FS Sydney (R63711) - **Mention in Despatches** - No.437 Squadron (AFRO identifies unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 497/46 dated 17 May 1946. Born 1 January 1913. Home in London, Ontario; enlisted there 31 May 1940 as Aero Engine Mechanic. Posted to School of Technical Training, St. Thomas, Ontario, 12 July 1940; to No.4 BGS, 20 November 1940; promoted AC1, 5 January 1941; subsequent promotion to LAC was backdated to 1 December 1940; promoted Corporal, 1 July 1941; promoted Sergeant, 1 June 1942; to No.164 Squadron, 23 January 1943; promoted Flight Sergeant, 1 May 1943; to "Y" Depot, Halifax, 28 September 1944; to No.3 Personnel Reception Centre, Bornemouth, 4 October 1944. Repatriated 5 September 1945; released 22 October 1945. DHist file 181.009 D.4855 (RG.24 Vol.20657) has recommendation for BEM dated 9 June 1945; Warrant Officer Engineering.

This NCO was posted to the squadron on its formation as the NCO in charge "C" Flight and at a later date assumed the responsibilities of Warrant Officer

Engineering. In both positions this NCO has shown outstanding capabilities as an organizer and leader of men.

He has worked hard to organize his section and ensure that the efficiency was at a high level. It is due in no small amount to his drive and initiative that the serviceability of the aircraft has been maintained at a high level.

During the squadron's activities on both Transport and Airborne role, Flight Sergeant Tripp displayed initiative, stamina and devotion to duty of the highest order.

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TRITES, F/L Charles Venor (C12145) - **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 Moncton, New Brunswick, 22 November 1908. Attended Dalhousie University (applied science); joined RCAF 12 June 1942 in Vancouver and immediately commissioned in Works and Buildings Branch; posted on enlistment to No.5 Manning Depot. To Western Air Command, 26 June 1942; to Patricia Bay, 7 July 1942. Promoted Flight Lieutenant, 15 March 1943. Promoted Squadron Leader, 1 January 1945. To No.9 Construction and Maintenance Unit, which he commanded from 2 December 1945 to January 1946. To Maintenance Command Headquarters, 17 January 1946. Remained in postwar RCAF (19721) in the Construction Engineering Branch., with service at Maintenance Command Headquarters (later Air Materiel Command, AFHQ. To AFHQ, 5 October 1949. Promoted Wing Commander, 1 February 1950. To No.1 Air Division, Europe, 15 July 1954. Attained rank of Group Captain.

For over two years this officer has been officer commanding construction engineering at his station and at all times he has carried out his duties in an outstanding manner. He has faced many and unusual difficulties and on each occasion he has met and disposed of these problems with great despatch and effectiveness. The enthusiasm and keenness shown by this officer have provided an excellent example to all personnel under him.

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TRITES, S/L Ralph Macdonald (C1784) - **Member, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born at Lewisville, New Brunswick, 27 August 1915 (RCAF Press Release 2659 announcing award). Enlisted at Camp Borden, 30 November 1935. Commissioned 15 March 1940; promoted Squadron Leader, 16 July 1941. Posted overseas 31

October 1942. Promoted Wing Commander, 23 February 1944. Repatriated 14 August 1945. Remained in postwar RCAF in Armament; retired in Ottawa 31 December 1957. Award presented. RCAF photo PL-31685(ex UK-13563) shows him being invested by the King, 11 August 1944 during royal visit to No.6 Group.

This officer, serving as Senior Armament Officer for the RCAF Overseas, has in no small measure been responsible for equipping Canadian operational aircraft with secret armament devices. This has required energetic devotion to duty and tireless effort. He is a good administrator and leader, and his outstanding trade proficiency and experience have been of invaluable assistance in all matters pertaining to armament.

TRITES, W/C Ralph MacDonald, MBE (C1784) - **Mention in Despatches** - No.6 Group - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945.

RCAF Press Release 3690 drafted 19 January 1944 (drafted by P/O Fred Jackson) reads as follows:

With the RCAF Bomber Group Overseas - The job of being armament officer at the RCAF Bomber Group is a heap of responsibility for anybody but to S/L Ralph Trites it is the culmination of an ambition that has its origins when he was fresh out of Aberdeen High School in his home town of Moncton, New Brunswick.

Honoured by His Majesty the King in the New Years List with an MBE, Squadron Leader Trites dates his RCAF history back to November 30, 1935 when he signed on the dotted line and embarked on what to him was to be a lifetime career.

Back in those Moncton school days Ralph Trites' chums were moving into this and that type of business careers but it was aviation that intrigued Trites. He enlisted in the RCAF and when it came to a question of trades he put his finger on "Armament".

In those days the armament men got up in the kites and handled the guns and Squadron Leader Trites will tell you to day if you back him into a corner that it was the idea that he could shoot off some guns that sold him on the general idea of being an armament man.

Life since then has been one important assignment after another. A member of the Permanent Air Force, he was already well up the ladder and far advanced in



his trade when war clouds finally broke over Europe and he was commissioned in March 1940.

Since then he has been among other things Chief Instructor at No.8 Bombing and Gunnery School, Lethbridge, Alberta; Officer Commanding Officers Course, Armament School, Mountain View, and Senior Armament Officer, RCAF Overseas Headquarters.

You'll hear plenty of people say that the business of being an armament officer is rather a dull one indeed, but you can't sell that story to S/L Trites. Like everything else it's simply a matter of liking your work. An armament officer gets a kick out of juggling around facts and figures dealing with blockbusters, big bombs and little bombs, incendiaries, booby traps, mines and all the rest of the creations that are daily putting "paid" to the account of one Adolf Hitler.

An armament officer has to know his stuff. There is no such thing as second guessing. He is the chap who has to provision and maintain all bomb loads - who has to have the "gen" on all types of bombs - who advises the Air Officer Commanding on what bomb load should be carried on each and every operation - who has to give an answer to every armament problem and for every armament question that is thrown his way.

He has to keep in close touch and be attuned to the latest developments in bombing and other phases of armament and make sure that there are always available supplies on hand of all equipment and material.

If something goes wrong with a bomb or a bomb load it's his job to find out the answer and supply the solution. If there is a gun that doesn't function okay, why did it happen and let's make sure it doesn't happen again.

There are all sorts of things that an armament officer could talk about if he wanted to but he doesn't because (a) they are RCAF secrets and (b) he is a very modest fellow.

One thing Squadron Leader Trites, MBE, will admit to however is that he expects to stay in the RCAF after the war. To him it's his lifetime career. It was that way when he first broke in and it is even more so now when he looks back over the nine years he has enjoyed wearing air force blue.

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TRITES, F/L Richard Murray (J7919) - **Mention in Despatches** - No.464 Squadron (deceased) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 15 March 1919 in Sackville, New Brunswick; home there. Enlisted in Montreal, 3 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 21 January 1941. To No.6 SFTS (guard), 8 February 1941. To No.1 ITS, 4 May 1941; graduated and promoted LAC, 6 June 1941 when posted to No.6 EFTS; graduated 26 July 1941 when posted to No.4 SFTS; graduated and commissioned on 10 October 1941). To Central Flying School, 11 October 1941. Posted to No.8 SFTS, Moncton. 25 January 1942. Described there on 6 April 1942 as "an efficient officer...punctual, reliable and takes an interest in his work." Promoted Flying Officer, 1 May 1942. To No.13 EFTS, 11 December 1942; to No.1 Flying Instructor School, 23 July 1943; to No.13 SFTS, 17 September 1943 where, on 23 April 1943 F/L D.B. Annan described him as having done a very fine job as a flight commander. To No.6 SFTS, 1 February 1944; to No.36 OTU, 23 February 1944; to "Y" Depot, Lachine, 7 May 1944; to RAF overseas, 25 May 1944. Disembarked in Britain 2 June 1944. Promoted Flight Lieutenant, 1 June 1944. To No.60 OTU, 22 August 1944. There he was assessed as "an average pilot". While there he flew 45 minutes dual before going to solo (day) and one hour five minutes at night before going to solo. In all he flew 1.25 dual day, 1.05 dual night, 21.50 solo day and 20.10 solo night. To No.2 Group Service Unit, 24 October 1944. To No.21 Squadron, 26 October 1944. To No.464 Squadron, 24 November 1944. Killed in action, 18 January 1945 (Mosquito MM403); buried in France. For unclear reasons, he is listed as being recommended for an MiD in a document submitted by A/V/M McEwen to Bomber Command about July 1945, and in said document he is listed as being with No.6 Group. Certificate sent to his father, 3 November 1948.

The circumstances of his death were as follows. At 0033 hours of 14 January 1945 he took off from Thorney Island for a mission in the 21<sup>st</sup> Army Group Area. The navigator was F/L D.M. Shanks (RAAF). They crossed the French coast at about 2,000 feet, 0101 hours, but about 0108 there were bangs and flashes in the port engine. This continued for about two minutes, when the engine was feathered. They called "Josephine" control but were told to contact Manston, which he did. He was not to contact Brussels because of Diver gun belt. Heading back to Manston, the Mosquito lost height (it later developed that an attempt to jettison bombs had failed). The port engine was restarted and height to 800 feet regained, but the engine problems remained and it was shut down again. Trites then ordered his navigator to bale out. Just before Shanks left, Trites asked (and Shanks explained) about how pilots baled out. Shanks then exited successfully. Trites crashed and was killed. At the time he had flown 1,425 hours (all types) by day, 162 hours (all types) by night, and on Mosquitos he had flown 119 hours by day and 49 hours by night; three hours day dual, 72 hours day solo.

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TROKE, F/L Gordon William Anthony (J15777) - **Distinguished Flying Cross** - No.250 Squadron - Award effective 11 February 1943 as per **London Gazette** dated 23 February 1943 and AFRO 513/43 dated 26 March 1943. Born in Sydney, Nova Scotia, 14 June 1916; home there or in Wolfeville (grocery clerk, truck driver and medical student at Acadia University). His father was a partial cripple from 1929 owing to war wounds so he was a mainstay in the family of five; enlisted in Halifax, 29 August 1940. To No.1 Training Command, 6 October 1940. To No.4 BGS (guard), 6 November 1940. To No.1 ITS, 28 November 1940; graduated and promoted LAC, 3 January 1941 when posted to No.11 EFTS; graduated 19 February 1941; to No.4 Manning Depot, 21 February 1941; to No.1 SFTS, 5 March 1941; graduated and promoted Sergeant, 16 May 1941. To Embarkation Depot, 18 June 1941. Arrived in Britain, 17 July 1941. Posted to No.61 OTU, 19 July 1941 and to No.55 OTU on 28 July 1941. To No.136 Squadron, 15 September 1941; to Middle East Wastage Pool, 1 November 1941. In No.73 Squadron, 15 November to 24 December 1941 (promoted Flight Sergeant, 1 December 1941); in No.250 Squadron, 14 January 1942 to 3 April 1943. Commissioned 4 July 1942; Flying Officer, 4 January 1943; promoted Flight Lieutenant, 4 January 1943 with effect from 22 November 1942. At No.73 OTU, 3 April to 28 December 1943; arrived back in Britain, 2 January 1944. On leave in Canada, 23 February to 4 April 1944; back in Britain 11 April 1944. No.443 Squadron, 30 April to 22 October 1944. Returned to Canada, 27 November 1944. Various short postings in Maritimes area until his release, 18 January 1946. Postwar he finished pre-medical studies but then sold insurance. Award presented 16 April 1948. Rejoined RCAF, 18 June 1951 (40856). To No.104 Flight, St. Hubert, 8 December 1951. To No.1 (Fighter) OTU, 13 January 1952. To No.430 Squadron, 14 March 1952. Killed in flying accident, 24 June 1952 (No.430 Squadron, North Bay; apparently tried to force-land a Sabre after engine failure). Wartime he claimed 167 sorties (202 hours) in North Africa, and his second tour was 134 sorties; total combat time in two tours was 388 hours ten minutes. On 25 August 1942 he was testing a Kittyhawk which had a bearing failure and caught fire; Troke crash-landed but could not reach extinguisher due to flames; it later blew up. Aerial victories as follows: **10 July 1942**, one Bf.109E destroyed plus one MC.202 destroyed; **17 November 1942**, one He.111 destroyed (shared); **19 November 1942**, one Ju.88 destroyed (shared) plus one Bf.109 destroyed; **1 August 1944**, one Bf.109 destroyed (shared with Sharman, Herrell, Wegg); **29 September 1944**, two Bf.109s destroyed plus one Bf.109 damaged. Photo PL-10240 shows him leaning on tail of Kittyhawk.

This officer has skilfully led his flight and the squadron in many sorties. He has destroyed three enemy aircraft, two of which he shot down on one sortie. He has also assisted in the destruction of two more enemy aircraft. Flight Lieutenant Troke has invariably displayed great keenness and devotion to duty.

RCAF Release dated 26 January 1943 from F/L MacGillivray reads:

Four enemy aircraft destroyed in the air and five on the ground; thirty-one lorries and trucks destroyed in the enemy's supply lines; and fifty-six dogfights with Hun or Italian aircraft without injury to himself --- these are random gleanings from the logbook of Flight Lieutenant Gordon William Troke of Wolfville, Nova Scotia, athlete and medical student who abandoned his books for the RCAF and who now says that he will never re-open them.

"I could never again concentrate on medical studies," says the 26-year-old veteran of 185 hours of aerial warfare on the Western desert. "The tempo and tension of combat-flying seem to unfit a chap for that sort of thing."

Sandwiched between other entries in his log is an incident rare, but not quite unique, in desert flying --- a "mercy landing" behind the enemy lines. It occurred when he and another Kittyhawk pilot saw distress flares from the middle of a desolate "salt pan" 90 miles behind the Axis line, and observed a small group of men spreading their clothing on the sand so as to spell the letters "RAF". Risking a trap, the two pilots landed, and found that the men were the crew of a wrecked British Wellington bomber. They gave them water, emergency rations, and other equipment, and subsequently learned that the bomber crew eventually arrived safely back inside the British lines.

Troke's most vivid recollection since he went "on ops" in the Middle East in October, 1941, is of a day during the present winter when he and two other Kittyhawk pilots tangled with no less than 78 enemy aircraft, and Troke alone returned to base --- "so shaken", he says "that for several days I had to force myself to fly".

With Sergeant Arthur Nitz of Flint, Michigan, a second American-born RCAF pilot, and an English squadron-mate, Troke had set out to strafe enemy supply-lines at Sidi Barani, when they came upon four Ju52's. The four Kittyhawk lads didn't fool. Nitz shot down two in short order, Troke got one, and the English pilot finished off the fourth. Then they turned their attention to the enemy lorries, and destroyed four before turning homeward. That was when things started to happen.

"We had got separated from Nitz", Troke recalls, "and suddenly the other American lad yelled to me over the RT: 'Hey. There's an Eye-tie on your tail'. It was a Macchi 202, but before I could do anything myself the Yank had shot it down. Then two more of them tackled us. We climbed, and the next moment we were startled to spot a huge formation of Huns overhead. We counted 30

Stukas and 48 escorting Me109's. The English lad, who was nearest, went right into the Jerries without hesitation, and immediately we were literally swallowed up. I saw one Jerry dive on the American and blow him clean out of the sky, while the English boy went down almost as fast, and was taken prisoner. I was luckier. I managed to hit and damage the Hun who had got the American, and then five 109's broke off and took after me. Believe me, I didn't stick around. For eighty miles, those blighters chased me until I succeeded in hiding in rain-clouds. Once safely inside the cover, I circled around for fully ten minutes before daring to emerge. Luckily, they had gone, so I was able to head home. There I found Nitz, our fourth man, safe."

Previously, Troke had destroyed two enemy aircraft in one day – a 109 and a 202, in a scrap near El Daba. His remaining claims were two "halves" – a Heinkel III near Benina shared with Flight Sergeant Alastair Orr of St. Lambert, Quebec, and a Ju88 shared with F/O James Collier of Toronto and Portage La Prairie. In addition, he damaged a number of other aircraft in the 56 combats which he has recorded in his log. But never once to date – and the good-natured Maritimer carefully touches wood when this point is raised – has his aircraft been shot up in combat. Several times it has been damaged by ground-fire, but never disabled.

Troke was in this third year at Acadia University when he entered the RCAF on August 29, 1940, getting his wings at Camp Borden. A versatile athlete, he had rejected a professional baseball try-out, and had made a reputation as a sprinter and rigger player before entering his medical course. His parents are Mr. and Mrs. Daniel Troke of Wolfville.

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TROMAN, F/O Louis Joseph (J39721) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 9 February 1921 at Lethbridge; home there (bellhop); enlisted in Calgary, 15 May 1941 and posted to No.1 Manning Depot. To No.1 SFS, Camp Borden, 10 June 1941 (guard). To No.4 WS, Guelph, 4 August 1941. Promoted LAC, 4 September 1941; graduated 6 June 1942 (89<sup>th</sup> in a class of 123) and posted next day to No.5 BGS, Dafoe; graduated 6 July 1942 (28<sup>th</sup> in a class of 38) and promoted Sergeant. Posted to North Sydney, Eastern Air Command, 26 July 1942 and joined No.117 (BR) Squadron. Promoted Flight Sergeant, 6 January 1943. Promoted WO2, 6 July 1943. Commissioned 19 November 1943. To Station Shelburne, 28 November 1943. To No.45 Group, Ferry Command, 30 December 1943. Proceeded overseas via Elizabeth City, Bermuda and Lough Erne. Arrived in Britain on 13 January 1944. Taken on strength of No.3 PRC, Bournemouth, 30 January 1944. To No.3 (Observer) AFU, 21 March 1944.

To No.22 OTU, 18 April 1944. Promoted Flying Officer, 19 May 1944. To No.61 Base, 6 July 1944. Attended Dalton Battle School, 6-16 July 1944. Attended No.1666 Conversion Unit, 16 July to 25 August 1944. To No.420 Squadron, 25 August 1944. To RCAF Overseas Headquarters, 1 May 1945. To No.64 Base, 7 June 1945. Repatriated 5 August 1945; to No.11 Equipment Depot, 5 December 1945. To Station Clinton Training Staff, 8 December 1945. To Class "E" Reserve, 10 May 1946. Released 8 November 1946. Award presented by Governor General, 24 May 1946. Died in Lethbridge, Alberta, 21 February 1978. 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.1746 (PAC RG.24 Vol.20608) has two recommendations - one dated 16 January 1945, the other undated but apparently forwarded 19 February 1945. Both state that he has flown 20 sorties in Bomber Command (104 hours 15 minutes between 10 September 1944 and 29 December 1944) plus an earlier tour with Coastal Command (possibly meaning Eastern Air Command ?) of 94 sorties (982 hours 10 minutes between 13 August 1942 and 27 October 1943). The two versions read:

[1] This officer has completed very many sorties on his second tour of operations. He has participated in varied sorties including Essen, Hamburg, Cologne and Dusseldorf. In all these operations Flight Lieutenant Troman has displayed a high degree of keenness and courage and his example has been most inspiring.

[2] Before embarking on a second tour with Bomber Command, Flying Officer Troman had successfully completed a lengthy tour on Coastal Command (94 sorties and almost 1,000 hours) during which this officer's technical ability and ingenious impromptu wireless and radar engineering contributed to a great extent to the maximum protection given our convoys from submarines, in carrying out attacks on these U-boats, and in bringing his aircraft home from long trips at extreme range.

Now completing his second tour, he has been to many major targets including Essen, Hamburg, Cologne, Dusseldorf and Osnabruck. The experience he brought to his second crew on their first tour has been of the greatest consequence in their success under war stresses and incidents, in addition to the emergency repairs to intercommunication, electric and bomb release circuit[s] which he carried out on several occasions.

The sortie list was as follows:

### **First Tour (Canada)**

13 August 1942 - outer anti-submarine patrol (4.10)  
20 August 1942 - ditto (13.10)  
23 August 1942 - ditto (7.35)  
25 August 1942 - ditto (14.45)  
27 August 1942 - ditto (14.40)  
29 August 1942 - ditto (14.15)  
2 September 1942 - ditto (5.10)  
3 September 1942 - ditto (12.15)  
7 September 1942 - anti-submarine search (9.40)  
9 September 1942 - outer anti-submarine patrol (14.00)  
11 September 1942 - anti-submarine sweep (14.00)  
13 September 1942 - outer anti-submarine patrol (15.05)  
15 September 1942 - outer anti-submarine patrol - convoy, two ships sunk (14.05)  
17 September 1942 - outer anti-submarine patrol (5.15)  
19 September 1942 - anti-submarine sweep (13.25)  
22 September 1942 - anti-submarine sweep (13.10)  
1 October 1942 - outer anti-submarine patrol (14.10)  
4 October 1942 - outer anti-submarine patrol and I.F.S. (7.15)  
6 October 1942 - inner anti-submarine patrol (9.15)  
9 October 1942 - outer anti-submarine patrol (15.15)  
11 October 1942 - inner anti-submarine patrol - one ship sunk (11.50)  
5 November 1942 - outer anti-submarine patrol and T.A.S. (6.50)  
9 November 1942 - search for aircraft (10.50)  
12 November 1942 - inner anti-submarine patrol (7.35)  
16 November 1942 - anti-submarine sweep (10.20)  
20 November 1942 - inner anti-submarine patrol (8.20)  
24 November 1942 - outer anti-submarine patrol and inner anti-submarine patrol (10.30)  
5 December 1942 - Harbour Entrance patrol (10.00)  
8 December 1942 - anti-submarine sweep (10.15)  
10 December 1942 - anti-submarine sweep (7.05)  
2 January 1943 - Harbour Entrance patrol (10.00)  
7 January 1943 - Harbour Entrance patrol (9.25)  
11 January 1943 - Harbour Entrance patrol (8.15)  
17 January 1943 - Harbour Entrance patrol (8.50)  
15 February 1943 - search (4.25)  
28 February 1943 - Harbour Entrance patrol (10.30)  
15 March 1943 - Harbour Entrance patrol (8.25)  
18 March 1943 - convoy escort (7.55)  
23 March 1943 - Harbour Entrance patrol (7.40)  
27 March 1943 - Harbour Entrance patrol (8.15)

30 March 1943 - Harbour Entrance patrol (8.50)  
8 April 1943 - anti-submarine sweep (7.20)  
9 April 1943 - anti-submarine sweep (10.50)  
11 April 1943 - anti-submarine sweep (14.10)  
15 April 1943 - anti-submarine sweep (7.25)  
16 April 1943 - anti-submarine sweep (8.05)  
18 April 1943 - submarine search (8.50)  
22 April 1943 - anti-submarine search (7.35)  
24 April 1943 - I.A.S. and sweep (14.30)  
27 April 1943 - O.A.S. (13.45)  
5 May 1943 - sweep, anti-submarine (12.45)  
9 May 1943 - T.A.S. (8.10)  
11 May 1943 - sweep (8.05)  
16 May 1943 - I.A.S., convoy (8.15)  
20 May 1943 - anti-submarine sweep (15.45)  
22 May 1943 - T.A.S. (11.05)  
24 May 1943 - sweep (8.10)  
8 June 1943 - I.A.S. convoy (16.35)  
10 June 1943 - anti-submarine sweep (16.45)  
12 June 1943 - sweep (4.25, dropped depth charges)  
13 June 1943 - sweep (6.10)  
7 July 1943 - sweep (16.50)  
9 July 1943 - I.A.S. (16.40)  
11 July 1943 - I.A.S. (17.05)  
13 July 1943 - I.A.S. (17.20)  
16 July 1943 - sweep, anti-submarine (10.20)  
18 July 1943 - O.A.S. and I.A.S. (6.45)  
19 July 1943 - anti-submarine sweep (8.40)  
24 July 1943 - anti-submarine sweep (6.35)  
25 July 1943 - I.A.S. (11.05)  
27 July 1943 - sweep, anti-submarine (16.00)  
29 July 1943 - sweep, anti-submarine (11.00)  
31 July 1943 - I.A.S. (11.05)  
2 August 1943 - sweep, anti-submarine (16.35)  
19 August 1943 - I.A.S. (10.20)  
22 August 1943 - sweep, anti-submarine (10.50)  
23 August 1943 - I.A.S. (8.35)  
24 August 1943 - anti-submarine sweep (16.10)  
27 August 1943 - anti-submarine sweep (8.25)  
29 August 1943 - anti-submarine sweep (13.10)



31 August 1943 - sweep, anti-submarine and I.A.S. (10.25)  
2 September 1943 - anti-submarine sweep (14.20)  
7 September 1943 - I.A.S. (11.25)  
13 September 1943 - anti-submarine sweep (13.05)  
17 September 1943 - I.A.S. convoy (11.45)  
19 September 1943 - anti-submarine sweep (12.35)  
22 September 1943 - anti-submarine sweep (12.35)  
28 September 1943 - anti-submarine sweep (12.25)  
30 September 1943 - anti-submarine sweep (12.40)  
9 October 1943 - Gulf sweep (6.50)  
18 October 1943 - Gulf sweep (7.40)  
25 October 1943 - aircraft search (9.00)  
26 October 1943 - aircraft search (4.40)  
27 October 1943 - Gulf sweep (11.00)

### **Second Tour (Bomber Command)**

10 September 1944 - Le Havre (4.05)  
11 September 1944 - Castrop-Rauxel (5.00)  
12 September 1944 - Wanne Eickel (4.45)  
13 September 1944 - Osnabruck (4.40)  
15 September 1944 - Kiel (6.25)  
16 September 1944 - Boulogne (4.45)  
25 September 1944 - Calais (3.40)  
26 September 1944 - Calais (4.05)  
27 September 1944 - Bottrop (5.05)  
28 September 1944 - Cap Gris Nez (4.10)  
23 October 1944 - Essen (3.40, early return)  
25 October 1944 - Hamburg (4.15)  
28 October 1944 - Cologne (6.10)  
30 October 1944 - Cologne (6.50)  
1 November 1944 - Oberhausen (6.15)  
2 November 1944 - Dusseldorf (6.15)  
18 November 1944 - Munster (5.45)  
18 December 1944 - Duisburg (6.15)  
28 December 1944 - Opladen (5.30)  
29 December 1944 - Spich (6.40)

**Note:** At the conclusion of course at No.22 OTU he was described as “An average W/OP who has shown keenness and interest in his work. A good crew member and a steady, reliable officer. His requirements are below minimum due to restrictions of W/T signalling.”

On repatriation he stated he had flown 100 hours 15 minutes on operations overseas, 285 hours five minutes non-operational. Overseas types were Catalina (30.30), Wellington (99.10), Halifax (216.00), Lancaster (6.00) and Anson (33.40).

Application for Operational Wing date 11 April 1945 claimed 20 sorties in Bomber Command (110 hours 15 minutes), the last one being 8 April 1945.

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TROTTER, FS Elmer John (R120945) - **Distinguished Flying Medal** - No.101 Squadron - Award effective 21 December 1943 as per **London Gazette** dated 7 January 1944 and AFRO 410/44 dated 25 February 1944. Born 23 February 1923 in Santa Cruz, California; home in Tuberoso, Saskatchewan (farmer). Enlisted 1 September 1941. Trained at No.2 ITS, No.19 EFTS and No.12 SFTS. Posted to No.101 Squadron, 11 October 1943. Completed five sorties with that unit. Posted with his crew to No.156 Squadron, 15 December 1943. On 1 April 1944 he was one of the crews sent from “C” Flight of 156 Squadron to join with a Flight from No.7 Squadron to form No. 582 Squadron, based at RAF Little Staughton. Shot down 12 August 1944 (Lancaster ND969) and taken prisoner. Liberated at Lubeck in April 1945. Released 5 October 1945. Rejoined RCAF, 18 September 1948 (12845); promoted Flight Lieutenant, 1 January 1951. Service included a tour on CF-100s, No.445 Squadron, Marville. Last command was that of CO, Station Mount Lolo (obituary notice - not sure what this is). Retired 1 March 1970 and settled in Kamloops. Died in Kamloops, 16 August 2011. Author (with his daughter, Leslie Zwingli Trotter) of a self-published memoir, **Against the Odds**, (<http://www.againsttheodds.ca>).

One night in December 1943, Flight Sergeant Trotter was pilot of an aircraft which attacked Berlin. It was his fourth operational flight. Just after the bombs had been released over the target the aircraft was severely hit by fire from the ground defences and, being thrown completely out of control, dived down towards the target. Flight Sergeant Trotter ordered his crew to put on their parachutes but, displaying magnificent skill and coolness, he was able to regain control of the bomber to find that part of the starboard mainplane had been shot to pieces and the aircraft had scarcely any aileron control. Other damage had also been sustained. Later, whilst endeavouring to gain height, he was attacked by an enemy fighter. By skilful piloting Flight Sergeant Trotter evaded his adversary but only after the bomber's port outer engine had been damaged. This airman then flew the severely damaged aircraft to base where he made a

successful landing at the second attempt. In bringing his crew and aircraft back to this country under such harassing and difficult circumstances, Flight Sergeant Trotter displayed high courage and fortitude.

TROTTER, F/L Elmer John, DFM (J19643) - **Distinguished Flying Cross** - No.582 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945.

Flight Lieutenant Trotter has participated in numerous attacks over heavily defended targets in Germany and enemy occupied territory. Throughout he has displayed fine leadership and has pressed home each attack with the greatest determination, often in the face of the heaviest opposition. This officer's outstanding skill and keenness for operational flying have set a fine example to all.

Dave Wallace notes that the Form 540 entry for 2 December 1943 states only that the aircraft was "damaged by heavy flak and fighters". Trotter's memoir includes the following:

On December 2, 1943, once again our target was Berlin. We took off at 16.50 hours, one of 21 aircraft from Ludford Magna. We were to be part of a force of 458 aircraft taking a direct route across the North Sea and Holland and straight on to Berlin.

As we commenced our run into the target, Archie called . "There's a Messerschmitt 110 tailing us Skip !" I said, "Keep a sharp eye on him Archie ! I'm on my bombing run" Archie said, "Oh, he's disappeared," I replied; "Watch for him because he may just be getting away from the target area !" We attacked the primary target at 20.30 hrs from 21000 ft, heading 079M at IAS 180 dropping our bombs on green TIs. As we are on run up into the target and the Bernie, the bomb aimer says "Bombs Away !" The aircraft makes the lurch and WHAM ! We were hit by a flak-burst; man it was a damn good near miss. It blew a hole through the dinghy installation on the starboard side, just outside the fuselage. We did not realize this until after we had landed. The aircraft filled with the smell of cordite. The aircraft just took off on me and started diving down toward the target. I gave the orders to the crew to put their parachutes on. Of course, the only ones who might not have them on would be the bomb aimer and the navigator, because it bothered them when they were working, as it was a chest pack. I wrestled with the controls and gradually reclaimed control of the aircraft; however we had lost over 6000 feet due to the Ack Ack strike. The elevator control seemed fairly normal, however to keep the aircraft laterally

level, I had to keep the aileron control at approximately 90 degrees to normal flight. This was because of the four feet lost off the left wing, which reduced the lift. In addition, the control column was vibrating violently causing me to believe the cables might break at any moment. I once again advised the crew to be prepared to bail out on short notice. All of a sudden, Archie yelled "Skip, that bastard Messerschmitt is back !" I called back " Archie, watch him because I've got a hell of a time trying to keep this airplane level and no way can I take any evasive action !" "Okay Skip" All of a sudden all hell broke loose ! Archie says, "He's after us ! He's firing at us and I'm firing back !" The Messerschmitt had six machine guns and four cannon. All of these have tracer bullets in them. Archie has four guns firing back with tracers so it is quite a fire works display around the airplane. All of a sudden, I hear oxygen bottles exploding and other racket associated with bullet impact. I could not take any evasive action and could only strive to keep the aircraft flying straight and level. Suddenly, Archie cried out, "I got the bastard; I got the bastard Skip ! I got the bastard" and then suddenly everything was relatively quiet. It was time to ascertain what further damage had occurred during the attack. Certainly some of our oxygen bottles were hit and exploded in the airplane. A machine gun bullet from the Messerschmitt went through, between my legs at crotch level, hit the steering pedestal, and ricocheted up through the windshield. Bullets came up between John, the engineer and me; we were sitting about 10 inches apart.

After things settled down and I had things more or less under some control, I asked for a report from all the stations. You start at the front end:" engineer?" "Okay skip, I'm fine"; "Bomb aimer?" "Okay skip, I'm fine, "Navigator?" "Okay, skip," "Radio Operator?" "Okay Skip I'm fine," "Mid Upper Turret?" and there is no answer. When I called the rear turret, there was again, no answer. I am assuming then, that the gunners have been hit and are either seriously wounded or dead. I told John to put on the emergency oxygen bottle and check all stations. He discovered the mid upper gunner was wounded, but Archie, the tail gunner seemed okay.

I was getting awfully tired trying to keep the aircraft level, with little or no help from the hydraulic system which controlled the ailerons, flaps and generally the whole steering mechanism. I had John help me hold the control column. At one point, I warned the crew we might have to ditch in the channel as our fuel supply was running low. Corny came back with "Christ Skip, that's going to be a helluva long way to swim !"

We limped all the way back to base and as soon as we were able to contact the tower, we advised them of the critical situation we were experiencing and

requested priority-landing clearance. The controller then gave me permission for a straight in approach. I tried lowering the flaps while still at 4 or 5000 feet. This maneuver exaggerated our wing heaviness problem so I decided to go around again. I advised the control tower that I was slightly shot up and had serious control problems. As I came around the second time, I didn't do any further altitude changing, just maintaining about 4000 feet until I was more or less lined up on the runway, which was a bit of a problem because I had so little control. I was just about to flare, which was basically cutting back on power. I had two and a half engines at this stage. One had totally quit and one was running really rough. All of a sudden she (the controller) says, "B for Bravo, you haven't got your Nav lights on !" At this point, I totally blew my cork. There was no one in the aircraft talking to me at this point. It was automatically "no talking" in this situation. I said; "you silly bitch ! I told you I was slightly shot up !" (I was to find out later, the controller was the wife of a pilot and Mosquito squadron leader) Well I got the plane onto the runway, I had little or no brakes, the hydraulics had been screwed up as well and I finally reached the end of the runway after a rather gentle ground loop and came to a stop. The fire trucks and ambulances were there in a few minutes. In the meantime, we had a chance to look at a little bit of the damage. There were four feet missing off the port wing, and that is why she (the controller) could not see any navigation lights. The lights were gone ! Approximately forty-eight square feet of the underside of the starboard wing was gone, two of our propellers had bullet holes in their blades just outside the starboard side of the fuselage, and there was now a large hole through the storage compartment for the dinghy and no dinghy. This is where the main blast had gone through. Lucky we did not have to ditch in the English Channel.

After we had evacuated the aircraft and Archie had finished kissing the pavement, we went back to the debriefing room. We had a chance to talk to each other on the way, and then the whole story came out. With all the tracers from Archie's four guns and the Me110's 4 cannons and 6 guns, it looked like a fireworks display from the fourth of July. After the attack was over, and Archie had nailed the Messerschmitt, I started the roll call for each station. Archie said he had felt something running down his stomach inside his suit. The temperature was around minus 30 degrees centigrade but he took off his electric gloves, unzipped his flying suit, and put his hand inside where he discovered considerable wetness, which he believed must be blood. Then he discovered a hole in his stomach, which convinced him that he had been gut shot and was likely dying. Well when panic was overcome by common sense, he realized the hole was his belly button. Its fine to laugh about it now but remember, this occurred after being attacked by a fighter and the wetness, thought to be blood

was actually sweat running down in heat of the excitement and he was sure he was dying of a gut shot.

Archie was only awarded a probable kill. Through the research of Dr. Theo Boiten of the Netherlands, author of the Nachtjagd War Diaries; I learned we had most probably attacked by a Lt. Erich Rohrback of 7. /NJG5. Rohrback was shot down at Zepernik, north of Berlin that same night from return fire from a Lancaster. Rohrback was KIA but both his crewmembers baled out safely. Archie should have been awarded a confirmed kill but unless someone in the bomber group had witnessed the incident, a gunner would only be awarded a probable.

The aircraft involved in this mission had to deal with clouds, high winds and when in the cloud, icing on the wings. It was a night-fighter's hey day for the enemy. In the end, 40 of our aircraft were missing including three from 101 Squadron. F/L Fraser-Hollins and F/S Murrell from "B" Flight and S/L S.L. Robertson DFC from "C" Flight.

It was this mission for which I was awarded the Distinguished Flying Medal on January 4, 1944.

Dave Wallace further provides the following:

On August 12<sup>th</sup>, 1944 he and his crew were detailed to fly their 44th op to Russelheim to attack the Opel factory and outbound were shot down by a night fighter near Papiermuhle. Trotter was one of the three crew that survived and was taken to Dulag Luft for interrogation. Trotter was missing his identity disk which had been torn off in horseplay the night before and he endured a week of brutal interrogations at the hands of the Gestapo who accused him of being a spy. After eight days when Trotter had continually refused to give them more than name, rank and ID number, he was told he was he would be shot the next morning as a spy. By this time Trotter's reaction was - shoot me and get it over with. Early the next morning an Officer with two guards took him from his cell out to a courtyard where a firing squad of seven or eight soldiers were waiting. He was tied to a post and blindfolded, heard sound of the bullets being loaded into the rifles and the commands in German of ready, aim and fire. He then felt the officer's hand on his shoulder who said he was to be given a second chance because of his youth, he was 21 at the time. He was taken back into the interrogation room again and given a three page questionnaire to complete with the information they had been asking for for eight days. Trotter filled out his name, rank and ID number on the first page and drew large X's through the

remaining questions. He was told that the execution would proceed the next morning and they put him through the same process with the firing squad who again did not fire. After this ordeal Trotter was sent to Stalag Luft III where he stayed until the POW Death March in the winter of 1945 where they were marched from Poland to the Kiel area with many of the POWs dying along the way.

In Bomber Command hair raising close calls and dangerous situations were the norm but Trotter's story really does stand out as one of the most riveting and amazing I have heard. It's a very good book and in their acknowledgments at the beginning of the book the authors thank those that contributed information, including Hugh Halliday.

#### **No.101 Squadron Sorties:**

18 November 1943 - Berlin  
22 November 1943 - Berlin  
23 November 1943 - Berlin, abortive  
26 November 1943 - Stuttgart  
2 December 1943 - Berlin  
3 December 1943 - Leipzig, abortive

#### **No.156 Squadron Sorties**

7 January 1944 - Stettin, abortive, instruments unserviceable  
20 January 1944 - Berlin, early return, Navigator passed out  
21 January 1944 - Magdeburg  
27 January 1944 - Berlin  
28 January 1944 - Berlin  
15 February 1944 - Frankfurt  
19 February 1944 - Leipzig  
20 February 1944 - Stuttgart  
24 February 1944 - Schweinfurt  
15 March 1944 - Stuttgart  
18 March 1944 - Frankfurt  
22 March 1944 - Frankfurt  
24 March 1944 - Berlin  
30 March 1944 - Nurnberg

#### **No.582 Squadron Sorties**

24 April 1944 - Karlsruhe  
27 April 1944 - Freiderichshaven  
7 May 1944 - Nantes  
11 May 1944 - Louvaine  
19 May 1944 - Boulogne  
22 May 1944 - Dortmund  
27 May 1944 - Rennes  
6 June 1944 - Cherbourg to LeHavre [the ORB does not have him on ops for D-day;  
however Trotter swears he flew that day.]  
15 June 1944 - Douai  
23 June 1944 - Coubronne  
24 June 1944 - Middelstraete  
28 June 1944 - Oisemont - Neuville  
28 June 1944 - Blaineville Sur Lea  
30 June 1944 - Villers Bocage  
2 July 1944 - Oisemont-Neuville  
6 July 1944 - Coquereur  
9 July 1944 - L'Hey  
10 July 1944 - Nucourt  
11 July 1944 - Gapennes  
12 July 1944 - Rollez  
15 July 1944 - Ducourt  
18 July 1944 - Cagny  
18 July 1944 - Vaires  
20 July 1944 - Ferme de Forestol  
10 August 1944 - Dijon  
12 August 1944 - Russelsheim (Missing)

The website "Lost Bombers" provides the following on his last sortie. Lancaster ND969 (60-F) of No.582 Squadron, target Russelsheim, was airborne at 2205 hours, 12 August 1944 from Little Staughton. Intercepted by a night- fighter whose fire set alight both starboard engines. Spun and partially abandoned. Those killed are buried in Rheinberg War Cemetery. F/L E.J. Trotter (POW) had flown 41 sorties. Others in crew were Flight Sergeant S J.Rawcliffe (POW), S/L B.M.Mathers, DFC (POW), P/O B.A.Pullin, DFC (killed in action), Flight Sergeant J.T.Broad (killed in action), Flight Sergeant , W.R.C.Parfitt (killed in action), Flight Sergeant K. Archibald (killed in action).

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interview of 9 May 1945. He stated he had flown 41 sorties as pilot.



Take off and the ingoing journey were free from incident; we carried out our duty which was to do two runs; our first run was approximately five minutes ahead of main force; our job was to illuminate the area along the river north of the target. However, both runs were successfully carried out and we started homeward. The WOP reported many fighters on his Fishpond, which was quickly confirmed by the gunners who saw five or six aircraft go down in flames. Just before we were due to turn on our new leg, the attack came. It amounted to two distinct explosions in the starboard mainplane followed by fire in the two starboard engines; the nose of the aircraft immediately came up. Even by using my knees I couldn't get control column forward. I immediately tried the trimming central, which turned freely but without effect. I shouted for the Flight Engineer to feather the starboard the starboard engines and press the fire extinguisher button. The engineer did so and both engines feathered but the fire began spreading. I had previously given the order to stand by to abandon the aircraft. Now I gave the order over and over to bale out. The Flight Engineer went down forward quickly followed by the Bomb Aimer and Navigator. Still I heard nothing from the gunners or WOP, so I started using call light. The aircraft was now completely out of control and spinning with four dead props. I now tried for the first time to get out of my seat. However, the gravity prevented me from doing so. After what seemed a considerable time I was thrown from my seat into forward compartment where I was thrown out of the front hatch. I immediately pulled the rip cord and before I had time to count more than five I hit trees in the side of a mountain.

\* \* \* \* \*

TROTTER, Nursing Sister Margaret May (C27347) - **Associate, Royal Red Cross** - AFHQ - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 1 May 1914, Kent County, Ontario as Margaret May Chitten (RCAF press release announcing award). Educated at Harwich and Raleigh Public School, Chatham Vocational School, Blenheim High School, and Chatham General High School. Office nurse and technician before war. Enlisted in London, Ontario, 11 August 1942 as radiographer. To No.16 SFTS, 1 October 1942. Promoted AW1, 5 December 1942. Promoted LAW, 5 March 1943. Promoted Corporal, 1 April 1943. Commissioned 1 July 1942 when posted to No.1 Training Command. To Technical Training School, 2 July 1943. To AFHQ, 22 September 1943. Classified as Nursing Sister, 1 January 1944. To No.3 Release Centre, 30 October 1945. Retired 31 October 1945. Married to F/L G.E. Trotter. Award sent by registered mail 25 November 1948.

Nursing Sister Trotter has carried out all her duties in a most able manner. She has performed all special diagnostic and treatment procedures at this medical inspection room including X-Ray, Electrocardiograms, and Diathermy as well as all laboratory work required at this unit. All of this work requires special ability, exactness and diligence which Nursing Sister Trotter has shown to the highest degree. Until a few months ago, previous to a second Nursing Sister being added to the staff, she, in addition to these

duties, was in charge of all other work required of a Nursing Sister and thus in fact was performing the duties now being done by two nurses. In all ways she has exemplified the highest traditions of the nursing profession.

\* \* \* \* \*

TROTTER, FS William Charles (R271093) - **Distinguished Flying Medal** - No.426 Squadron - Award effective 9 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945. Born 3 December 1925 in Toronto; home there (lithographer); enlisted there 18 August 1943; to No.1 Manning Depot, 24 August 1943; to No.23 Pre-Aircrew Education Detachment, 24 October 1943; to Trenton, 5 December 1943; to No.9 BGS, 31 December 1943; promoted LAC, 12 February 1944; graduated and promoted Sergeant, 24 March 1944. To No.3 Aircrew Graduate Training School, 7 April 1944. To "Y" Depot, Lachine, 6 May 1944; to No.3 PRC, Bournemouth, 25 May 1944; repatriated 7 June 1945; to No.1 Air Command, 24 June 1945; to No.16 SFTS, 26 July 1945; to No.4 Release Centre, 20 September 1945; released 12 October 1945. Cited with Sergeant Samuel M.C. Burgess (wireless operator, RCAF), which see above for citation. Rear gunner in F/O D.G. Hamilton's crew. Award presented 9 April 1948.

DHH file 181.009 D.1510 (Library and Archives Canada RG.24 Vol.20600) has original recommendation drafted by Wing Commander G. Carling-Kelly, 14 January 1945 when he had flown six sorties (37 hours 45 minutes), as follows:

Whilst on an operation to Hanover on the night of January 5<sup>th</sup>, 1945, Flight Sergeant Trotter's aircraft was attacked by enemy fighters both on the way in and out of the target area. Early warning of the fighters' presence by the Wireless Operator, Sergeant Burgess, enabled Flight Sergeant Trotter, to give skillful evasive instructions to his skipper and as the fighter closed to attack he engaged it at close range and the enemy aircraft exploded in mid-air. Again on the way home from the target the Wireless Operator, Sergeant Burgess reported the presence of enemy aircraft. The enemy aircraft opened fire but Flight Sergeant Trotter's instructions again resulted in successful evasive action. A few minutes later another attack was made, Flight Sergeant Trotter opened fire at 200 yards and the enemy fighter exploded and fell to the ground in flames.

It is unquestionable that the early warning given by this Wireless Operator Sergeant Burgess and the alertness and accurate fire of Flight Sergeant Trotter the Air Gunner in destroying two enemy aircraft, resulted in the safe return of this crew from a difficult situation. It is strongly recommended that this joint effort be recognized by the award of the Distinguished Flying Medal (Immediate).

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TROTTIER, F/O Joseph Andre Charles Auguste (J28797) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and

AFRO 508/45 dated 23 March 1945. Born 1 January 1922; home in Trois Rivieres, Quebec (machinist); enlisted there 7 August 1942. To No.1 Manning Depot, 23 August 1942. To No.4 Manning Depot, 15 October 1942. To No.3 ITS, 27 December 1942; graduated and promoted LAC, 5 March 1943 but not posted to No.1 BGS until 20 March 1943; graduated 11 June 1943 and posted next day to No.9 AOS; graduated and commissioned 23 July 1943. To "Y" Depot, Halifax, 6 August 1943; to UK, 25 August 1943. Promoted Flying Officer, 23 January 1944. Repatriated 15 November 1944; to No.8 AOS, 6 January 1945; to No.2 Release Centre, 14 March 1945; released 16 March 1945. Award presented 25 November 1949. Photo PL-48240 shows him 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." 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 Trottier has proved himself to be an outstanding Air Bomber and to possess a high quality of coolness, determination and initiative. His efforts have contributed to a major degree to the successful completion of 34 sorties by his crew and his cheerful confidence has inspired a high standard of morale in them.

His targets include Stettin, Hamburg, Bremen, Brunswick, Emden, Stuttgart, Bottrop, Russelsheim and many French targets and on each he has secured fine photographs indicating a successful attack. For outstanding ability and a fine record of achievement I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

31 May 1944 - Mont 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)  
23 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 - L'Isle Adam, Paris (4.55, day)  
4 August 1944 - Bois de Casson (4.40, day)  
5 August 1944 - St.Leu d'Esserent (5.10, day)  
7 August 1944 - Mer de Magan, Caen (5.25)  
8 August 1944 - Foret de Chantilly (5.15, day)

9 August 1944 - Coulenvillers (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 - Soesterberg (4.35, day)  
16 August 1944 - Stettin (8.30)  
18 August 1944 - Bremen (5.50)  
25 August 1944 - Russelheim (8.40)  
28 August 1944 - Mimoyecques (3.50, day)  
29 August 1944 - Stettin (8.50)  
6 September 1944 - Emden (4.30, day)  
10 September 1944 - Le Havre (4.25, day)  
17 September 1944 - Boulogne (4.25, day)  
18 September 1944 - Bomberg (5.40, day)  
25 September 1944 - Calais (5.10, day)  
27 September 1944 - Bottrop (5.30, day)

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TROUP, LAC Iain (R83287) - **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 14 September 1919. Home in Windsor, Ontario; enlisted there 7 February 1941 as Airframe Mechanic. To Technical Training School, St. Thomas, 28 February 1941. Promoted AC1, 19 July 1941. Promoted LAC, 1 January 1942. To No.7 BGS, 23 July 1941. To "Y" Depot, Halifax, 23 March 1942. To RAF overseas, 1 May 1942. Repatriated 23 November 1944. Released 6 February 1945. No citation in AFRO.

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TROW, F/L William Albert (J14210) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 293/45 dated 16 February 1945. Born 8 August 1920 in England; home in Leaside, Ontario; enlisted in Toronto, 12 December 1941 and posted to No.1 Manning Depot. To No.1 SFTS (guard), 4 January 1942. To No.1 ITS, 14 March 1942; graduated and promoted LAC, 8 May 1942; posted next day to No.9 AOS; graduated and commissioned 11 September 1942. To "Y" Depot, Halifax, 25 September 1942; to RAF overseas, 22 October 1942. Promoted Flying Officer, 11 March 1943. Promoted Flight Lieutenant, 11 September 1944. Repatriated 28 October 1944; to No.1 AOS, 1 December 1944; to No.4 Release Centre, 1 April 1945; released 3 April 1945. Took a Masters Degree in Civil Engineering. Died in Thornhill, Ontario, 12 May 2012. Award sent by registered mail 10 March 1949. Incident was 18/19 November 1943 with No.428 Squadron; navigator for F.H. Watkins.

Flight Lieutenant Trow has participated in a large number of operational sorties, some of which have been against the most heavily defended targets in Germany. On one occasion, during an attack on Ludwigshaven, the rear gunner was seriously injured while over the target area. Displaying navigational skill and

knowledge of a high order, Flight Lieutenant Trow guided the aircraft back by a shorter route, thus ensuring early medical aid for the injured gunner. This officer's accuracy and devotion to duty have been material factors in the completion of many successful sorties.

\* \* \* \* \*

TRUAX, F/O Clarence Windsor (J35817) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 3 May 1910 in Grand Forks, British Columbia; home in Vancouver (timekeeper, carpenter, trucker, formerly in COTC); enlisted there, 15 September 1942. To No.3 Manning Depot, 4 October 1942. To No.3 SFTS (guard), 23 November 1942. To No.4 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943 but not posted to No.2 AOS until 1 May 1943; graduated and commissioned 17 September 1943. To "Y" Depot, Halifax, 1 October 1943. To No.3 PRC, Bournemouth, 21 October 1943. Promoted Flying Officer, 17 March 1944. Repatriated 21 December 1944; to No.8 Release Centre, 30 December 1944; released 10 February 1945. Award presented 29 January 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." DHist file 181.009 D.1515 (RG.24 Vol.20600) has recommendation dated 6 December 1944 when he had flown 30 sorties (155 hours five minutes), 15 July to 1 November 1944.

Flying Officer Truax has successfully completed a tour of operations on four-engined bombers. He navigated to many heavily defended targets such as Essen, Stuttgart, Kiel and Duisburg. On all occasions his standard of navigation has been outstanding. He has displayed exceptional keenness to participate in operations against the enemy and has been responsible for the safe return of his crew on many occasions.

Flying Officer Truax by his cheerfulness and hearty co-operation has been a shining example to his other crew members, and I therefore recommend him for the award of the Non-Immediate Distinguished Flying Cross.

The sortie list (identical to that of F/O George Reginald Frankling) was as follows:

15 July 1944 - Bois de Jardins (4.10)  
17 July 1944 - Caen (4.45)  
20 July 1944 - L'Hey (3.45)  
24 July 1944 - Stuttgart (8.35)  
25 July 1944 - Stuttgart (8.00)  
27 July 1944 - Hamburg (6.00)  
1 August 1944 - Ferme de Forestel (3.50)  
2 August 1944 - Bois de Casson (4.25)  
3 August 1944 - Bois de Casson (4.10)  
14 August 1944 - Bons Tassily (4.35)

15 August 1944 - Brussels (4.05)  
8 September 1944 - Le Havre (3.55)  
9 September 1944 - Le Havre/Buick II (4.15)  
11 September 1944 - Castrop Rauxel (5.15)  
12 September 1944 - Wanne Eickel (4.45)  
13 September 1944 - Osnabruck (4.50)  
15 September 1944 - Kiel (6.10)  
25 September 1944 - Calais (4.10)  
26 September 1944 - Calais (4.40)  
27 September 1944 - Duisburg (4.40)  
6 October 1944 - Dortmund (6.25)  
9 October 1944 - Bochum (6.20)  
12 October 1944 - Wanne Eickel (5.10)  
14 October 1944 - Duisburg (5.15)  
14 October 1944 - Duisburg (4.30)  
15 October 1944 - Wilhelmshaven (4.55)  
23 October 1944 - Essen (5.45)  
28 October 1944 - Cologne (6/00)  
30 October 1944 - Cologne (6.05)  
1 November 1944 - Oberhausen (5.40)

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TRUEMNER, S/L Gordon Ross (J8397) - **Air Force Cross** - No.16 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Arthur, Ontario, 2 March 1920 as per RCAF Press Release reporting award. Royal Bank employee before the war. Home in Hagersville, Ontario; enlisted in Hamilton, 20 December 1940. Trained at No.1 ITS (graduated 6 June 1941), No.19 EFTS (graduated 8 August 1941) and No.10 SFTS (graduated 24 October 1941). Award presented 27 January 1946. Remained in postwar RCAF as a military manager (19632); received Queens Coronation Medal, 23 October 1953 (Wing Commander, RCAF Staff College); awarded Honourary French Air Force Pilot Badge, 6 March 1957. Retired with rank of Brigadier General. Died in Ottawa, 1 April 2015. Photo PL-56967 shows him as a Wing Commander at Staff College, 22 May 1953. Governor General's Records (RG.7 Group 26 Volume 59, file 190-I, dossier 7) has citation; when recommended he had flown 2,033 hours, 1,727 as instructor, 148 in previous six months.

This officer, throughout his tour as a flying instructor, has shown exceptional devotion to duty. He was responsible for setting up the first standard beam approach training flight in the Command and, with no example to follow, organized a flight which is still considered a model. On numerous occasions he has worked throughout the night and completed more than an ordinary day's work the next day. While never sparing himself he has always been considerate of those working with him and his example and unfailing cheerfulness have done much toward raising the morale of the training wing. His contribution to the success of the British Commonwealth Air Training Plan has been of great value.

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TRUMLEY, F/L Richard Kenneth (J14308) - **Mention in Despatches** - No.442 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Home in Toronto; enlisted there 20 August 1940. Trained at No.1 ITS (graduated 12 November 1940), No.13 EFTS (graduated 28 January 1941) and No.2 SFTS (graduated 10 April 1941). Unit not given in AFRO which says only "Overseas". Shared in damaging a Me.262 (1 January 1945) and destroyed two Bf.109s (25 February 1945). See **The RCAF Overseas: The Sixth Year**, pp.240 and 249. Served in postwar RCAF (19756).

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TRUSCOTT, G/C Gordon George (C150) - **Officer, Order of the British Empire** - No.6 Repair Depot - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/45 dated 5 July 1946. Born in Moosomin, Saskatchewan, 23 March 1910. Attended Royal Military College, 1928-32 (commissioned 3 October 1932; year, wings in 1933), then to University of Saskatchewan for B.Sc. Mechanical Engineering (completed 1935). Pre-war he was a test pilot and later was OC, Test and Development Flight, Rockcliffe. Promoted Wing Commander, 1 June 1941. To Station Sydney to command, 5 February 1941. To Eastern Air Command Headquarters, 23 April 1942. To AFHQ, 8 July 1942. Attached to Ferry Command, 11 August 1942. Posted overseas, 15 August 1943. Promoted Group Captain, 1 July 1943. CO of No.404 Squadron, Director of Air Staff (RCAF Overseas Headquarters) and a staff officer with Transport Command. Returned to Canada, 3 August 1945, assuming command of No.6 RD on 18 September 1945. In September 1948 appointed Director of Aircraft Maintenance; later was Deputy Air Member for Technical Services (Development). Attended National Defence College, Kingston (1951-52), promoted Air Commodore 1 January 1953; then became Chief of Development at AFHQ. Commanded No.5 Air Division, Victoria, July 1960 to August 1963, when he retired. RCAF photo PL-948 taken as Squadron Leader, 1940. Photo PL-60416 (ex UK-20747 dated 12 April 1945) taken at Mandalay Hill, Burma shows G//C D.S. Patterson, G/C G.G. Truscott and W/C Bruce Middleton.

Group Captain Truscott is a general list officer who has specialized in Aeronautical Engineering. He has had wide and varied experience in that field and in addition has completed a tour of operational flying in Coastal Command as a Squadron Commander. Following his tour of operations he served with distinction as an Air Staff Officer at Overseas Headquarters. He has always carried out any task assigned him in a most capable manner and has proved himself an able administrator and leader of men. His wide experience and well balanced judgement has marked him as an officer who can be relied upon to fill key positions and he has always discharged every responsibility entrusted to him in an exceptional manner.

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TUCHAK, F/O Myros (J28731) - **Commended for Valuable Services** - Station Dorval - Award effective 7 September 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born in Winnipeg, 9 October 1921. Educated at Faraday Public School, Isaac Newton High School, United College, University of Manitoba and University of Toronto (course in Aerial Navigation). Employed in civilian capacity as Assistant and Chief Ground Instructor, No.17 EFTS (Stanley, Nova Scotia), April 1941 to June 1942 and as a staff pilot, No.10 AOS, Chatham, New Brunswick, June 1942 to enlistment, by which time he had flown 350 hours. Enlisted in Ottawa, 12 December 1942 and posted to No.5 Manning Depot, Lachine. To No.5 ITS, Belleville, 22 January 1943; graduated and promoted LAC, 20 February 1943 when posted to No.10 EFTS; may have graduated 19 March 1943 but not posted to No.1 SFTS, until 3 April 1943; graduated and commissioned 23 July 1943. To No.5 Manning Depot, 20 August 1943; to No.45 (Atlantic Transport) Group, 21 August 1943. Promoted Flying Officer, 23 January 1944. Repatriated from overseas, 13 July 1945; to No.16 SFTS, 15 August 1945. Retired 11 October 1945. Died in southern England, November 1957. No citation in Canadian sources. Public Records Centre Air 2/9117 has recommendation drafted when he had flown 896 hours on operations, 343 hours in previous six months.

This officer, as pilot and captain of a Ferry aircraft, has completed several successful ferrying flights over the North and South Atlantic routes. On one occasion when a forced landing in the desert was inevitable he showed great care and deliberation in choosing the area for his landing, keeping the aircraft airborne until all his crew has safely parachuted down. He then made a successful forced landing without damaging the aircraft. He has proved himself to be a most reliable pilot.

**Notes:** As of February 1945 he stated he had flown Hudsons (70 hours), Mitchells and Baltimores (210), Marauders (450), Dakotas (250) and Liberators (ten hours).

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TUCKER, F/O McDonald Charles (J17744) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born 16 March 1917 in Oshawa; educated in Port Credit; home in West Mount or Lakeview, Ontario; reporter for the **Northern Miner**; enlisted Toronto, 11 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 28 October 1940. To "K", 11 January 1941. To No.3 ITS, 9 April 1941; graduated and promoted LAC, 16 May 1941 when posted to No.11 EFTS; graduated 3 July 1941 and posted to No.14 SFTS; ceased training and posted to Trenton, 19 July 1941. To No.4 AOS, 14 September 1941; to No.4 BGS, 20 December 1941; 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. Commissioned 4 June 1943. Promoted Flying Officer, 4 December 1943. Repatriated 14 December 1944. To No.8 AOS, 14 February 1945. To Release Centre, 21 March 1945; retired 27 March 1945. Award presented 17 June 1945. RCAF Press Release mentioned below states that as of 18 October 1943 he had flown 15 sorties on Wellingtons before conversion to Halifaxes and that he had completed two-thirds of his tour. RCAF photo PL-28315 (ex UK-9355 dated 30 March 1944) shows him at a navigator's table in a Halifax HCU after being screened. RCAF photo PL-33059 (ex UK-15450 dated 29 September 1944) shows him soon after marriage



at Ripon Cathedral, Yorkshire, to Sergeant Madeleine Girard, former WAAF. He is described as "an instructor in one of the heavy conversion units of RCAF Bomber Group overseas." No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

RCAF Press Release No. 2865 dated 1 October 1943 from F/L T.C. McCall, No.6 Group reads:

Editor's Note: Pilot Officer McDonald Charles Tucker is known to his mates of the Bluenose Squadron as "Don". He is a 26-year-old former Toronto newspaperman who swapped his beat as a reporter on the Northern Miner for the table and instruments of a navigator of the R.C.A.F. Bomber Group. He was born at Oshawa, Ontario, but attended High School at Port Credit and after leaving school joined the staff of the Northern Miner as an office boy, eventually working into reportorial duties. Joining the R.C.A.F. in December 1940, P/O Tucker arrived in Great Britain in March, 1942 and completed 15 trips on Wellingtons before being posted to Halifaxes. He is one of the veterans of the squadron with more than two-thirds of his operational tour completed. His father, Mr. Harold Tucker, resides at Port Credit, Ontario.

#### **By Pilot Office Don Tucker**

The first premonition I had that we would be operating come darkness was the taste in my mouth upon awakening and the noise in my head. Always, when I feel like that, we fly. Sure enough, the Met man could hold out no hope of a scrub, so I started checking things over a bit in the aircraft and my flying gear, then, into the navigation section to pick up a few clues as to the probable target location. The information I picked up wasn't too comforting and set me to wondering whatever had happened to Lorient and St. Nazaire. Those were the nights.

At lunch the rest of the crew were watching me very closely to see if I was shaking more than usual. If such is the case, they start in on a bit of off-hand shaking on their own. Feeling ropery as I was, I couldn't muster up a good case of shakes so they all felt very good indeed. We were going to Mannheim and so far we had only a nodding acquaintance with the place, passing it a good piece away on our trips to other Nazi nests.

At tea time, the bomb-aimer (P/O Hal. Popplestone, Pilot, Mound, Man.), told me that he had checked my equipment and it was okay. The pilot was happy as it was a new aircraft and when we had tested it the day before, it performed like a homesick angel with Spitfire tendencies. But he would be happy anyway, being one of those guys who, once he starts, will fly all the way standing up, if necessary. He is an Englishman, but far from phlegmatic. The engineer is also English and never very happy about anything unconnected with eating and such, so we don't worry when he is griping.

Comes the big briefing and the Wingco in his usual cheery manner points out the dangers we are likely to encounter and then minimizes them by pointing out that our squadron is being backed up by a few other squadrons who are also pretty fair

at their work. That makes us feel very good. In fact, if there are that many other guys going, I can't help feeling that Mannheim is going to be a very bashed about place indeed, come Friday morning.

Briefing is over and we start putting on our long underwear and fleece-lined ties, and such. As usual, Tiny – our huge tail-gunner – has forgotten something or other and we flap around getting him wrapped up for the night. When we finally get ushered into to crew bus by the adjutant and the padre, I get that old feeling again that I should have stayed in the day I enlisted as aircrew. Once the motors are purring away I feel much better and when they commence to really roar and decide to take us places, I feel almost happy. The aircraft certainly can take off and a bellyful of bombs doesn't seem to worry the old boy a bit. You notice that I refer to it as a boy; so many aircraft and ships are given the opposite sex that I feel that "F for Freddie" should be male.

Shortly after we set course the bomb-aimer and I discover that there are a couple of maps missing, but as we have been flying over that neck of the woods for quite some time, we keep it a secret and pin-point from memory. It worked better that way, I think, because when I thought we should be at a certain place, we didn't know for sure that we weren't, and my confidence remained intact. Would-be navigators and bomb-aimers will do well not to follow this technique as it sometimes doesn't work.

Nothing happened over England except that George, the automatic pilot, decided to take a night off, and Geoff (the pilot) decided that as we had another pilot on board to absorb experience, this would be an excellent time for him to get some. So he, George and Geoff were all quite happy.

Coming up to the enemy coast, we could see a couple of dirty big cones of lights containing a couple of our boys, and some wicked-looking flak. But the boys had a schedule to maintain so they disengaged and the searchlights decided to sulk as they doused and didn't reappear until after we had gone by. Then we had no more lights for quite a while and nothing for me to do but chase the Gremlins away from my equipment and take the odd quick look at the darkness outside.

The last time we were over here it was very dark and foreboding as if there were all sorts of things waiting to jump out at us and I spent most of my time in my little blacked-out office with the light on full. I feel much safer this way and my work is much less liable to nervous errors.

Twenty minutes went by with not a sound from the crew, and I wondered if they had got out at the coast. Then someone remarked about all the lights on the ground and when I took a look, it was almost like the Queen Elizabeth Way back home. Bags of illumination, but it didn't give me any clues as to whether I was still anywhere near where I should be, so I decided to take a star shot or two and check up. This was a bad move as it not only tired me out considerably moving around the aircraft, but the kite was squirming and twitching like a schoolboy holding up

two fingers. Then we passed very close to a pretty hot spot and I figured we were quite a bit off track.

As I was figuring out an alteration of course in my usual calm, imperturbable manner, the tail-end Joe decided to warn us of approaching aircraft. It was approaching all right, and with plenty of malice aforethought. We made a dirty swerve to starboard with our nose well down while Tiny and the Hun took shots at each other in the approved fashion. Five minutes later, I had recovered my imperturbability and handed out an alteration of course to the next turning point.

With no further trouble, we reached the target area which was well lighted up both by ourselves in the way of bombs, and also by the Hun who was dropping flares above us to show his fighters exactly where we were. Now we could see the other bombers all heading roughly in the same direction we were going, and it made me feel pretty good to see all the big stuff setting down for the last mile in. The course out of the target was ready, so I shut up shop and had a good look at the target.

Hollywood is the only place in the world that could come even close to picturing one of these really concentrated efforts. Incendiaries were covering the target area for miles in a solid white, twinkling mass. The photo flashes were exploding whitely in dozens as the boys took pictures to prove that they had been in and out of the place. Then a huge, crimson explosion ripped through the incendiary carpet and emerged with a dirty black cap of oil smoke. More incendiaries immediately covered the hole and then a couple of tremendous powder-blue explosions broke through to a great height and I remembered that they had a chemical works there. Had is right.

I can't visualize what it must be like to be down below when we are up top. I have been in a couple of the Hun's baedeker raids and discovered how scared I am capable of getting, but they were nothing on this scale.

While I was behaving in open-mouthed fashion towards the target, a cone of ten or so lights came slap-bang right on us and we started to leave wide-open. Then Tiny – calm as a brass monkey – mentioned that he could see three fighters coming our way and to get ready to go even faster and in a different direction. Right then, I knew I was in the wrong business. I was wishing the boys in the office could see me then --- back in the office. That's a common crack, but I was experiencing a very common feeling. Geoff got tired of diving and getting nowhere and as Tiny gave him the word, he pulled back on the stick and lol and behold! We shot right out of the cone towards the moon. Tiny hadn't hit any of the fighters but after he had given them a squirt, they apparently decided to go and get reinforcements or to look for something more congenial such as a Tiger Moth or an Anson. So we were out in the cold and dark again, and I was loving it.

Our route home was very well laid out as we didn't hit a thing all the way. The reaction of dropping our load and being on the way home set in and everybody started griping. The engineer started chewing the pilot's ears off about fuel consumption. The pilot started beefing about his cushion not being soft enough,

and making disparaging remarks about certain chair-borne troops he knew of (meaning me) with nice soft cushions to sit on. The wireless op, another English lad, couldn't get any swing music on his set and was cheesed off completely. The bomb-aimer came up with a convenient headache and went back to lie down for a snooze. Tiny and Baldy (P/O Bob Baldy, Kosciusko, Miss. U.S.A.) the tail and mid-upper gunners, were cold and kept bothering me by asking how long before we could get down below oxygen height, and when we would be over the channel, and so on. The second pilot thought he was very lucky to have such a trip for his freshman flight and we thought so, too. Doubly lucky, as he was going to get back to tell the boys all about it.

We had reached quite a dangerous state of relaxation by this time when one of our gunners saw an aircraft going down in flames and splashing its way along the ground in a very depressing fashion. Right away, the crew of "F for Freddie" became very alert and remained that way until I broke the glad news that we were now coming up the coast. Geoff wanted to know if we were on track but I pointed out that in this game, you can't have everything, and he should be very grateful to be hitting the coast where there was no flak and where I could pin-point.

Our trip up England was uneventful as we swerved from one pin-point to another until we reached base. We had been pouring the juice into the engines all the way home but one of the boys was still ahead of us. We made insinuating remarks by radio about his not being on the right target and he came back with the observation that staying on track was a way of operating that we should try some time, so we were even.

The interrogation room, coffee and cigarettes! Safe on the deck and relieved no end, we talked the ears off the intelligence officer and everybody else. It's amazing how garrulous one becomes after returning from a successful trip, almost as much so as a rabid golfer after winning a tough match. So there is another target for the log book and another knock for the Hun where it really hurts.

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TUCKER, F/O Warren William (J17956) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 6 June 1944 and AFRO 1660/44 dated 4 August 1944. American in RCAF. Born 19 February 1923 in Greencastle, Indiana; home there. Attending University of Indiana, 1940 to February 1941. Enlisted in Windsor, Ontario, 26 September 1941 and posted to No.1 Manning Depot. To Trenton, 10 November 1941. To No.5 ITS, Belleville, 4 January 1942. To Trenton again (Composite Training School), 11 February 1942. Promoted LAC, 25 February 1942. To No.5 BGS, Dafoe, 28 March 1942; graduated and promoted Sergeant, 25 May 1942. To "Y" Depot, 26 May 1942. Embarked for overseas, 14 June 1942. Disembarked in Britain, 24 June 1942. To No.7 Air Gunnery School, Stormy Down, 9 September 1942 (Defiant aircraft, two hours 50 minutes). To No.22 OTU, 29 September 1942. (Wellingtons, 80.15). Promoted Flight Sergeant, 25 November 1942. To No.424 Squadron, 27 January 1943 (Wellingtons, 89.05). To No.432 Squadron, 18 May 1943.

Promoted WO2, 25 May 1943. To Base Topcliffe, non-effective, 19 June 1943. To No.429 Squadron, non-effective, 4 July 1943. Commissioned 16 July 1943. Attached to No.1659 Conversion Unit, 16 August to 11 September 1943. Promoted Flying Officer, 16 January 1944. To No.22 OTU, 21 March 1944 (instructor, Wellingtons, 94.10). Repatriated 18 November 1944. To No.1 Air Command, 16 January 1945. To Composite Training School, 7 February 1945. To Release Centre, 7 October 1945. Retired 16 October 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.24 Vol.20667) has recommendation dated 19 March 1944 when he had flown 30 sorties (201 hours 40 minutes), 4 February 1943 to 6 March 1944.

Pilot Officer Tucker has taken part in thirty operations against the enemy, many of them against the most heavily defended areas of Germany, including Berlin, Essen, Hamburg, and Hannover. His keenness and ability as a Rear Gunner have contributed in a large measure to the safety of his crew and his cheerful devotion to duty have been an inspiration to his crew members and to the squadron.

I consider that Pilot Officer Tucker's devotion to duty and the skill with which he has carried out his duties fully merit the award of the Distinguished Flying Cross.

**Training:** Interviewed by F/O A.O. Innis, Windsor, 22 September 1941. "Minimum education. Young, immature. Seems alert and intelligent. Average material for pilot. Nice personality."

Course at No.5 ITS was 4 January to 1 March 1942. No marks in courses. "Backward in studies and interested only as Air Gunner. Very reliable airman. Recommended for Air Gunner. This airman has expressed himself as incapable of carrying on his course at No.5 ITS and wished to be remustered as Straight Air Gunner."

Course at No.5 BGS was 27 April to 25 May 1942. Battle aircraft - 17 hours five minutes. Fired 700 rounds on ground, 100 air-to-ground and 1,875 air-to-air (200 tracer). Scored ten percent hits in Beam Test, 7.5 percent hits in Beam Relative Speed Test and eight percent hits in Under Tail Test. Scored 80/100 in written exam, 76/100 in practical and oral exam, rated 174/20 in Ability as Firer. "A very good student with average practical ability as a gunner."

**Notes:** Application for Operational Wing dated 14 March 1944 stated he had flown 30 sorties (208 hours 45 minutes), 4 February 1943 to 7 March 1944.

On repatriation form dated 8 November 1944 he stated he had flown 280 hours 35 minutes on operations (30 sorties, the last on 6 March 1944), 124 hours 40 minutes in training plus 94 hours ten minutes further non-operational hours (his time instructing at No.22 OTU).

Assessed 22 March 1944 by S/L D.H. Kenney, No.429 Squadron when he had flown 419 hours 40 minutes (161.20 in previous six months). "A keen and conscientious gunner who has done splendid work on the squadron."

Assessed 13 November 1944 by S/L F.E. Nuttall, No.22 OTU - "A keen energetic worker. Smart, well disciplined. A good officer."

On 2 May 1943 he was in Wellington X, serial HE692, No.424 Squadron. Non-operational daylight cross country flight. It approached Penrose airfield at low altitude with starboard engine stopped. It overshot, pilot turned toward dud engine and struck trees, crashed and burned out. Crew were 1219582 Sergeant W.M. Dove (pilot, killed), J13077 P/O H.M. Brown (navigator, injured), R.126957 Sergeant W.W. Tucker (air gunner, injured), 130507 P/O R.G. Crouch (bomb aimer, killed), 1272957 Sergeant W.O. Simpson (WOP/AG, killed), and R94997 LAC P. Piotrofsky (hospital assistant on strength of Leeming, killed).

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TUGWELL, S/L Samuel Chester (J6387) - **Mention in Despatches** - No.24 OTU - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born at Stella, Ontario, 27 February 1916 (RCAF press release announcing award). Engaged six years in building trades. Enlisted in Kingston, Ontario, 22 October 1940. To "K", 13 November 1940. To No.1 ITS, 13 January 1941; graduated and promoted LAC, 21 February 1941 when posted to No.10 EFTS; to No.1 Manning Deviot, 22 April 1941; to No.8 SFTS, 2 May 1941; graduated and promoted Sergeant, 27 July 1941; commissioned 28 July 1941. To Embarkation Depot, 28 July 1941. To RAF overseas, 20 August 1941. Promoted Flying Officer, 28 July 1942. Promoted Flight Lieutenant, 28 July 1943. Promoted Squadron Leader, 2 August 1944. Repatriated 13 August 1945. To No.3 Release Centre, 28 August 1945. Retired 1 October 1945. Rejoined interim force, 28 August 1946. Reverted to Flight Lieutenant in postwar force, 1 October 1946 (service number 19876). To Trenton, 8 October 1946. To Station Toronto, 7 August 1947 to attend the Air Force School of Administration for Junior Officers. To Central Air Command, 5 October 1947. To No.9420 Unit, Hamilton, 26 May 1948. Promoted Squadron Leader, 1 June 1949. To RCAU (whatever that is), 11 July 1949. To Staff College, Toronto, 1 September 1952. To AFHQ, 11 May 1953. To Canadian Joint Staff, London, date uncertain. Promoted Wing Commander, 15 February 1957. Retired to St. Bruno, Quebec, 27 February 1965. Died in Kingston, Ontario, 4 February 2002. Public Records Office Air 2/9061 has citation for an AFC, intended for the April 1945 list, composed when he had flown 850 instructional hours, 30 in previous six months.

This officer is a flying instructor at No.24 Operational Training Unit. His strength of mind and understanding nature have been an inspiration to all instructors and to all pupils passing through his Flight. He is an excellent Flight Commander and has done fine co-operative work at his Station, displaying devotion to duty and intense loyalty. Prior to his posting to Instructor duties he completed an operational tour of 150 hours in 30 sorties.

TUGWELL, S/L Samuel Chester (J6387) - **Air Force Cross** - No.24 OTU (Fighter Command) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Public Records Office Air 2/8771 has citation, composed when he had flown 900 instructional hours (50 in previous six months).

Squadron Leader Tugwell has been employed on instructional duties for 2 1/2 years. From Junior Flying Instructor he has been promoted step by step to Flight Commander at this unit. His work throughout this long period of exacting

instructional duties has been of a high standard and he has set a splendid example to all the instructors who have worked under him, to all pupils he himself has trained and to all those who have passed through his Flight. On two occasions he has waived his right to repatriation to Canada as he was asked by the unit to remain and continue his valuable work with them. At all times his devotion to duty, loyalty and efficiency have been of a very high order.

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TUKE, F/L John Frederick Dearness (C17384) - **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 12 February 1915. Home in Haileybury, Ontario; enlisted in Montreal, 22 September 1941 as Radio Mechanic. To No.1 Manning Depot, 7 October 1941. To GAC (whatever that is), 3 November 1941. Promoted LAC, 20 February 1942. To No.1 Manning Depot, 21 February 1942. To No.31 Radar School, 18 March 1942. To No.31 Personnel Depot, 3 May 1942. To RAF overseas, 2 June 1942. Commissioned 26 June 1942. Promoted Flying Officer, 26 December 1942. To Engineer Branch, 16 December 1943. Promoted Flight Lieutenant, 26 June 1944. Repatriated 13 June 1945. To No.662 Wing, Tiger Force, 4 August 1945. Retired 7 September 1945. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ. Station Electrical Officer; had been six months in Canada, 32 months overseas.

This officer is a steady and industrious worker. He handles his men most capably and is CO of a very efficient section. He has worked up to his present position through the ranks and has shown splendid qualities of progressive leadership at all times. His continued good work and efficiency are in themselves a recommendation for a "Mention in Despatches".

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TULK, FS (now P/O) George Milton (R271627/J94132) - **Distinguished Flying Medal** - No.625 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 10 October 1925 at Deer Lake, Nova Scotia; home at Grimsby Beach, Ontario (mechanic); enlisted in Halifax, 26 August 1943 and posted to No.5 Manning Depot. To No.16 Explosives Depot, 17 October 1943. To No.10 BGS, 10 December 1943. Promoted LAC, 31 January 1944; graduated and promoted Sergeant, 10 March 1944. To No.3 Aircrew Graduate Training School, 24 March 1944. To "Y" Depot, 22 April 1944. Taken on strength of No.3 PRC, Bournemouth, 3 May 1944. Commissioned 27 February 1945. Repatriated 1 June 1945. To No.1 Air Command, 12 June 1945. To Rockcliffe, 24 July 1945. Promoted Flying Officer, 27 August 1945. To No.3 Release Centre, 29 August 1945. Retired 31 August 1945. Award presented 15 April 1948.

This airman has participated in attacks on Freiburg, Dortmund, Karlsruhe, Essen and many other strongly defended targets. In January 1945, during an attack on Munich, with the assistance of another gunner, he destroyed an enemy aircraft. On another sortie in February 1944 [correct], Flight Sergeant Tulk damaged a Junkers 88. A skilled gunner and a courageous member of aircrew, he has

continually shown outstanding keenness and devotion to duty throughout his tour.

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TULLOCH, F/O William Alexander (J41419) - **Distinguished Flying Cross** - No.162 Squadron (RAF) - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 6 September 1923 in Toronto; home given various as Ottawa and Fairville, New Brunswick (clerk); enlisted in Toronto 12 November 1942 and posted to No.1 Manning Depot. To AFHQ, 15 January 1943. To No.18 SFTS (guard), 28 March 1943. To No.7 ITS, 19 April 1943; graduated and promoted LAC, 25 June 1943; to No.6 BGS, Mountain View, 10 July 1943; to No.9 AOS, 18 September 1943; graduated and commissioned, 11 February 1944. To No.1 Aircrew Graduate Training School, 25 February 1944. To Embarkation Depot, date uncertain. Taken on strength of No.3 PRC, Bournemouth, 25 March 1944. Promoted Flying Officer, 11 August 1944. Repatriated 8 June 1945. To No.1 Air Command, 20 June 1945. To No.1 SFTS, 31 July 1945. To No.4 Release Centre, 20 September 1945. Retired 4 October 1945. Award presented by Governor General at Government House, 12 June 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 2/9082 has recommendation dated 20 March 1945 when he had flown 38 sorties (155 hours 30 minutes), 15 November 1944 to 17 March 1945. NOTE: Trips flown from 15 November to 12 December 1944 (ten) were with No.142 Squadron; balance flown with No.162 Squadron.

15 November 1944 - Berlin (4.45)  
20 November 1944 - Hanover (3.30)  
25 November 1944 - Nuremburg (4.25)  
27 November 1944 - Berlin (4.35)  
29 November 1944 - Hanover (3.45)  
30 November 1944 - Hamburg (3.55)  
2 December 1944 - Giessen (3.45)  
4 December 1944 - Hagen (3.05)  
6 December 1944 - Merseburg (4.05)  
12 December 1944 - Osnabruck (3.30)  
23 December 1944 - Limburg (4.05)  
7 January 1945 - Hanover (3.10)  
10 January 1945 - Hanover (4.15)  
14 January 1945 - Merseburg (4.40)  
17 January 1945 - Magdeburg (4.05)  
18 January 1945 - Sterkrade (2.25)  
22 January 1945 - Hanover (3.45)  
1 February 1945 - Berlin (4.30)  
2 February 1945 - Mannheim (3.55)  
4 February 1945 - Hanover (3.40)  
5 February 1945 - Berlin (4.25)  
7 February 1945 - Cleve/Duisburg (3.35)  
8 February 1945 - Berlin (4.20)  
13 February 1945 - Magdeburg (4.10)



14 February 1945 - Berlin (4.25)  
23 February 1945 - Berlin (4.25)  
25 February 1945 - Erfurt (4.20)  
27 February 1945 - Berlin (4.15)  
1 March 1945 - Berlin (5.00)  
2 March 1945 - Kassel (3.25)  
4 March 1945 - Berlin (4.30)  
6 March 1945 - Wesel (3.25)  
7 March 1945 - Berlin (4.55)  
9 March 1945 - Berlin (4.25)  
11 March 1945 - Berlin (4.35)  
14 March 1945 - Berlin (4.30)  
15 March 1945 - Berlin (4.25)  
17 March 1945 - Berlin (4.35)

Flying Officer Tulloch has taken part in a large number of operational sorties, the success of which has been largely due to the courageous and devoted way in which he has carried out his duties as Navigator/Bomb Aimer. His ability to reach the target and bomb it accurately has contributed to the success of many operations, particularly the recent attacks on Berlin which he has bombed fourteen times since the beginning of last month.

At all times Flying Officer Tulloch has displayed a cheerfulness and courage, often in the face of the stiffest opposition, which has been an inspiration and outstanding example to the other members of his squadron.

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TULLY, F/O Matthew James (J20072) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 625/45 dated 13 April 1945. Born 6 November 1918 in London, England; home in Fernie, British Columbia; formerly in Canadian Army; enlisted in Vancouver, 8 January 1942 and posted to No.3 Manning Depot. To No.13 SFTS (guard), 14 March 1942. To No.6 ITS, 9 May 1942; graduated and promoted LAC, 3 July 1942; posted next day to No.4 AOS; 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 18 June 1945. To Debert for Tiger Force, 19 June 1945. To Halifax, 27 September 1945. Retired 4 October 1945. Award presented 6 May 1950. Photo PL-35881 is a portrait. 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.1633 (RG.24 Vol.20603) has recommendation dated 14 October 1944 when he had flown 31 sorties (159 hours 40 minutes), 6 October 1943 to 13 September 1944.

Flying Officer Tully has completed a tour of operations as navigator on four-

engined bombers in an exemplary manner. On many of these sorties he navigated with great accuracy to such heavily defended targets deep in Germany as Berlin, Nuremberg and Frankfurt, and on all occasions he showed a cool disregard for any defences the enemy had to offer.

As a navigator, Flying Officer Tully is exceptionally good. On all his operations his timing and track keeping were excellent, and this is well proved by the fact that the aircraft in which he flew was never attacked by fighters and seldom hit by flak.

Flying Officer Tully's courage and skill were a great inspiration to his crew. His splendid navigation inspired them with confidence and set a fine example to all navigators on the squadron. Therefore I recommend that this officer by virtue of his long and outstanding service be awarded the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

8 October 1943 - Hanover (time ?)  
3 December 1943 - Leipzig (time ?)  
20 December 1943 - Frankfurt (time ?)  
29 December 1943 - Berlin (time ?)  
24 February 1944 - Schweinfurt (7.10)  
6 March 1944 - Trappes, Paris (4.15)  
13 March 1944 - Le Mans (5.10)  
18 March 1944 - Frankfurt (5.40)  
30 March 1944 - Nuremberg (8.10)  
22 April 1944 - Dusseldorf (5.00)  
1 May 1944 - St. Ghislain (4.15)  
8 May 1944 - Haine St. Pierre (4.20)  
19 May 1944 - Merville/Franceville (4.15)  
6 June 1944 - Coutances (4.50)  
7 June 1944 - Acheres, Paris (4.20)  
12 June 1944 - Cambrai (5.00)  
15 June 1944 - Boulogne (4.00)  
23 June 1944 - Bientque (4.25)  
28 July 1944 - Hamburg (5.35)  
1 August 1944 - Ferme de Forestel (4.15)  
4 August 1944 - Bois de Cassan (4.30)  
7 August 1944 - Caen (4.00)  
12 August 1944 - Montrichard (5.40)  
14 August 1944 - Falaise (4.10)  
16 August 1944 - Kiel (5.15)  
25 August 1944 - Brest (4.35)

27 August 1944 - Minoyecques (3.25)  
31 August 1944 - Ile de Cezembre (4.55)  
3 September 1944 - Volkel (4.00)  
9 September 1944 - Le Havre (4.00)  
13 September 1944 - Osnabruck (4.50)

RCAF Press Release No. 3587 dated 30 December 1943 from F/O Eggleston reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: - The efficiency of the staffs of flying control in the RCAF Bomber Group in England pulled the crew of a Halifax bomber from the Bluenose squadron out of a difficult situation during an attack on the German capital of Berlin recently.

The four-engined bomber, piloted by F/L B.P.M. "Barney" Keenan of Sault-Ste-Marie, Ontario, ran into bad luck on its way home when it was blasted with flak from enemy ack-ack guns over Hanover.

"The flak cut our hydraulics and we had to pump the wheels down", said F/L Keenan.

"The credit for this job goes to the flight engineer, Sergeant O.J. Harper, 38 Brunswick Apartments, Winnipeg, Manitoba. He did a grand job."

"To add to our difficulties, our petrol was running low. When we reached our home base, the indicator showed only about 10 gallons in the tanks. We signalled for an emergency landing, but owing to about seven aircraft having priority over us, we were ordered to land at another aerodrome not far away. After landing, we discovered why the petrol was low. Flak from the enemy guns had torn a hole in one of the tanks, and as a result we had lost many gallons of petrol. Quick action by flying control resulted in us getting down safely", Keenan related.

Other Canadians who made the trip in the Halifax were:

F/O M.J. Tully, navigator, Fernie, B.C.

Sergeant C.E. Osborn, Fort Erie, Ontario

F/S M.G. Alsager, rear-gunner, Lloydminster, Alberta

F/S D.R. Lalande, Wyandotte Hotel, Windsor, Ontario, bomb-aimer.

\* \* \* \* \*

TULLY, F/O Ralph Wilbert (J18180) - **Distinguished Flying Cross** - No.35 Squadron (POW) - Award effective 24 September 1943 as per **London Gazette** dated 10 April 1945 and AFRO 802/45 dated 11 May 1945. Born 26 March 1920 in Vancouver; home in Chemainus, British Columbia; enlisted in Vancouver, 11 February 1941 and posted to No.2 Manning Depot. To No.35 SFTS, 15 March 1941 (guard). To No.2 ITS, 22 April 1941; graduated and promoted LAC, 27 May 1941 when posted to No.2 EFTS; ceased training and posted to Trenton, 24 June 1941; to No.9 AOS, 3 August 1941; graduated 23 October 1941 when posted to No.6 BGS; graduated and promoted Sergeant, 6 December 1941; posted that date to No.2 ANS; graduated 16 March 1942. To "Y" Depot, 28 March 1942. To RAF overseas, 1 May 1942. Promoted Flight Sergeant, 6 June 1942. Promoted WO2, 6 December 1942. Commissioned 8 June 1943. Promoted Flying Officer, 8 September 1943 Shot down and taken prisoner, 27 September 1943 (Halifax HR907). Safe in United Kingdom, 26 May 1945. Repatriated 7 July 1945. To No.8 Release Centre, 10 December 1945. Retired 30 January 1946. Award presented 29 January 1947. Died in Vancouver, 29 September 2003 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2004.

As air bomber this officer has taken part in a large number of operational missions against the enemy in the course of which he has invariably displayed the utmost courage, fortitude and devotion to duty.

The website "Lost Bombers" provides the following on two sorties involving him.

24 July 1943 - Halifax HR803, No.35 Squadron (TL-P). Airborne at 2209 hours, 24 July 1943 from Graveley and crashed one minute later in a field at Great Paxton, 3 miles NNE of St. Neots, Huntingdonshire. The crash, in which no one was hurt, was caused by the failure of both outer engines. Crew was Flight Sergeant N.J. Matich (RNZAF), Sergeant R.A. MacI. Mather, F/O C.A. Hewlett, Sergeant R.W. Tully (RCAF), Sergeant F.R. Dolling, Flight Sergeant A.T. Tuck (RAAF), Sergeant A.V. Forsyth

27/28 September 1943 - Halifax HR907, No.35 Squadron (TL-P), target Hannover. Airborne at 1939 hours, 27 September 1943 from Graveley. Shot down from 17,000 feet by a night-fighter, crashing onto a house and exploding. Both Air Gunners are buried in the Hannover War Cemetery. The three DFM holders had their awards gazetted 10 September 1943, 15 October 1943 and 10 April 1945 respectively. As a crew, their combined sortie total stood at 307 operations. Although by no means unique, it was unusual to have three Commonwealth Air Forces represented in a single crew. P/O N.J. Matich, DFM (RNZAF) evaded; Sergeant R.A. MacI. Mather made POW; F/L C.A. Hewlett made POW; P/O R.W. Tully (RCAF) made POW; P/O F.R. Dolling, DFM made POW; P/O A.T. Tuck, DFC (RAAF) killed; Flight Sergeant A.V. Forsyth, DFM, killed; P/O R.W. Dolling was interned in Camp L3, POW number.2909. (DFM gazetted 15 October 1943) fell through 16,000ft before his parachute opened.

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire compiled from interview of 29 May 1945. He stated he had flown 40 sorties as

Bomb Aimer.

From taking off from Gravelly till after leaving the target we had had a very successful trip. We had been on track all the way, and believe our time of bombing was dead on, and had seen the Target Indicators burst so knew that part was all right.

On leaving the target the rear gunner started a running commentary on what was happening. The skipper told him to forget about the target and watch for fighters. After two or three minutes he told us of a kite going down in flames behind us and the mid-upper also mentioned it. Just after they had been told to "shut up" and watch for fighters, we caught it.

Our throttle control bounced onto the Navigator's table and another on the floor and the H2S set blew up. At the same time the skipper started to corkscrew. He told us we were at 9,000 feet, losing height rapidly and to bale out.

As I went out of the aeroplane I noticed flames coming from the port outer. After pulling the chute I do not remember anything till I saw an explosion; I thought the kite had exploded in the air but was told by one of the others that it had crashed. I imagine that I was about 20 miles from Hanover.

Out of port hatch, threw cover in the nose. Chin bleeding, then landed.

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TUMMON, F/L Evan Ernest (J10223) - **Distinguished Flying Cross** - No.400 Squadron - Award effective 23 March as per **London Gazette** dated 3 April 1945 and AFRO 765/45 dated 4 May 1945. See **Field of Honour** (Bank of Montreal, c.1950). Born 14 September 1917 in Crookston, Ontario. Educated in Tweed, Ontario (High School Cadets). Home in Foxburg, Ontario (Bank of Montreal clerk and teller). Attended No.20 Militia Training Centre, Brantford, 8 January to 8 February 1941. Enlisted in RCAF in Hamilton, 5 June 1941 and posted to No.1 Manning Depot. To No.1 BGS, Fingal, 16 July 1941 (guard). To No.1 ITS, Toronto, 9 August 1941; graduated and promoted LAC, 13 September 1941; posted next day to No.10 EFTS, Mount Hope; graduated 7 November 1941) and posted next day to No.6 SFTS, Dunnville; graduated and commissioned, 27 February 1942. To "Y" Depot, 1 March 1942; to RAF Trainee Pool, 19 March 1942. Taken on strength of No.3 PRC, Bournemouth, 29 March 1942. To No.41 TU, 12 May 1942. To No.400 Squadron, 17 June 1942. Promoted Flying Officer, 1 October 1942. Attached to No.11 Army Tank School, 20-24 April 1943. Attached to Station Weston Zoyland, 22-27 July 1943. Promoted Flight Lieutenant, 27 February 1944. Proceeded to France, 1 July 1944. Emplaned from Northwest Europe, 24 February 1945 (tour expired). Repatriated via Lachine, 18 April 1945. To Station Trenton, 30 April 1945. To No.4 Release Centre, Toronto, 12 June 1945. Retired 14 June 1945. Application for Operational Wing drafted 22 February 1945 stated that he had flown 113 sorties, 17 June 1942 to 22 February

1945. It also stated he had flown 784 hours ten minutes total and 196 hours 15 minutes on operations. Award sent by registered mail 26 September 1949. Died in Belleville, Ontario, 27 January 1988 as per **Airforce Magazine** of October-November-December 1988, Royal Canadian Legion "Last post" website and **Legion Magazine** of May 1988.

This officer has flown on a variety of missions which have included fighter patrols. His attacks on ground targets have always been effectively completed, frequently in the face of intense opposition. On one sortie while evading enemy fire his aircraft collided with a tree which did major damage to the main plane and rendered the flying instruments unserviceable. Flight Lieutenant Tummon made a crash landing on reaching base. In the course of his operational career he has damaged several locomotives.

**Training:** Course at No.1 ITS was 8 August to 12 September 1941. Courses and marks as follows: Mathematics (96/100), Armament, practical and oral (90/100), Signals (100/100), Hygiene and Sanitation (30/40), Drill (94/100), Law and Discipline (58/60). Placed first in a class of 125. "Cool, capable type, well able to take care of himself. Showed excellent results here. Commission material. Second aircrew recommendation: Observer."

Course at No.10 EFTS was 13 September to 7 November 1941. Flew Fleet Finch aircraft (39.20 dual, 25.25 solo. Of this, ten hours 40 minutes on instruments. Also logged ten hours in ink. "Instruments average, average pilot; good type. Should do well with more experience." (L.H. Dean). Ground courses were Airmanship (175/200), Airframes (85/100), Aero Engines (88/100), Signals, practical (100/100), Theory of Flight (72/100), Air Navigation (171/200), Armament, oral (175/200), and graded 178/200 under "Qualities as an Officer." Placed second in a class of 31. "Average pilot, good type and anxious to learn. Bearing and discipline good. Good officer material."

Course at No.6 SFTS, Dunnville was 10 November 1941 to 30 January 1942. Harvard aircraft, flying 44 hours 20 minutes day dual, 60.50 day solo, 4.30 night dual, 11.30 night solo. Of these times, 20 hours on instruments. Also logged 20 hours in Link. "A smooth, accurate pilot, displaying good airmanship, excellent in navigation but only average in instrument flying. Fighter type." (F/L E. Lane). Ground school courses in Airmanship and Maintenance (176/200), Armament, written (57/100), Armament, practical 73/100), Navigation and Meteorology (173/200), Signals, practical (90/100), Signals, written (41/50). "Very satisfactory, good effort shown throughout." Placed seventh in a class of 54.

**Notes:** Assessment of 2 June 1943 by W/C R.C.A. Waddell stated he had flown 465 hours 50 minutes to date, 82 hours 35 minutes in previous six months. A good all-round athlete. Also described as "A good officer who pulls his weight and is a pleasure to work with."

Assessment of 24 July 1944 by S/L R.A. Ellis stated that he had flown 683 hours 20 minutes as of that date, 100 hours 20 minutes in previous six months.

Recommended on 4 November 1944 by S/L R.A. Ellis for vacant Flight Commander post. As of that date he had flown 168 hours 30 minutes on operations, 94 hours 15 minutes in previous six months.

Assessment by S/L M.G. Brown, 2 March 1945 stated he had flown 785 hours of which 80 had been in previous six months. Rated "Satisfactory" over all and graded in the following categories: Zeal and Energy in Performance of Duty (7), Personality, Force of Character and Leadership (7), Reliability and Judgement (7), Initiative (7), Ability on Present Duties (8), General Standard of Professional Ability (7). "This officer has been the Senior Flight Commander in this squadron for several months. He is an exceptional pilot, very well liked by both air and ground personnel. Good organizer, conscientious and extremely efficient."

On repatriation (20 March 1945) he signed a form stating he had flown 196 operational hours and 404 non-operational hours. Also confirmed he had flown 113 sorties. Types and hours listed as follows: Mustang (310), Spitfire (180), Tomahawk (60), Harvard 20), Typhoon (five), various others (25).

Involved in Category AC crash of Mustang AP173 at 1400 hours, 28 November 1942 (operational, Rhubarb). He reported, Took off at 1300 hours 28 November 1942 after being briefed for operations, near Pontorson, France. While flying at 100 feet and about 500 yards behind F/O Clarke, we attacked a train, getting in a good burst and going down to about 20 feet. As I pulled up I felt the slip stream of the leading aircraft and struck a tree which I had not previously observed with the leading edge of my starboard main plane. As the pitot head was damaged my Airspeed Indicator and Rate of Climb were unserviceable, I returned to base and landed at 1505 hours."

The Commanding Officer of No.400 Squadron noted that he had pressed his attack at too low an altitude and too close to his leader. "The pilot is not considered to have been careless or negligent in any way but erred in not breaking off his attack soon enough. The squadron is now carrying out armament practice period against air to ground targets which should assist in preventing a recurrence."

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TUNIS, F/O William Elmer (J88131) - **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 4 December 1921 in Hamilton, Ontario; home there (blacksmith's helper); enlisted there 30 August 1941 as Airframe Mechnic and posted to No.1 Manning Depot. To No.14 SFTS (guard), 13 September 1941. To Technical Training School, 10 October 1941. Promoted AC1, 14 March 1942. To No.1 BGS, 18 March 1942. Promoted LAC, 1 July 1942. Remustered to aircrew and posted to No.1 ITS, 5 December 1942. To No.9 EFTS, 20 February `943; to No.14 SFTS, 17 April 1943; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943. To United Kingdom, 12 September 1943. Commissioned 11 July 1944. Promoted Flying Officer, 11 January 1945. Repatriated 14 May 1945. To No.1 Air

Command, 27 May 1945. Date of release uncertain. Rejoined as pilot, 6 February 1951 (85183) and still serving s of July 1957. Award presented in Hamilton, 27 July 1949. Died in Burlington, Ontario, 13 October 2008.

This officer, at all times, has shown keenness and determination during his attacks on enemy targets. His aircraft, on one occasion, was so badly hit by anti-aircraft fire that he had to leave it by parachute. On another occasion, while on a daylight attack, one engine of his aircraft was damaged and later was badly hit by anti-aircraft fire but, despite these hazardous circumstances, Flying Officer Tunis flew his aircraft safely back to base. By his fine leadership and coolness this officer has always set a fine example to his squadron.

DHH file 181.009 D.2618 (Library and Archives Canada RG.24 Volume 20627) has original recommendation drafted by W/C F.E. Sharp, 18 April 1945 when he had flown 35 sorties (204 hours 40 minutes). Sortie list and submission as follows:

11 September 1944 - Castrop Rauxel (4.55)  
25 September 1944 - Calais (4.45)  
26 September 1944 - Calais (4.30)  
27 September 1944 - Duisburg (5.40)  
28 September 1944 - Cap Gris Nez (3.55)  
29 September 1944 - Sterkrade (4.20)  
25 October 1944 - Hamburg (5.00)  
28 October 1944 - Cologne (6.50)  
30 October 1944 - Cologne (6.35)  
16 November 1944 - Julich (5.00)  
18 November 1944 - Munster (4.20)  
26 November 1944 - Neuss (5.20)  
18 December 1944 - Duisburg (5.30)  
24 December 1944 - Dusseldorf (4.15)  
6 January 1945 - Hanau (7.10)  
13 January 1945 - Saarbrucken (7.00)  
14 January 1945 - Grevenbroich (6.40)  
16 January 1945 - Magdeburg (7.15)  
1 February 1945 - Mainz (7.15)  
2 February 1945 - Wanne Eickel (6.00)  
4 February 1945 - Bonn (6.30)  
7 February 1945 - Goch (6.10)  
9 February 1945 - Wanne Eickel (6.50)  
13 February 1945 - Bohlen (6.05)  
17 February 1945 - Wesel (6.30)  
7 March 1945 - Hemmingstadt (6.00)  
8 March 1945 - Hamburg (6.00)  
11 March 1945 - Essen (6.10)



12 March 1945 - Dortmund (6.15)  
13 March 1945 - Wuppertal (4.25)  
15 March 1945 - Castrop Rauxel (6.00)  
19 March 1945 - Witten (6.55)  
21 March 1945 - Rheine (5.15)  
24 March 1945 - Gladbach (5.55)  
31 March 1945 - Hamburg (5.35)

Flying Officer Tunis has completed an operational tour on four-engined bombers. At all times, and often under the most difficult and trying circumstances, this officer has shown the utmost keenness and determination to complete his attacks, without regard to the strength of the enemy defences. On one occasion, Flying Officer Tunis' aircraft was so severely damaged by flak that he was forced to abandon his aircraft by parachute. On another occasion, on pressing home an attack in daylight with one unserviceable engine, he was again very badly holed by flak; however, this pilot brought his aircraft back safely to an airdrome in France, with no injury to any member of his crew, and without further damage to his aircraft. I have no hesitation in recommending this officer for the award of the non-immediate Distinguished Flying Cross.

Shot down 18 November 1944 in Halifax NP770 (EQ-C), target Munster, sixteen 500-pound bombs. Took off from Linton-on-Ouse, 1222 hours; time over target at 1500 hours. All members of crew had flown ten sorties; they were P/O W.E. Tunis (captain), F/O H.E. Salisbury (navigator), F/L M.W. Anderson (WOP), Sergeant K. Sumner (flight engineer), F/O D.S. McQuaig (air bomber), Flight Sergeant M.R. Smyth (mid-upper gunner) and Flight Sergeant W.H. Scheer (rear gunner). Directorate of History and Heritage file 181.001 D.24 has his "K" report detailing event.

Bombed target and were hit about 20 minutes after leaving target. Intercom went unserviceable after leaving target about 15 minutes. Moisture had gone into lead in plug, into accumulators and howling was produced. First knowledge of flak was being hit. Height 17,000 feet, cloud 7/10 below and 10/10 above. First hit by 2-3 bursts. Starboard Outer unserviceable. Port fuel tank No.1 and No.6 on starboard badly holed. Gee hit by flak and no H2S. Starboard outer was feathered OK. About ten minutes before coast reached port inner went unserviceable, port inner could not be feathered and backfired. Port outer was beginning to overheat. Turned back to bale out over land. Backfiring believed in carburettor. Rudder control wrong, full port rudder on but aircraft was skidding all the time. Height maintained until port inner feathered, then lost height. Tailplane holed and port aileron. Perspex, fuselage and astrodome holed. Intercom had just been repaired when aircraft was hit. Order to bale out given over intercom. Two gunners went out of rear exit, rest out front. Two seat pack (pilot and rear gunner). WOP had hole in chute when it opened. Flight engineer hatch opened OK, slight trouble in jettisoning against slipstream. Mid-upper and rear gunner without order

went out of rear door. Navigator, WOP, flight engineer bomb aimer and pilot out of front. Mid upper had trouble with chute not opening, had to be pulled open by hand. WOP had some difficulty in opening owing to hole in canopy. No boots lost, all helmets off. WOP had crack on jaw and cuts in crotch, navigator had crack on jaw. Flight engineer sprained ankle on landing. Landed about seven miles south of Ghent. Aircraft completely destroyed. WOP was able to recover some logs and dinghy radio. Aircraft broke into flames on crashing. Aircraft to port of track at time of incident, according to Gee fix but starboard of stream. Flak believed predicted. Very close, almost direct hits and much of it near.

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TUPPER, P/O Bruce Haynes (J17428) - **Distinguished Flying Cross** - No.148 Squadron - Award effective 22 June 1943 as per **London Gazette** dated 6 July 1943 and AFRO 1849/43 dated 10 September 1943. Born Borden, Saskatchewan, 27 December 1916; home in Saskatoon where he was employed as "linen keeper" at the city hospital; enlisted there 27 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 14 October 1940 when posted to No.7 EFTS; to No.10 EFTS, date uncertain; to No.1 Manning Depot, 29 March 1941; to No.5 SFTS, 10 April 1941; graduated and promoted Sergeant, 21 June 1941. To Embarkation Depot, 4 July 1941; to RAF overseas. 16 July 1941. Arrived in UK, 16 August 1941; to No.27 OTU, 23 August 1941; to No.20 OTU, 16 September 1941; promoted Flight Sergeant, 1 December 1941; promoted Warrant Officer, 1 June 1942; to No.1653 Conversion Unit, 10 June 1942; to Middle East, 31 July 1942; to GSI (F) Flight, 8 October 1942; to No.108 Squadron, 23 November 1942; commissioned 12 February 1943; to Bombay, 11 May 1943; promoted Flying Officer, 12 August 1943; struck off strength of No.148 Squadron, 25 March 1944. Posted to UK, 23 April 1944; to Canada, 20 May 1944; to No.5 OTU, Boundary Bay, 11 July 1944; promoted Flight Lieutenant, 1 October 1944; to Release Depot, 6 September 1945; released 11 September 1945. Award presented 6 November 1948. Postwar Air Cadet Officer, 1 September 1953 to 19 June 1957.

This officer has completed numerous sorties, many of them of [over ?] difficult terrain. He is a resourceful captain whose unsurpassed skill and judgement have been largely responsible for the successes obtained. Pilot Officer Tupper has set an example worthy of the highest praise.

NOTE: The postings reported are difficult to reconcile with other documents. On repatriation to Canada he filled out a form which stated he had flown 75 hours on Fleet Finch aircraft, about 400 on Ansons, 100 on Wellingtons and 748 on Liberators. He further stated he had flown about 350 instructional hours at No.20 OTU, 67 operational hours with No.160 Squadron, and 485 operational hours with No.148 Squadron.

A document dated 10 June 1942 from No.20 OTU indicates that he was a pupil there, 16 September to 20 December 1941, after which he was transferred to Establishment Strength as an instructor in which role he excelled expectations in the Anson and Conversion Flights.

A letter dated 2 May 1944 (Air Officer Commanding, RCAF Overseas to AFHQ, Ottawa) states:

Flight Lieutenant Tupper embarked for the United Kingdom on the 16<sup>th</sup> July 1941, and after pre-operational training, was posted to No.20 OTU on the 13<sup>th</sup> September 1941, where he instructed until the 11<sup>th</sup> June 1942 on Ansons and Wellingtons. He was then posted on the 13<sup>th</sup> June 1942 to No.1453 Conversion Unit on Liberators II. On completion of this he was posted to No.160 Squadron, Middle East. On the 12<sup>th</sup> October 1942 he was posted to the Special Liberator Flight, which became No.148 Squadron Middle East and CMF, with which squadron he remained until his return to the United Kingdom which took place at the end of March.

He has a total flying time of 1,340 hours, 552 of which are operational. He has made 53 sorties and has a credit of two operational tours.

On 29 May 1944, applying for Operational Wings, he filled out a form which states he flew with No.160 Squadron, 31 July 1942 (England to Gibraltar, 8.15, Gibraltar to LG.220, 1 August 1942, 12.20) with an attack on shipping (15 August 1942, 12.30), raid on Tobruk (25 August 1942, ten hours), raid on Corinth Canal (28 August 1942, 8.15); Tobruk again (5 September 1942, 9.15 and 29 September 1942, 8.15). He then records sorties in "Special Ops Flight", with 17 sorties flown, 18 October 1942 to 24 April 1943 (all described as "Special duties" with the longest being flown on 10 January 1943 - 14.05 - and 2 February 1943 - 14.15). He then records further "Special Duties" flights with No.148 Squadron, commencing 15 May 1943 until 21 June 1943 (six sorties) at which point his first tour concludes. He then lists second tour flying with No.148 Squadron 8 August 1943 to 21 December 1943 (23 sorties) including one of 17 hours 30 minutes (9 August 1943), another lasting 13 hours 45 minutes (5 October 1943) and one of 13 hours (29 September 1943).

Public Record Office Air 2/4974 has a message from Headquarters, Middle East to Air Ministry, 22 June 1943 with text of a DFC citation for Warrant Officer Bruce Haynes Tupper (corrected at Air Ministry to Pilot Officer). Original text as follows:

An immediate award of the Distinguished Flying Cross has been made to Warrant Officer Bruce Haynes Tupper (R62226) of 148 Squadron. Warrant Officer Tupper has now completed 27 operations as the captain of Liberator aircraft involving 290 operational flying hours in one tour. The first seven of these comprising 69 hours were carried out on bombing raids with 160 Squadron and the remainder on Special Operations with this unit. The average length of these latter has therefore been in the region of 12 hours and he carried out these long and exhausting flights over difficult and mountainous areas with a skill, resourcefulness and endurance unsurpassed by any other pilot in this squadron. On one occasion on 21 February 1943 he was selected to carry out an emergency operation over Greece with some urgently required medical stores. The area was in a narrow valley with 6,000 feet peaks on either side and the drop had to be made at 1,000 feet above ground level

at an airspeed of 120 mph, little above stalling. It was a very dark night and the weather was so bumpy that twice the aircraft almost stalled and every member of the crew was sick. It is doubtful whether any other pilot would have persevered under these circumstances but Warrant Officer Tupper did and his efforts were eventually rewarded. Every container landed and the life of a certain very important person was thereby saved. The operations of this unit are of a special nature and do not often give opportunities for acts of outstanding gallantry. They do, however, call for a very high standard of flying, a steady nerve and a marked sense of judgement. In all these, Warrant Officer Tupper has shown himself exceptional and his keen courage and determination have been an inspiration to all his comrades. This citation is not repeat NOT to be published.

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TUPPER, Corporal Estell (W304707) - **British Empire Medal** - Station Lachine - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Home in Penticton, British Columbia; enlisted in Vancouver, 12 May 1942. To No.6 Manning Depot, 25 May 1942. To Rockcliffe, 25 July 1942. Promoted AW1, 12 August 1942. Promoted LAW, 1 April 1943. To No.1 Repatriation Depot, 31 July 1943. Promoted Corporal, 1 October 1943. To United Kingdom, 9 March 1946. Released 16 October 1946. Award presented 7 May 1947. Clerk (Administration).

This non-commissioned officer has been on strength of No.1 Repatriation Depot for nearly three years. She is quiet and capable and has helped in the swift and efficient disposal of repat drafts through this depot on their way to well-earned leave by working on many occasions at dawn or all through the night to this end without thought of personal inconvenience to herself or of time off. Her efforts have contributed to the efficient running of this depot.

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TURENNE, P/O Denis Joseph (J17533) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 21 October 1943 as per **London Gazette** dated 29 October 1943 and AFRO 2457/43 dated 26 November 1943. Born 25 October 1919 at St.Pierre, Manitoba; home there; enlisted in Winnipeg, 19 June 1941 and posted to No.2A Manning Depot. To No.4 Training Command, 15 July 1941. To No.8 BGS (guard), 15 July 1941. To No.4 ITS, 20 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.5 EFTS; graduated 21 November 1941; posted next day to No.12 SFTS ; graduated and promoted Sergeant, 13 March 1942. To "Y" Depot, 14 March 1942. To RAF overseas, 31 March 1942. Promoted Flight Sergeant, 13 September 1942; promoted WO2, 13 March 1943. Commissioned 12 April 1943. Promoted Flying Officer, 12 October 1943. Repatriated at uncertain date; to Lachine, 9 January 1945; to United Kingdom, 17 January 1945. Promoted Flight Lieutenant, 12 April 1945. Repatriation and release dates uncertain. Rejoined as pilot, 12 May 1951 (38459); still serving as of January 1956. Award presented 13 September 1947. Royal Canadian Legion "Last Post"

website and **Legion Magazine** of November/December 2002 record the death of 38459 F/L Denis J. Turenne, age 82 in St.Boniface, 21 June 2002. At some point he appears to have added "Edmond" to his Christian names. RCAF photo PL-19814 (ex UK-5373 dated 28 September 1943 shows four members of No.425 Squadron in London - P/O Laurent Lymburner (navigator, Verdun, Quebec), P/O Henri Marcotte, DFC (Montreal), P/O Armand Meilleur (WAG) and P/O Denis Turenne (pilot, Saint Pierre, Manitoba); an English "bobby" assists.

This officer has completed a tour of operations during which he has participated in attacks against many of the most heavily defended targets in Germany and Italy. An outstanding captain of aircraft, his courage and devotion to duty have been of a high order.

\* \* \* \* \*

TURGEON, Corporal Joseph Louis Georges (R136543) - **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 18 September 1923; enlisted in Quebec, 25 November 1941 as "Tradesman" and posted to No.4 Manning Depot. To No.1 Manning Depot, 24 February 1942. To Trenton, 28 March 1942 when reclassified as "Guard". Promoted AC1, 7 April 1942. To No.2 ANS, 20 April 1942. To No.1 CNS, 25 May 1942. Promoted LAC, 1 December 1942. To "Y" Depot, 25 January 1943. To RAF overseas, 8 March 1943. Reclassified as Maintenance Assistant, 24 June 1943. Repatriated 3 December 1945. To No.2 Release Centre, 10 December 1945. Retired 16 January 1946. No citation in AFRO.

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TURNBULL, F/L Harry Brown (J6663) - **Distinguished Flying Cross** - No.148 Squadron - Award effective 19 May 1943 as per **London Gazette** dated 25 May 1943 and AFRO 1247/43 dated 2 July 1943. Born in Lambton, Ontario, 13 March 1913; home in Sarnia, Ontario; enlisted London, Ontario, 22 July 1940. To No.1 Equipment Depot, 16 August 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 22 October 1940 when posted to No.1 EFTS; ceased training and posted to No.1 Manning Depot, 21 November 1940; to No.1 AOS, 6 January 1941; to No.1 BGS, 27 April 1941; to No.1 ANS, 7 June 1941; promoted Sergeant, 9 June 1941; graduated and commissioned, 5 August 1941. To No.31 OTU, 20 August 1941. To RAF overseas, 2 October 1941. Promoted Flying Officer, 5 August 1942. Repatriated 25 March 1943 and posted to Rockcliffe. Promoted Flight Lieutenant, 26 March 1943. To No.1 CNS, 29 April 1943. To No.4 AOS, 28 May 1943. To No.7 Photo Wing, 13 July 1944. To AFHQ, 12 August 1944. To War Staff College, 4 March 1945. To No.1 Air Command, 13 May 1945. To No.4 Release Centre, 1 July 1945. Released 7 July 1945. Award presented 6 April 1944.

Flight Lieutenant Turnbull has completed a large number of operational sorties during which his navigation has invariably been of a high standard. A meticulous and determined officer, he has obtained many successful hits on enemy land targets and amongst shipping. On one occasion he started three fires during one

night. At all times he has shown courage and devotion to duty, worthy of high praise.

NOTE: Public Records Office Air 2/8952 has a more detailed text communicated 13 April 1943 from Headquarters, RAF Middle East to Air Ministry; recommendation had been initiated 14 January 1943.

Flight Lieutenant Turnbull has completed 43 operational sorties totalling 259 hours. His navigation at all times has been of an extremely high standard and on several occasions has found his main target where less conscientious navigators have been content with the secondary target.

He has shown a marked determination not to release bombs until runs are perfect, with the result that he has obtained extremely successful results. On the night of 29th July and 1st August he obtained hits on the jetties and among shipping in Tobruk. During the recent successful campaign he started as many as three fires in one night.

In addition this officer has carried the weight of the Navigation Section on his shoulders, acting as Squadron Navigation Officer for the past four months.

\* \* \* \* \*

TURNBULL, F/L John Cameron (J21370) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. Born 5 September 1923 in Regina; home in Govan, Saskatchewan; enlisted in Regina, 30 September 1941. To No.3 Manning Depot, 17 November 1941. To No.15 STS (guard), 31 January 1942. To No.7 ITS, 28 March 1942; graduated and promoted LAC, 22 May 1942 but not posted to No.6 EFTS until 20 June 1942; graduated 14 August 1942 and posted next day to No.4 SFTS; graduated and commissioned 4 December 1942. To "Y" Depot, 29 December 1942; to RAF overseas, 4 January 1943. Promoted Flying Officer, 4 June 1943. Repatriated 13 August 1945. To No.6 Release Centre, 21 August 1945. Retired 2 October 1945. Invested with award by King George, 11 August 1944. Following war service, he attained Bachelor of Science in Pharmacy, University of Saskatchewan, 1949, employed in city and rural Pharmacies. Moved to Ontario to become the Executive Director Canadian Pharmaceutical Association (CPhA), during which he was the initiating publisher of Compendium of Pharmaceutical Specialties (CPS). Upon retirement he became Project Consultant to the Drug Service Program, Barbados, and afterwards with WHO in Belize. Invested Order of Canada (CM) 1975. Died 10 December 2010 in Toronto as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2011. Photo PL-32390 shows him. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9015 has recommendation dated 21 April 1944 when he had completed 20 2/3 sorties (159 hours 19 minutes), 30 August 1943 to 18 April 1944.

30 August 1943 - Munchen Gladbach (6.25)  
31 August 1943 - Berlin (9.20)  
5 September 1943 - Mannheim (8.10)  
6 September 1943 - Munich (9.25)  
15 September 1943 - Montlucon (8.00)  
16 September 1943 - Modane (7.25), heavy icing conditions  
3 October 1943 - Kassel (7.45)  
4 October 1943 - Frankfort (7.40)  
22 October 1943 - Kassel (7.30)  
2 September 1943 - GARDENING (3.50)  
3 November 1943 - Dusseldorf (6.00)  
26 November 1943 - Stuttgart (8.40), guns u/s  
3 December 1943 - Leipzig (8.35)  
20 December 1943 - Frankfurt (6.50)  
29 December 1943 - Berlin (7.30), heavy flak, blew controls from pilot's hands  
4 January 1944 - GARDENING (8.00)  
18 April 1944 - Paris (5.25)  
15 February 1944 - Berlin (7.10)  
6 March 1944 - Trappes (5.25)  
15 March 1944 - Stuttgart (7.40)  
11 April 1944 - GARDENING (6.10)  
18 Apr 44 - Paris (5.25)

This officer, during his more than twenty sorties against the most heavily fortified and defended targets such as Berlin, Mannheim, Kassel and Frankfurt to mention a only a few, has displayed a very high quality of leadership, fine determination and initiative.

An excellent captain and a conscientious Flight Commander, his determination and fortitude in the face of great difficulties has been and is an inspiration, and at all time Flight Lieutenant Turnbull's outstanding devotion to duty has been an example of great worth to all in the squadron. I highly recommend this officer and consider he fully merits the award of the Distinguished Flying Cross.

\* \* \* \* \*

TURNBULL, F/O John Howard (J6211) - **Distinguished Flying Cross** - No.600 Squadron - Award effective 29 July 1943 as per **London Gazette** dated 20 August 1943 and AFRO 2258/43 dated 5 November 1943. Born in St.Thomas, Ontario, 30 December 1915; home there (bank teller, 1935-1940). Enlisted in Toronto, 19 September 1940. To Patricia Bay, 20 October 1940. To No.2 ITS, 18 January 1941; graduated and promoted LAC, 21 February 1941 when posted to

No.15 EFTS; may have graduated 24 April 1941 but posted only on 4 May 1941 to No.32 SFTS; graduated and promoted Sergeant, 15 July 1941. Commissioned 16 July 1941. To Embarkation Depot, 16 July 1941; to RAF overseas, 4 August 1941. Further trained at No.60 OTU, 10 September to 11 November 1941. Served in No.125 Squadron, 12 November 1941 to 2 March 1943 (promoted Flying Officer, 14 July 1942), and No.600 Squadron, 3 March 1943 to 14 February 1944 (went with unit to Mediterranean; promoted Flight Lieutenant 16 July 1943). His first sortie had been 15 December 1941; his first with No.600 Squadron was 15 March 1943. By 2 June 1944 he had flown 1,060 hours (403 by night, 657 by day). This included time on Tiger Moths (64 hours), Harvards 80), Magister (ten), Master (ten), Oxford (ten), Blenheim (15), Defiant (200), Beaufighter (650) and Mosquito (twelve). He had flown 350 operational hours (125 sorties). Victories as follows: **4 November 1942**, one Ju.88 destroyed (shared); **23 April 1943**, one CANT Z.1007 destroyed; **11 July 1943**, one Ju.88 destroyed; **15 July 1943**, three Ju.88s destroyed; **17 July 1943**, one Ju.88 and one He.111 destroyed; **9 August 1943**, two Ju.88s destroyed; **9 September 1943**, one Ju.88 destroyed; **10 September 1943**, one Ju.88 destroyed; **24 January 1944**, one Ju.88 destroyed. Returned to Britain, 5 March 1944; embarked for Canada, 18 April 1944. To No.36 OTU, 31 May 1944; to No.8 OTU, 30 June 1944. Flew 250 instructional hours on Mosquitos. To Greenwood, 30 July 1945. To Patricia Bay, 7 August 1945. To No.4 Release Centre, 10 September 1945. Released 23 October 1945. DFC and Bar presented at Buckingham Palace, 28 February 1944. Photo PL-28302 (ex UK-9433 dated 1 April 1944) shows him with his uncle outside Buckingham Palace. Photo PL-28308 shows him just after investiture. Postwar he worked at selling Mosquitos to Nationalist China. Postwar marketing and sales manager for Asahi Pentax; retired 1981 to devote himself to photography, horses and dogs. Died in South Muskoka, 26 August 1992; extensive obituary in Toronto **Star** dated 31 August 1992. Cited with Sergeant Cyril F.J. Fowler (RAF, awarded DFM). For added details see H.A. Halliday, **The Tumbling Sky**.

As pilot and observer, Flying Officer Turnbull and Sergeant Fowler have taken part in many night operations and have destroyed five enemy aircraft. They have displayed skill and tenacity worthy of high praise.

NOTE: Public Record Office Air 2/4995 has message from Headquarters, Royal Air Force, Middle East to Air Ministry 29 July 1943, with the following citation as originated by No.600 Squadron:

Since being posted to this unit in March, Flying Officer Turnbull has destroyed five enemy aircraft by night.

On the night of 22/23rd April 1943 Flying Officer Turnbull was on dawn patrol off the coast of British North Africa in indifferent weather. He had heard that there were possibly enemy aircraft about and in spite of deteriorating weather conditions and the fact that sector control advised him to return in view of the weather he insisted on remaining on patrol in the hope he might intercept one



of the enemy aircraft one of the enemy aircraft. His determination was rewarded, as shortly afterwards he destroyed a CANT 1007 just before dawn; after he had done this he successfully flew back to his base which he found in spite of very bad weather and landed successfully.

On the night of 10<sup>th</sup> July 1943, while flying under GCI control off the east coast of Sicily this officer destroyed a Junkers 88 which was taking strong evasive action by very good deflection shooting. Flying Officer Turnbull has always taken a great interest and carried out much practice in deflection shooting and his training and perseverance in this line are largely responsible for him destroying this particular enemy aircraft.

This officer is a skilled, reliable pilot, and his desire to engage the enemy has always been of the highest order.

TURNBULL, F/L John Howard (J6211) - **Bar to Distinguished Flying Cross** - No.600 Squadron - Award effective 5 October 1943 as per **London Gazette** dated 2 November 1943 and AFRO 2507/43 dated 2 November 1943. Cited with FS Cyril Fowler, RAF (Bar to DFM).

As pilot and observer respectively, Flight Lieutenant Turnbull and Flight Sergeant Fowler have displayed outstanding skill in operations at night and have destroyed ten enemy aircraft. They have displayed exceptional keenness and determination, setting an example of the highest order.

Public Record Office Air 50/164 has a series of reports dealing with his Mediterranean combats as follows:

**23 April 1943:** Report not on usual form but what appears to be a signal:

600 Squadron - Beaufighter AI Mark VI [V8627], six machine guns, four cannon. Louise 42. Pilot- F/O H.H. Turnbull, N/R Sergeant C.F. Fowler took off Souk-El-Kehmis (Paddington) 0300 hours. Landed Paddington 0615 hours. Patrolled for High Class (694 AMES) at 9,000 feet. At approximately 0400 hours told enemy aircraft flying from south at 20,000 feet. Beau given vectors and told to climb to 20,000 feet and obtained beam contact at 19,000 feet range on enemy aircraft, also at 20,000 feet. Beau turned in behind closing at 1,000 feet range and 500 feet below and obtained visual on aircraft identified as CANT Z.1007 Bis (Mod). Synchronized speed at 170 IAS from 150 yards dead astern, fired two-second burst. Simultaneously return fire was experienced from top gun of enemy aircraft which passed over Beau but ceased suddenly before Beau burst had ended. Strikes were seen on CANT's fuselage and wing roots and fire spread along the trailing edge of the port wing. Enemy aircraft dived at angle of 45

degrees. Beau followed, firing another two-second burst from 100 yards dead astern. Large piece flew off enemy aircraft tail and something struck Beau tail but causing only a slight dent. CANT went into a vertical dive and Beaufighter followed, turning to port and going down in a spiral dive. CANT was seen burning and debris following. Then large blazing piece seen to fall off CANT. Beau followed down to 8,000 feet by which time seen to strike sea and light disappeared. Combat took place at 0415 approx 55 miles north of Cap Serrat. Beau continued on patrol and was given vector on to a Bogey which shortly afterwards went off GCI tubes. Then at approximately 0515 was given vector onto a bandit which also went out of GCI range. Weather cloudless, slight haze over sea. Visibility excellent. Rounds fired - 130 cannon 480 machine gun. Stoppage in one cannon. Claim - one CANT Z.1007 bis (Modified) destroyed.

**11 July 1943:** Beaufighter VI, V8407, T/600, F/O J.H. Turnbull and Sergeant Fowler, 0235 hours to 0545 hours. From Luqa airfield. Patrol on Line "B". No cloud. Visibility very good. General weather fine, clear to the East.

0304 hours - height 11,000 feet - "B" Line - In position on "B" Line under Gondar control. After contacting several GCI's, taken over by BB at 0450 hours. Flying in Pachino area at 10,000 feet, vectored onto raids 30 miles N.E. travelling S.W. at 8,000 feet. Enemy aircraft reported losing height and orbiting. Beaufighter also lost height and orbited, experiencing some flak from ships but without damage. At 0500 hours fleeting contact made on aircraft 3,000 to 4,000 feet below (when Beaufighter flying at 8,000 feet) and 45° to starboard. Beaufighter lost height to 4,000 feet but contact not held. Beaufighter now saw Ju.88 approaching crossing starboard to port 1 ½ miles ahead (seen clearly against the Eastern sky). Beaufighter turned in behind opening fire at 300 yards range with 20° deflection. Strikes were observed on starboard wing and return fire was experienced from upper cannon. Enemy aircraft now took violent evasive action and was lost sight of momentarily only to be seen crashing into the sea with starboard engine on fire and pieces falling off. This was at 0505 hours in the bay south of Augusta.

Claim:- one Ju.88 destroyed

#### Part B

N.F.A. - Sector Control, Gondar, G.C.I. "Violet"

N.F.B. (1) 04.50  
(2) 05.00  
(3) 05.00

N.F.C. - Ju.88, 4,000 feet crossing starboard to port, 1 ½ miles ahead.

N.F.D. - 8,000 feet

N.F.E. - (1) Was unable to retain A.I. contact owing to high speed and enemy aircraft jinking but by reducing height to slightly below enemy aircraft was able to obtain visual against first light.

- (2) Echo appeared at 6,000 feet when Beaufighter flying at 8,000 feet. Enemy aircraft was then showing 3,000-4,000 feet below and 45° to starboard. Signal was not very strong owing to Beaufighter being at Buster for some time. Approach attempted was hard starboard turn and throttle well back hoping to remain in contact at approximately 6,000 feet until height was lost to bring Beaufighter below enemy aircraft. Contact was lost owing to over-shooting at high speed with target still hard away to starboard. After completing starboard turn pilot had visual on Ju.88 against the morning light which was destroyed without further help from N/R [navigator/radar].

N.F.F. - Enemy aircraft sighted approaching almost head-on crossing starboard to port. Enemy aircraft did not see Beaufighter which turned in behind and opened fire at 300 yards, allowing 20° deflection. Enemy aircraft returned fire as soon as Beaufighter opened fire. During 5 second burst strikes seen on enemy aircraft's starboard wing which caught fire. Enemy aircraft dived vertically then climbed steeply. Before Beaufighter could close again ship-borne anti-aircraft began firing at both aircraft so Beaufighter dived away to starboard and flew parallel to enemy aircraft. Enemy aircraft continued to fly straight and level towards coast with starboard wing burning and after 2 or 3 minutes went into shallow dive to starboard and crashed into sea.

N.F.G. - One Ju.88 destroyed.

N.F.H. - (1) V.H.F. very clear and loud at heights above 6,000 feet, faint below this height. No interference.

- (2) I.F.F. was used during sortie and no adjustments made.
- (3) A.I. performance good, except that high speed made both tubes very jumpy.
- (4) Malta beacon observed at good strength off Syracuse at 100 miles from base signal being at base of second time base. Height 5,500 feet.

N.F.J. - Not Applicable

N.F.K. - 200 rounds 20 mm, 600 rounds .303.

N.F.L. - (1) No moon

(2) Starlight, first light just beginning on north-east horizon.

(3) No cloud

**14/15 July 1943:** Beaufighter VI, A.I. Mark IV, V8407, T/600, F/O J.H. Turnbull and Sergeant Fowler, 2230 hours to 0050 hours. From Luqa airfield. Patrol on "A" Line.. No cloud. Visibility very good. General weather good.

Patrolled under Mimic - put onto aircraft going towards Cape Pessaro - turned starboard and gained contact at maximum range. Beaufighter was flying at 13,000 feet and came down to 10,000 feet. Enemy aircraft doing slight jinking, and we closed to 200 yards and opened fire. There was some return fire hitting us on the port engine nacelle doing no damage. Gave a 5-second burst from about 200 yards and enemy aircraft's starboard wing and starboard engine caught fire and it went down in flames near Pachino Town at 1135 hours.

One Ju.88 destroyed.

Then vectored onto another raider, got a brief contact which was lost, but regained contact and recognised Ju.88 - closed to 200 yards and gave 5 second burst. Cockpit caught fire and enemy aircraft crashed in the sea slightly west of Cape Pessaro at 1150 hours.

One Ju.88 destroyed.

Given another contact travelling N.E. at 6,000 feet; Beaufighter then at 12,000 feet when we got contact. Reduced height and closed from 100 yards to 50 yards giving a 2 second burst. Back portion of enemy aircraft caught fire and it crashed near Niscemi.

One Ju.88 destroyed.

Total claim:- 3 Ju.88s destroyed.

**16/17 July 1943:** Beaufighter VI, V8388, V/600, F/O J.H. Turnbull and Sergeant Fowler, 0030 hours to 0310 hours. From Luqa airfield. Patrol on "A" Line. Visibility good with slight haze; general weather good.

0145 hours - height 12,000 feet - 30 miles west of Catania. Under GCI control. Contact at maximum range, dead ahead, and got visual at 3,000 feet but could not recognize. Closed to 200 yards when Bandit (identified as Ju.88) took evasive action and was lost.

0210 hours - height 12,000 feet - Caltargirone area. Freelance contact to starboard, evasive action taken but got visual at 2,000 feet - closed to 200 yards (recognised as being a Ju.88) and opened fire. Both of aircraft's engines caught fire and he went down out of control. Return fire experienced but ineffective. One Ju,88 destroyed.

Time ? - height 10,000 feet - Caltargirone area. Under GCI control vectored on to Bandit, got contact to starboard. Immediately after second Bandit came in from port and Beau, decided to attack this. Went down to 6,000 feet and got visual at 5,000 feet range. Closed in to 200 yards, recognised as Ju.88 and opened fire. Only one cannon fired - hit starboard engine which began to glow. Enemy aircraft took violent evasive action and went down to 2,000 feet. After a number of short deflection bursts enemy aircraft caught fire and crashed. Ineffective return fire experienced. Two of the crew seen to bale out. One Ju.88 destroyed.

Remarks: Visibility excellent, but moon being bright made outlines of aircraft hazy and very difficult to recognize.

Total Claims:- two Ju.88s destroyed.

**9 August 1943:** Beaufighter VI, V8416, L/600, F/O J.H. Turnbull and FS G. Fowler, 2030 hours to 2320 hours. From Cassibile aerodrome. Visibility good and general weather good. Interception patrol. Combat from 11,000 feet, diving to 6,000 feet.

Patrolled under Virtue.

Contacts and visuals on two Marauders (Bostons ?).

Vectored on to Bogey flying S.E. Obtained contact and visual at 2,000 feet - identified Ju,88. Beau fired several short bursts from 150 yards. Enemy aircraft caught fire and crashed near Palazzole at 2218 hours. One Ju.88 destroyed.

Then vectored N.W. on to another bogey flying S.E. Beau turned in behind enemy aircraft and obtained contact on three enemy aircraft - closed in - visual at 1,500 feet hard port - closed to 100 yards dead astern, slightly above and identified Ju.88. Beau fired short burst and starboard engine caught fire and enemy aircraft crashed between Syracuse and Augusta at 2228 hours. One Ju,88 destroyed.

At approximately 2245 hours, while flying E., crossing the coast between Syracuse and Augusta, observer noticed red light in sky above passing from port

beam to starboard beam about 2,000 feet above and astern. Light was seen for approximately three minutes from a range of 10,000 feet to port to 10,000 feet to starboard, although Observer looked at tubes as light approached, no contact obtained.

Total claims: - two Ju,88s destroyed.

**9 September 1943:** Beaufighter VI, V8407, T/600, F/O J.H. Turnbull, FS G. Fowler, 20010 hours to 2359 hours. Took off from San Antonio/Milazzo aerodrome. Visibility good in clear moonlight; general weather good.

2115 hours - height 9,000 feet, slightly east of Capri. Freelance patrolling at 9,000 feet made head-on contact well below. Went down to 6,000 feet and obtained visual at 3,500 feet range. Closed in to 1,000 feet, identifying enemy aircraft as Ju.88. At 50 yards range from dead astern behind opened fire with two-second burst. Strikes obtained on port engine which caught fire. Enemy aircraft made a diving turn to port. Beau followed firing a deflection shot which missed. Enemy aircraft levelled out for a few seconds, then half rolled and dived into sea with port engine burining.

One Ju.88 destroyed.

2120 hours - height not stated - five miles south of Capri. Remarks: As enemy aircraft half rolled and Beau did steep orbit, three contacts were made which remained stationary. Nothing seen or contacted subsequently. It is suggested therefore that there may have been parachutes.

Rounds fired: 120 x 20 mm; 360 x .303.

Confirmed by W/C Green, DSO, DFC.

**10 September 1943:** Beaufighter VI, V8407, T/600, F/O J.H. Turnbull and FS C. Fowler, 0115 hours to 0615 hours. Took off from San Antonio/Milazzo aerodrome; landed Cassibile. Visibility good and general weather clear, starlight, no moon. Defensive patrol of Operation "Avalanche".

0430 hours - height 8,000 feet - off Licosa Point to 0445 hours, Gulf of Salerno. On freelance patrol, investigated flares bring dropped in Gulf of Salerno. Flying at 8,000 feet made head-on contact on target below and orbitting. Target flying very fast and after long chase, Beau doing 280 I.A.S., closed in to 2,000 feet obtaining visual (just before visual short contact made on second aircraft but no more seen of this). Identified aircraft as Ju.88. From 200 yards fired 20°

deflection burst of five seconds which missed. Enemy aircraft dived straight away and Beau fired another four-second burst from 250 yards dead astern setting starboard wing-tip on fire. Enemy aircraft continued taking evasive action. Beau fired a third 5-6 second burst from 20° starboard from 50 yards range which set starboard engine on fire. Enemy aircraft dived into the sea where it was seen burning on the surface.

Rounds fired: 360 x 20 mm (stoppages in three cannon), 2,400 x .303.

Claim:- one Ju.88 destroyed.

**24 January 1944:** Beaufighter VIF, V8574, V/600, F/O J.H. Turnbull and P/O G.F. Fowler, 1715 hours to 2035 hours. Took off from Gaudo aerodrome;. Visibility good and general weather clear, starlight. Defensive patrol.

1730 hours - height 12,000 feet, Ischia - Taken over by GCI "Flametree" (AMES 8015). Given vectors on to three bogeys which either proved friendly or went out of range without contact.

1845 hours - height 12,000 feet - ten miles SE of Gaeta - Saw flares dropping in bay northwest of Circeo Point.

1910 hours - height 12,000 feet - 10-15 miles west of Circeo - Now on freelance patrol, made contact at 9,000 feet range on aircraft flying northwest, 20° below. Beaufighter turned hard port and closed. Considerable "Window" was experienced, apparently thrown out by target (N/Rad was able by turning gain full up to keep aircraft blip larger than "Window". At minimum range "Window" disappeared and gain was turned back to normal). No evasive action was taken by target which flew on a level course at approximately 220-230 IAS.

1915 hours - height 11,000 feet - 8-10 miles north of Circeo Point - Visual was obtained at 1,800 feet and aircraft identified as Ju.88. Beaufighter closed to 100 yards dead astern and fired three short bursts. Strikes were observed from first two bursts on fuselage and wing roots - at third burst enemy aircraft caught fire and went into spin and crashed and was seen burning on the ground for half an hour. This was at 1916 hours 8-10 miles north of Circeo Point.

Claim:- one Ju.88 destroyed.

\* \* \* \* \*

TURNBULL, Sergeant Neil James (R102734) - **British Empire Medal** - No.181 Signals Wing, ACSEA - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO

132/45 dated 26 January 1945. Born 16 April 1918 in Leamington, Ontario; home there; enlisted in Toronto 1 May 1941 as Radio Mechanic. To No.37 SFTS, 11 May 1941. To No.2A Manning Depot, date uncertain. To University of Manitoba, 5 June 1941. Promoted LAC, 13 September 1941. To Embarkation Depot, 4 October 1941. To RAF overseas, 6 October 1941. Classified as Radar Machanic, 1 January 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 April 1943. Repatriated 7 June 1945. To No.1 Air Command, 24 June 1945. To No.1 Equipment Depot, 26 July 1945. Discharged 26 September 1945. Award presented 14 June 1949. RCAF photo PL-27469 (ex UK-11221 dated 8 June 1944) is shows him with a Gurkha soldier, comparing weapons; Turnbull is described as a former ledger clerk in a Toronto bank. "He is now in charge of the radio section at the famous 'Broadway' airstrip in the heart of central Burma 200 miles or so behind the Japanese front lines." PL-27470 (ex UK-11222 dated 8 June 1944) shows him en route from Broadway to his radio post, carrying a Sten gun; With him, armed with a revolver, is WO Sydney Baynes, Millhouse, Twyford, Berks, described as the airborne control officer at Broadway. Photo PL-27471 (ex UK-11223 dated 8 June 1944) is captioned as follows: "An after-lunch interlude at Broadway airborne invasion airfield of the Wingate Expedition behind the Jap lines in central Burma. Corporal Neil 'Doc' Turnbull (R102743) of Leamington, Ontario, fixing a plaited leather doodad made with boot-laces around another lad's bush hat by way of decoration. Turnbull is in charge of a radio section of 14 men at Broadway." Photo PL-27472 (ex UK-11224 dated 8 June 1944) is captioned as follows: "At the mess table in the armed stronghold in Broadway, central Burma, are men of the radio section. At far side, extreme left, is Corporal 'Doc' Turnbull of Leamington, Ontario, who is in charge of the section. Between the trees, right, is slung the Canadian Corporal's hammock." Photo PL-2743 (ex UK-11225 dated 8 June 1944) shows him with a Sten gun and trying to examine the swordstock of a friendly hill tribesman. Note that PL-27474 (not a picture of him) shows a section of the camp that constituted an armed stronghold around Broadway. No citation in Canadian sources. Public Records Office Air 2/8872 has recommendation. The draft citation is awkwardly worded in the middle (although the sense is clear):

On the 19th March, 1944, this airman, who is a radar mechanic, landed at Broadway with a crew of four operators. He was instructed to place himself and his small crew and equipment at the disposal of an American Signals Corps Lieutenant and crew whose light warning set had been destroyed by fire as the result of an air raid. Sergeant Turnbull erected the new equipment two or three miles from the strip at the edge of a small jungle clearing, but at first the results were not up to standard. On the 24th March the equipment was dismantled and moved to a new site. At midnight, the enemy made a heavy and surprise attack on the site and the Gurkha guard was overwhelmed. Sergeant Turnbull and his crew were confined to a fortress for four days until the enemy were forced to retire on 31st March. As soon as he was able to reconnoitre the area and inspected the equipment which had been damaged. He decided that the chosen site was good from the technical point of view, afforded good camouflage cover from the air, and was immediately adjacent to the fortress, thereby ensuring greater protection



from the enemy ground forces. The American radar personnel, including the officer, had all left and Sergeant Turnbull was required to work on his own initiative with his small crew. By the 3rd April all the faults had been cleared and the damage repaired. The equipment was kept working throughout the daylight hours, being manned by Sergeant Turnbull and three operators until April 8th when more RAF radar operators arrived. Sergeant Turnbull was faced with very considerable responsibilities throughout and the results that he achieved were worthy of high praise.

RCAF Press Release dated 4 May 1944 read as follows:

From: THE AIRBORNE INVASION FRONT, CENTRAL BURMA

“The strangest sound I’ve ever heard,” said Corporal Neil “Doc” Turnbull (R102734), “was the sound of a rooster crowing at dawn in the quiet after the noise of the battle had died down.”

In the bronzed, bush-hatted figure “Doc” Turnbull presents today, his only uniform, a pair of khaki shorts, rather the worse for wear, and with revolver and Sten gun at his side, customers and staff of the Yonge and St. Clair branch of the Dominion Bank in Toronto would probably have difficulty in recognizing one of their former ledger-keepers.

Nor would the congregation of St. John’s Anglican Church in his hometown of Leamington, Ontario, see in him at once their former organist.

For he has become “a Burma Broadwayite”, an inhabitant of the armed stronghold established by the Wingate Expedition far inside the Japanese lines in Central Burma, a camp which was given the name – at first a code name – of “Broadway”.

It was at Broadway that the first gliders and troop-carrying Dakotas landed early in March, starting off the airborne invasion of central Burma.

For nearly two months now “Doc” Turnbull, with others of the camp, has been there continuously. He sleeps in a hammock slung between two trees beneath the jungle stars, and he works at a technical site which is itself a separate armed camp, guarded by wire entanglements, Ghurkas and anti-aircraft guns, while Canadian-built armoured cars give added protection.

This second stronghold is “Doc” Turnbull’s special charge, for in it is the radio equipment on which the life of the camp depends. He has thirteen men under

him.

This correspondent shared several meals of American “K” rations and had many a chat while sitting around a pot of “char” with this young Canadian who has a big job to do and is making a good job of it too under the strangest of circumstances.

Music was one of the subjects of conversation. It’s his confessed “passion”. “At one time, I’d hoped to make a career of it,” he told me, “but I’ve given up that idea now. After the war, I think I’ll go in for electrical engineering”. He’s 26 now.

He became an Associate of the Toronto Conservatory of Music a year or two before the war. His instrument was the piano. But his favourite medium now is the organ, and he hopes that, wherever he may be after the war, he will always be able to play the organ. Before he took up music, he wanted to be a doctor. His father is a doctor, and that is why he’s always been called “Doc”.

We talked about the war and the Japs, about Canada, past, present and to be. We talked about the Battle of Broadway, and even about Paulette Goddard.

If she only knew it, Paulette Goddard was the cause of a mild flutter at “Broadway”. She had been touring the Bengal forward areas entertaining the troops and it had been reported she was going to visit “Broadway”.

“It caused a good deal of flap here, said Turnbull, “and, on the night she was supposed to fly in, there was a rush to get shaved and smartened up”. But the military authorities would not permit the screen star to make the flight over the enemy’s territories and Broadway returned to its normal sartorial aspect.

When the Japs attacked the airstrip and encampment and a stiff battle was waged for four days for their possession in the last days of March, Turnbull lost all his radio equipment. The Japs held it during that period, but they didn’t destroy it. No one can tell why. It’s just another example of the unaccountability of the little Nipponese. As soon as the enemy was driven off, the station was set up again at a new site – its present one – and was able to start operating again right away.

Turnbull was on the Arakan front when orders came through for the move which eventually landed him at Broadway. But he’d no idea where he was going, and least of all did he expect to find himself in the middle of Japanese-held country. He was actually ready for anything though, as last summer he had done a commando course with Lord Louis Mountbatten’s Assault Wing, and in the Arakan he had been in front-lines, cooperating with army units. He was with a

Mobile Radio Unit then.

“I was kind of excited when I heard we were to fly with complete equipment to Imphal. It sounded like something interesting, and besides I’d never been up in an aircraft before,” he related. “We were put in another Dakota at Imphal and finally arrived at Broadway at three in the morning. When I got out, I could see nothing in the dark except the lights of the airstrip and the gloomy outlines of trees. There was a group of men standing near our aircraft waiting to unload her when I got out. I asked one of them where I was. ‘You’re on Broadway,’ he replied. I told him “It doesn’t look much like Broadway to me”. “What are we here for?”

‘You’re here to take our place,’ he said. ‘Our sets have just been bombed to bits.’

Not the most encouraging welcome to a new camp, but when daylight came, Turnbull and his men (there were just four of them then) got their equipment hauled up a rough jeep-trail to the site they were to occupy in the jungle some distance from the airstrip. But after a week there, he decided to move to a better site, and picked one right beside the landing ground.

“We got everything packed up and moved it down the jeep-trail out into the clearing and left it there with a platoon of Ghurkas guarding it. It had taken us all day to pack it up. We were going to set it up in the new site the next day.”

That night, the Japs attacked, and they didn’t see their equipment for another four days.

The first night of the Battle of Broadway wasn’t the first time the Canadian radio corporal had been under fire. He had had the better part of two seasons of warfare in the Arakan, travelling with his mobile radio unit. And on one occasion during this time, a bomb had exploded within 25 yards of him. But he’d never been in such a racket as developed at Broadway that first night of the battle.

“We were in the camp getting ready to turn in at about nine o’clock when we heard rifle fire rattling in the distance and gradually drawing closer.”

“Then explosive bullets started to burst among the trees nearby and over our heads. They’re rather alarming at first, as they’re meant to be. Next, came the trench mortars.”

“I was worried about my equipment, but there was nothing I could do about it, as we were ordered into the dug-outs by the commander of the camp.”

“We could tell in a little while that a real battle was developing. The firing grew intense. We could hear our own machine-guns rattling hard at the Japs as they advanced, and then came a regular pandemonium of yelling and shouting as they charged and we drove them back. They were across the strip and fighting on the edge of the stronghold.”

“The racket continued all night, with frenzied, almost man real cries as the Japs and Ghurkas charged each other. It got quieter towards dawn, and before it was light, the battle seemed to stop completely as the Japs withdrew to their fox-holes.”

“It has been quiet for about an hour when I heard the Colonel’s rooster, crowing as he does every morning just before dawn. I think it was the strangest sound I’ve ever heard. It sounded so normal and domestic and out of place I could hardly believe my ears.”

“The first night’s fighting seemed to be the hardest and noisiest. After that, we had their measure, and our troops were helped by dive-bombers which came over the third day and drove them out of their stronghold. The previous night had been comparatively quiet, about the only incident being a visit from a JU 88 which was neatly shot down by our Bofors gunners.”

“After the Japs had been dealt such heavy losses that they were forced to withdraw from the airstrip, we got our equipment back. It was practically unharmed, though it had been in their hands during the whole of the battle. The Ghurkas guarding it had had all their time taken up with fighting and had been unable to destroy it before they were driven back, but we found that it was quite serviceable.”

“That night the Dakotas landed on the airstrip again for the first time in five nights. The sound of their engines was the sweetest sound I’ve ever heard.”

“Turnbull now has a “pukka” stronghold of his own for his technical equipment, but he and his men mess and sleep as members of “R.A.F. Station, Broadway,” a unit established early this month with a New Zealand squadron leader as commanding officer.

Most of the men in the camp sleep in shallow canvas-covered dug-outs of various sizes, the largest big enough for five or six men, but “Doc” Turnbull has found himself a piece of real comfort – a hammock discarded by an American officer when he left after the American radio station was destroyed. It is a luxury job,

with waterproof canopy and built-in mosquito net with zipper fasteners.

They mess beneath the trees at a big table built with packing-cases in which they brought their equipment. Meals are usually American "K" rations, flown in by the Dakotas, but at night, there is a stew made with bully beef and soup powder. It's the chef d'oeuvre of the day.

"Doc" Turnbull gets lots of exercise and says that he's never been fitter. The exercise he gets is mostly digging slit-trenches and fox-holes, and filling sand-bags.

As for "Life at Broadway", he says: "I love it".

"I was scared the first night," he told me, "especially when the trench mortars were getting rather close, and the first dead Jap I saw gave me a nasty feeling of repulsion. His face, apart from being dead and contorted, seemed the incarnation of evil."

The young Canadian has a deep admiration for the men of the British Army who are fighting in this jungle warfare, and he thinks the British-Ghurka combination a wonderful one.

"I've got a marvellous impression of the British Army," he told this writer. "When you see men, who must never have been accustomed to jungle life, go out on long patrols with heavy packs and equipment and come back days later after staggering through the jungle under this terrific sun, and then you never hear them grumble, you learn to admire them tremendously."

The men under Turnbull's charge are a cross-section of civilian life. There's Ian Robertson, of Sunderland, whose parents have recently gone to live in Canada (4330 Mayfair Avenue, Montreal, P.Q.), and his pal "Jock" Brown, of Edinburgh, both LACs. They're continually scrapping about football, and their conversation is like a vaudeville act to the others. There's "Nicky", from Newcastle, a corporal, who used to be a painter and decorator; and "Chips" Carpenter, an LAC of Surrey, who used to sell garden seeds all over the continent of Europe.

There's LAC Bob Henderson, of London, a stage dancer in "civvy street"; Corporal Bob Munn, of Glasgow, a solicitor, Ted Osborne, an LAC, of Aberdare, where he was in the building trade; LAC Les Booth, of London, a catering executive; LAC Mac McGarey, car salesman, of London, and others.

They're none of them used to jungle life, but all these men from different walks of

life, including “Doc” Turnbull, former ledger-keeper and church-organist, are “making-do” to form a happy, successful and unique unit.

In later years, they will probably look back on Burma’s “Broadway” as one of their richer experiences.

\* \* \* \* \*

TURNBULL, Sergeant Robert Steele (R61603) - **Distinguished Flying Medal** - No.76 Squadron - Award effective 17 December 1941 as per **London Gazette** dated 23 December 1941 and AFRO 1/42 dated 9 January 1942. Born in Winnipeg, 14 November 1918; home in Govan, Saskatchewan; educated there; pharmacist apprentice there. Some flying lessons at Regina Flying Club. Enlisted in Regina, 19 June 1940. To No.1 Manning Depot that date. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 8 August 1940; to No.6 EFTS, Prince Albert, 18 August 1940; to No. 4 SFTS, Saskatoon, 10 November 1940; graduated and promoted Sergeant, 28 January 1941). To Rockcliffe, 18 February 1941. To United Kingdom, 6 March 1941. To No.10 OTU, 10 March 1941. To No.78 Squadron, 17 May 1941. To No.76 Squadron, 17 August 1941. To Central Flying School, 17 November 1941. Commissioned 21 November 1941. To No.1652 Flight, 17 January 1942. To No.405 Squadron Conversion Flight, 29 April 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant and Acting Squadron Leader, 22 August 1942; confirmed in that rank, 2 October 1942. To No.1659 Conversion Unit, 28 October 1942. Promoted Wing Commander, 6 November 1942. To No.427 Squadron, 3 September 1943. To Overseas Headquarters, 14 June 1944. Leave in Canada, 16 June to 25 July 1944 when returned to Britain. To No.6 Group Headquarters, 28 July 1944. To No.64 Base, 3 August 1944; promoted Group Captain that date.. Repatriated 28 February 1945. To No.5 OTU, Boundary Bay, 1 March 1945. To Trenton, 7 November 1945. To No.1 Air Command Headquarters, 26 January 1946. Retained rank of Group Captain in postwar RCAF (19786). To Station Toronto, 12 October 1947. To RCAF Staff College, 13 October 1947. To Air Transport Command Headquarters, Rockcliffe, 19 July 1948. To AFHQ, 27 July 1949. To Station Saskatoon, 19 January 1952. To No.3 (Fighter) Wing, Zweibrucken, 25 June 1953. To No.4 (Fighter) Wing, Baden-Soellingen, 1 July 1953. To No.1 Air Division Headquarters, 17 April 1955. To AFHQ, 11 July 1957. To Air Defence Command Headquarters, St.Hubert and attachment to 25<sup>th</sup> NORAD Division, McChord Air Force Base, 17 April 1960. To Comox, 14 August 1965. To Maritime Command Pacific Headquarters, 15 November 1966 as Staff Officer, Personnel and Administration. Retired from RCAF, 14 July 1970; died in Victoria, 8 February 1977. Photo PL-2569 shows Sergeant W.B. Smith (Saskatoon) and Sergeant R.S. Turnbull (Regina), early 1941. Photo PL-26911 (ex UK-8662 dated 9 March 1944) shows him as Commanding Officer of No.427 Squadron. Photo PL-32492 (ex UK-14108 dated 14 June 1944 taken on posting of W/C R.S. Turnbull (centre) from No.427 Squadron when he was presented with a cigarette case; left to right are F/L A.G. “Mike” McAuley (Belleville, Ontario), S/L George Cribb, DFC (RAF, flight commander), Turnbull, F/L H.O. Holroyde (Toronto, squadron adjutant) and S/L Neville Murray, DFC (Trinidad, flight commander). Photo PL-32663 (ex UK-

13669 dated 26 August 1944) shows him. 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." RCAF photo PL-32802 (ex UK-15198 dated 21 September 1944) shows G/C R.S. Turnbull (left) and S/L F.J. Seidel (Montreal, Administrative Officer at base, recently posted) in Station potato patch paring them. Photo PL-33613 (ex-UK-16039, 21 October 1944) shows FS John G. Wilson (rear gunner, St. Vital), G/C R.S. Turnbull and FS John MacIlroy (Toronto, mid-upper gunner). RCAF photo PL-33941 (ex UK-16239 dated 2 November 1944) showing briefing of Bluenose and Iroquois squadron crews; S/L W.A. Bentley with pointer; station commander G/C R.S. Turnbull in centre of the aisle, W/C A.P. Blackburn on right. Photo PL-33946 (ex UK-16244 dated 2 November 1944) at post raid interrogation are P/O Herb Tucker (Glace Bay, Nova Scotia and Halifax), G/C R.S. Turnbull (station commander) and Sergeant Ralph Fisher (flight engineer, RAF, from Leeds, Yorkshire). Award presented at uncertain date.

Sergeant Turnbull is a reliable and conscientious captain of aircraft. On his last flight to Nuremburg he circled over the target area for an hour to identify it before releasing his bombs which caused many fires. Sergeant Turnbull has displayed high courage and never failing enthusiasm.

NOTE: Public Records Office Air 2/9572 has recommendation dated 22 October 1941 when he had flown 25 sorties (161 hours 20 minutes) with sortie list (although text adds little to the published citation); he was based at Middleton St. George but had to make many landings away from his home field:

29 May 41 - Kiel (6.30) - Target covered by 10/10 cloud; bombed Munsum; landed at Linton  
8 June 41 - Dortmund (7.55) - Full moon; target clear and was bombed; intense searchlights.  
11 June 41 - Duisburg (6.50) - Low fog over target; bombed target area; a "fresher" trip (RAAF slang ?)  
12 June 41 - Schwerte (6.40) - Target area bombed; low fog; another "fresher" trip.  
15 June 41 - Cologne (7.00) - Target foggy but area bombed; another "fresher" trip.  
29 June 41 - Bremen (7.00) - Bombed target; very clear; landed at Linton.  
2 July 41 - Cologne (7.20) - Foggy over target; accurate and intense flak; landed at Bimbrook.  
5 July 41 - Munster (6.20) - Target bombed; easy trip with little flak.  
7 July 41 - Osnabruck (6.00) - Target bombed; attacked by Me.110; tail gunner claims a probable.  
16 July 41 - Hamburg (6.45) - 7/10 cloud over target; poor searchlight cones but accurate

flak.

22 July 41 - Frankfurt (7.50) - Local thunderstorms over target; ice; flew home without airspeed indicator; bombed Aachen; new navigator.

24 July 41 - Emden (6.45) - Target clear; phot taken; flak intense and aircraft hit 30 times.

2 Aug 41 - Hamburg (8.20) - Target bombed; new navigator; landed at Acklington.

6 Aug 41 - Frankfurt (8.40) - 9/10 cloud; bombed target area; ice conditions all the way.

8 Aug 41 - Kiel (6.55) - Target clear and bombed; exactor trouble; flak intense and hit a dozen times.

16 Aug 41 - Cologne (5.40) - Target bombed; easy trip with searchlight opposition only.

28 Aug 41 - Duisburg (4.55) - Target covered by 9/10 cloud; bombed target area; no flak or searchlights.

31 Aug 41 - Cologne (6.30) - 10/10 cloud over target; bombed target area; encountered flak and searchlights in the Ruhr.

2 Sept 41 - Berlin (7.45) - Target clear; good pin-points on track. Very good searchlight and flak cooperation. Saw other aircraft hit.

7 Sept 41 - Berlin (7.35) - Saw and bombed target area; many fires; not place to hang around. Picked up by searchlights; saw two fighters; hit a couple of times.

13 Sept 41 - Brest (6.05) - Smoke covered target. Picked up coast as good pin-points. Easy trip for all.

19 Sept 41 - Stettin (8.00) - Target bombed; wizard trip and many pin-points. Good fires started in all areas. Few searchlights and little flak.

12 Oct 41 - Nuremburg (8.00) - Target bombed; fires started; little flak; landed at Docking.

A Canadian pilot of outstanding capability and personality. A very sound and well above the average Halifax pilot. An exceptionally thorough, reliable and conscientious captain of aircraft. Altogether a gallant fellow whose courage and never-failing enthusiasm should be rewarded.

On his last trip to Nuremburg, he spent one hour circling round in the target area before he definitely identified, to his satisfaction, the target; then he bombed it and started fires. His crew follow him to a man.

TURNBULL, S/L Robert Steele, DFM (J15054) - **Mention in Despatches** - No.1659 Conversion Unit - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. AFRO does not give unit; **No.6 Group Monthly Summary of Operational and Training Activities** (June 1943) does.

TURNBULL, W/C Robert Steele, DFM (J15054) - **Air Force Cross** - No.1659 Conversion Unit (AFRO gives unit as No.427 Squadron) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 809/44 dated 14 April 1944. AFC, DFC and Bar to DFC all



presented on 4 September 1945. No citation to AFC. DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation for an OBE dated 21 June 1943 when he was CO, No.1659 Conversion Unit and this was most likely the basis of his AFC.

Since completing his tour of operations in April 1942, Wing Commander Turnbull has shown exceptional ability and devotion to duty both as a flying instructor and as Commanding Officer of the Conversion Unit. He has done 396 hours instructional flying and built the unit up from a flight of 405 Squadron to a very efficient full-sized Conversion Unit. He sets a high standard for his officers and is an outstanding example to all pilots screened for instructional duties after a tour of operations.

Further to the above, his service file has another citation for the Air Force Cross which is most likely the official one:

This officer has shown exceptional ability and devotion to duty both as a Flying Instructor and as Commanding Officer of the Unit. He sets a high standard for his officers and is an outstanding example to all pilots screened for instructional duties after a tour of operations. He has shown fine ability in the building up of this Conversion Unit.

Public Records Office Air 2/8959 has recommendation which links his award to No.1659 Conversion Unit and is more precise than above:

This officer has shown exceptional ability and devotion to duty bit as a flying instructor and as Commanding Officer of the Unit. He sets a high standard for his officers and is an outstanding example to all pilots screened for instructional duties after a tour of operations. He has shown fine ability in the building of this Conversion Unit.

TURNBULL, W/C Robert Steele, AFC, DFM (J15054) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 19 May 1944 as per **London Gazette** of that date and AFRO 1296/44 dated 16 June 1944.

This officer has completed many sorties on his second tour of operations. He is a five leader, whose example of courage and devotion to duty has been worthy of high praise. In addition to his work in the air, Wing Commander Turnbull has displayed great organizing ability and has devoted much energy towards the training of other members of the squadron with excellent results. He has rendered much loyal and devoted service.

TURNBULL, G/C Robert Steele, DFC, AFC, DFM (J15054) - **Bar to Distinguished Flying**

**Cross** - No.64 Base - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 293/45 dated 16 February 1945.

Since the award of the Distinguished Flying Cross Group Captain Turnbull has completed a second operational tour, throughout which he has consistently displayed the highest courage and tenacity of purpose. On many occasions he has pressed home his attack and successfully completed his mission under extremely difficult and hazardous circumstances. Outstanding leadership and coolness in the air together with his initiative and exceptional ability on the ground have set an inspiring example to all.

DHH file 181.009 D.2609 (Library and Archives Canada RG.24 Volume 20627) has a recommendation for a DSO raised on 2 September 1944 by Air Commodore J.G. Bryans, Commanding No.63 Base. Turnbull was described as a Station Commander with 42 sorties (269 hours 35 minutes). This was probably the basis of his Bar to the Distinguished Flying Cross. Sortie list and submission as follows:

27 May 1941 - Cologne (2.00, second pilot, duty not carried out).

28 May 1941 - Kiel (6.30, second pilot)

8 June 1941 - Dortmund (7.55, second pilot)

11 June 1941 - Duisburg (6.50, second pilot)

12 June 1941 - Scheverie (6.40, second pilot)

15 June 1941 - Cologne (7.30, second pilot)

29 June 1941 - Bremen (7.00, second pilot)

2 July 1941 - Cologne (7.20, captain from this point on)

5 July 1941 - Munster (6.20)

7 July 1941 - Osnabruck (6.00)

16 July 1941 - Hamburg (6.45)

22 July 1941 - Frankfurt (7.50)

24 July 1941 - Emden (6.45)

2 August 1941 - Hamburg (8.20)

6 August 1941 - Frankfurt (8.40)

8 August 1941 - Kiel (6.55)

16 August 1941 - Cologne (5.40)

28 August 1941 - Duisburg (4.55)

31 August 1941 - Cologne (6.30)

2 September 1941 - Berlin (7.45)

7 September 1941 - Berlin (7.35)

13 September 1941 - Brest (6.05)

19 September 1941 - Stettin (8.00)

12 October 1941 - Nuremberg (8.25)

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30 May 1942 - Cologne (5.30, first 1,000-bomber raid, attacked by Me.110)

1 June 1942 - Essen (5.30)  
27 June 1942 - Bremen (4.50)  
31 July 1942 - Dusseldorf (4.35)  
22 September 1943 - Hanover (6.00)  
3 October 1943 - Kassel (6.40)  
11 November 1943 - Cannes (9.55)  
26 November 1943 - Stuttgart (6.05)  
20 January 1944 - Berlin (7.55)  
19 February 1944 - Leipzig (6.50)  
13 March 1944 - Le Mans (5.05)  
15 March 1944 - Stuttgart (8.15)  
26 March 1944 - Essen (5.45)  
10 April 1944 - Ghent (4.35)  
22 April 1944 - Dusseldorf (5.35)  
7 May 1944 - St. Valery-en-Caux (3.40)  
11 May 1944 - Boulogne (3.45)  
22 May 1944 - Le Mans (4.50)

Group Captain Turnbull has completed two tours of bomber operations with outstanding accuracy and success. During his first tour he won the Distinguished Flying Medal for exceptional gallantry. In the latter part of his first tour he was granted a commission and won rapid promotion as a result of his organizing ability and power of command.

After a very successful non-operational tour in charge of a Heavy Conversion Unit, he started his second tour in command of a squadron. Immediately this squadron felt and showed the influence of his strength, ability and example. His obvious fearlessness and his natural talent to do the job well, coupled with a personality that caused his aircrews to strive for similar efficiency, made him a natural leader. For his work in Heavy Conversion Unit he was awarded the Air Force Cross, and for determination and dash shown during his second tour, particularly on a sortie against the Rhur, he was awarded the Distinguished Flying Cross.

He is now commanding an operational station with two heavy bomber squadrons.

I strongly recommend this officer for the Distinguished Service Order in recognition of his long series of successful operations during which he has been decorated twice for outstanding gallantry, and during which his example and leadership have undoubtedly been largely responsible for his comrades completing many successful operations against the enemy.

TURNBULL, W/C Robert Steele, DFC, AFC, DFM (19768) - **Croix de Guerre with Silver Star (France)** - Award as per AFRO 485/47 dated 12 September 1947. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Group Captain Turnbull completed two very successful tours on heavy bombers during which time he attacked communications centres, coastal defences and V-bomb installations held by the Germans in France. His influence as a Station Commander had far-reaching effects during the heavy bombing program in support of the advancing allied armies during the French campaign.

### **Selected Assessments:**

"A sterling officer with drive and good judgement. Has commanded a squadron for nine months in very commendable manner and has a distinguished operational career." (Air Commodore J.G. Bryans, 22 June 1944 when he had flown 257 hours 45 minutes on operations (93.50 in previous six months).

"An outstanding station commander - displays good judgement and commands the respect of all officers and other ranks." (Air Commodore C.R. Dunlap. 27 March 1945)

"Group Captain Turnbull is a young officer who received extremely rapid promotion during the war. As a result of serving for limited periods only in ranks below that of Group Captain, his service experience is not too broad and this reflects in his capabilities as a staff officer. A tour of duty on a flying station would be a logical step in the career of this officer. In spite of the qualifications I make above, I consider Group Captain Turnbull to be keen and enthusiastic in his duties and a reasonably good Director of Manning." (A/V/M G.G/ Wait, 24 September 1951)

"Group Captain Turnbull is showing first class leadership in his exacting appointment of Commanding Officer of 4 (RCAF) Wing. He organizes well and gets good results from his staff. Conscientious and energetic, he keeps a firm hand on his personnel, while at the same time he tackles Command aggressively to get things done for his Unit." (Air Commodore K.L.B. Hodson. Air Division Headquarters, 31 March 1954.)

"Group Captain Turnbull's ability as a staff officer leaves something to be desired. As Director of Air Defence Operations his handling of staff problems was often hasty and incomplete. I believe that he is better employed in the field." (Air Commodore M. Lipton, AFHQ.VCAS.COPS, 10 May 1960).

**Training:** Course at No.2 ITS was -27 July 1940. Marked in Mathematics (80/100), Armament, practical and oral (70/100), Drill (80/100) and Law and Discipline (93/100). Placed 130<sup>th</sup> in a class of 216. "Some flying experience - rather slight - should do well." (W/C J.H. Burden, 8

August 1940).

Course at No.6 EFTS was 19 August to 14 October 1940. Tiger Moth aircraft (39.45 dual, 53.45 solo). Five hours in Link. "Taxying and circuits poor." Ground courses in Airmanship (176/200), Airframes (156/200), Aero Engines (170/200), Signals, practical (49/50), Theory of Flight (93/100), Air Navigation (169/200), Armament, oral (160/200). Placed fourth in a class of 25. "Quiet, not outstanding."

Course at No.12 SFTS was 11 November 1940 to 28 January 1941. Flew 32.05 day dual, 35.25 day solo, 2.05 night dual, five hours night solo, plus ten hours in Link. "Needs practice in landing in conditions of poor visibility. Instrument average." Ground courses in Airmanship (153/200). Armament, written (62/100), Armament, practical (65/100), Air Navigation (123/200) and Signals (138/150). Placed ninth in a class of 58. "Above average student. Satisfactory application and intelligence." It was also written of him, "Discipline excellent, good personality, shows initiative/" He was considered officer material then.

Course at No.2 Central Flying School, 24 November 1941 to 16 January 1942 (instructor course) involved flying Tutor (10.25 day dual, 13.15 day solo) and Oxford (21.15 day dual, 1.30 night dual, 39.55 day solo, 2.50 night solo). Ground courses in Theory of Flight (75/100), Navigation (63/100), Airmanship (63/100) and Technical Subjects (77/100). Above average. "Turnbull has natural ability and will make a good instructor provided he can control his overconfidence. He should realize that discipline is as essential to an instructor as to his pupils and in this respect must become more amenable.. Night flying average." (S/L C.W. Lindsay, date unclear).

**Note:** Accident, 20 February 1942, No.1652 Conversion Flight, Halifax L9544. Repairable by contractor's working party. Dual instruction in night flying. Flare path indistinct in fog. Heavy tail landing causing tail wheel to collapse.

RCAF Press Release No.6676 dated 17 September 1944, transcribed by Huguette Mondor Oates reads as below - associated with photos UK-15171, UK15172, UK-15196, UK-15174, UK-15193), UK-15197, UK-15199.

**WITH RCAF BOMER GROUP OVERSEAS:** The jealous old saw about beauty being skin-deep doesn't apply to the operational station commanded by 26-year-old Group Captain Bobby Turnbull DFC, AFC, DFM. Behind his steady campaign to make his muddy assortment of hangars and Nissen huts better-looking and more livable, lies much more than the fact that a bomber station is having its face lifted. The chunky youngster from Govan, Saskatchewan, has two purposes at heart far more important than improvement in the appearance of his unit.

First for the duration comes the bettering of his men's already good operational efficiency. Turnbull finds their morale is sharpened by giving them something

besides shop talk to think about in off-duty hours. The boys derive a real sense of achievement from getting together to improve their quarters. Turnbull believes the contented Canadian is the world's hardest worker, and the iron fact of improving operational efficiency shows him to be on the right track. His second and deeper aim is to prepare the lads for the postwar period by teaching them through experience to be community-spirited.

When Turnbull took over the station, he resolved to work on the principle that the time and place to get ready for rehabilitation is here and now. He finds the cleanup campaign useful in this direction because it builds a constructive attitude in the boys. The actual teaching of rehabilitation facts he leaves to the two capable educational officers on the station. His job is to make bomber war. For him, the cleanup campaign and educational program must above all put muscle in morale – as well as serve their own good ends.

So well have Turnbull's plans gone that he's had occasion of late to congratulate more than one hard-working groundcrew. The boys have labored at all hours in all kinds of weather to keep the Halifaxes of his Bluenose and Iroquois squadrons ready to take the air at any time. The cleanup campaign began before the dynamic Westerner came to the station. It started as a "self-help drive" managed by the Senior Administrative Officer, Squadron Leader F.J. Seidel of 5178 Westbury Avenue, Montreal, a far-sighted executive well-known in Eastern business circles before joining the RCAF. Now posted further overseas, Seidel had the satisfaction of seeing his community projects well-launched and left in the hands of a vitally interested C.O. and the successor in his own position, Squadron Leader C.E. Bishop of 165 Lyle Street, Winnipeg, Manitoba.

"Self-help" makes use not only of those who volunteer leisure-time, but also of lads who, for one reason or another, are temporarily not employed in essential operational work. Every section of the station has undertaken to improve its own premises. Personnel of all ranks engage in the painting, gardening and landscaping that this entails.

In addition, the officers painted their own mess and improved its grounds, while senior N.C.O.s painted the sergeants mess, and airmen painted and redecorating not only their dining-hall but even kitchens and food storage rooms. On a rare "stand-down" day when operational flying was cancelled despite good weather, people of all ranks painted the outsides of buildings in a new group of huts, while others laid sod. The larger fulltime projects are organized by a succession of medically grounded aircrew officers. They supervise working crews in the making of concrete parking lots, widening concrete walks around the mud-bound station theater, and building a road and footpath to the local railway stop. Even waste

matter gets “rehabilitated”. This valuable sideline is handled by dark energetic Flying Officer Vince Forbes of 2727-15th Avenue West, Vancouver, B.C. His five-man crew collect paper, oil, metal and rubber. Some of the stuff is reclaimed for use right on the station, as when old angle irons and cables were used to make parking racks for the hundreds of bicycles on the widely scattered camp. But Forbes also sends tons of material to salvage depots for conversion into important war products.

The young Vancouverite, who rose from the ranks, finds time to look after sports, welfare and entertainment as well. The welfare and sports work consists in keeping food, athletics and similar matters up to the best possible level. The entertainment job has Forbes arranging everything from dances, stage and movie shows, to bingo, ping pong and horseshoe tournaments. There’s something doing every night on the lonely station. The educational front of this all-inclusive drive is handled by a pair of professional educationalists, Flight Lieutenant Shaw Q. McEwen of Trenton and Ailsa Craig, Ontario, and Pilot Officer W.J. Harris of Toronto, (n.s.a.).

They find the boys deeply interested in rehabilitation. When McEwen called a meeting on the subject one night, he and Harris permitted themselves to hope for an hour’s lecture and discussion with an audience of about 30. They got 200 argumentative airmen who kept them busy explaining for two and a half hours! The talk bounced from government plans to individual problems.

Every man who arrives on the station is interviewed as to his education, occupation in civil life, ambitions and knowledge of rehabilitation. If he’s interested, they do their best to service him with courses. McEwen and Harris even try to corner Australian airmen, to explain the Aussie government’s proposals for them.

Out of hundreds interviewed, these officers find that the lads preparing most seriously for postwar are the ex-farmers. As a result, they’ve arranged talks on aspects of farming by an officer who was both an expert in scientific agriculture and a farmer himself before donning uniform. The concurrence of this intensive educational effort with the cleanup campaign may just possibly have national significance for Canada. Together, they are certain to turnout a number of young Canadians who will be hard-working, ambitious and community-spirited.

Turnbull’s own rise from AC2 to group captain in four years makes him the type of the type. He won the DFC and DFM for valor in the air; but the Air Force Cross and Mention in Dispatches – as well as promotion to his present job – were awarded for organizing ability and long-sighted leadership.

When King George recently pinned the DFC on the chubby Westerner’s chest, he

noted the line of ribbons already there and ventured, "You've come a long way since you won that DFC". His Majesty could hardly have realized how long the way was and how fast it was traveled !

\* \* \* \* \*

TURNBULL, F/L Walter Lundy (J35824) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 28 July 1916 in Winnipeg; home in Regina (chartered accountant); enlisted there 1 September 1942. To No.2 Manning Depot, 8 September 1942. To No.1 CNS, 19 November 1942. To No.2 ITS, 6 February 1943; graduated and promoted LAC, 17 April 1943 when posted to No.5 BGS; to No.2 AOS, 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. Promoted Flight Lieutenant, date uncertain. Repatriated 2 February 1945. To No.2 Air Command, 18 February 1945. To No.6 Release Centre, 8 April 1945. Retired 16 April 1945. Award presented in Vancouver, 22 October 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 17 December 1944 when he had flown 27 sorties (149 hours five minutes), 27 June to 15 December 1944. The first eight sorties (27 June to 18 July) were with No.420 Squadron; those from 28 July to 15 December were in No.428.

In the air Flight Lieutenant Turnbull has displayed exceptional skill and ability as a navigator together with great courage, coolness and determination. His efforts have contributed to a major degree in the operational efficiency of his crew and the unit as a whole.

As Navigation Leader he has shown exceptional qualities in leadership and initiative and has maintained the efficiency of his section at a high standard producing excellent results.

For his all around ability and devotion to duty, I recommend the non-immediate award of the **Distinguished Flying Cross**.

The sortie list was as follows:

27 June 1944 - Foret d'Eawy (4.20)  
1 July 1944 - Biennais (4.40)  
4 July 1944 - Biennais (4.05)  
6 July 1944 - Biennais (4.25)  
7 July 1944 - Caen (3.20)



12 July 1944 - Creil (4.35)  
18 July 1944 - Caen (4.30)  
18 July 1944 - Wesseling (5.40)  
28 July 1944 - Hamburg (6.10)  
1 August 1944 - Acquet (4.35)  
3 August 1944 - Bois de Casson (5.35)  
4 August 1944 - Bois de Casson (5.15)  
5 August 1944 - St. Leu (5.10)  
7 August 1944 - Mer de Magna, Caen (4.50\)  
8 August 1944 - Foret de Chantilly (5.40)  
12 August 1944 - Brunswick (6.30)  
15 August 1944 - Soesterburg (4.00)  
6 September 1944 - Emden (4.35)  
12 September 1944 - Dortmund (5.55)  
17 September 1944 - Boulogne (4.20)  
14 October 1944 - Duisburg (5.30)  
19 October 1944 - Stuttgart (7.15)  
18 November 1944 - Munster (6.55)  
21 November 1944 - Castrop (7.20)  
30 November 1944 - Duisburg (7.15)  
5 December 1944 - Soest (7.30)  
15 December 1944 - Ludwigshaven (7.00)

\* \* \* \* \*

TURNBULL, F/O William Wrigley Watts (J18177) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 2 June 1944 and AFRO 1444/44 dated 7 July 1944. Citizen of Mexico; born 10 August 1916 in Pueblo, Mexico; home in San Antonio, Texas; enlisted in Montreal, 18 August 1941 and posted to No.1 Manning Depot. To No.4 BGS, 20 August 1941 (guard). To No.6 ITS, 27 October 1941; graduated and promoted LAC, 19 December 1941; to No.12 EFTS, 20 December 1941; graduated 14 March 1942 when posted to No.1 Manning Depot; to No.1 SFTS, 28 March 1942; graduated and promoted Sergeant, 11 September 1942. To "Y" Depot, 25 September 1942. To RAF overseas, 27 October 1942. Promoted Flight Sergeant, 11 March 1943. Commissioned 5 June 1943. Promoted Flying Officer, 5 December 1943. Repatriated 23 March 1945. To No.2 Air Command, 3 April 1945. To No.5 Release Centre, 21 May 1945. Retired 25 May 1945. Award presented in Honduras, 23 July 1949. Died 11 August 1959. Photo PL-35340 shows him. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty". Public Records Office Air 2/9149 has recommendation dated 11 February 1944 when he had flown 25 sorties (175 hours 20 minutes).

\* early return; not counted as a sortie

8 July 1943 - Cologne (6.10)  
12 July 1943 - Turin (9.40)  
24 July 1943 - Hamburg (5.25)  
27 July 1943 - Hamburg (5.00)  
9 August 1943 - Mannheim (6.10)  
12 August 1943 - Milan (3.40)\*  
14 August 1943 - Milan (8.50)  
22 August 1943 - Leverkusen (4.40)  
23 August 1943 - Berlin (7.20)  
3 September 1943 - Berlin (8.00)  
6 September 1943 - Munich (8.30)  
23 September 1943 - Mannheim (6.30)  
7 October 1943 - Stuttgart (6.20)  
8 October 1943 - Hanover (4.50)  
18 October 1943 - Hanover (5.10)  
22 October 1943 - Kassel (5.30)  
18 November 1943 - Berlin (7.55)  
22 November 1943 - Berlin (6.45)  
23 November 1943 - Berlin (6.40)  
3 December 1943 - Leipzig (7.20)  
16 December 1943 - Berlin (7.25)  
20 December 1943 - Frankfurt (5.40)  
23 December 1943 - Berlin (7.25)  
1 January 1944 - Berlin (3.55)\*  
14 January 1944 - Brunswick (5.35)  
20 January 1944 - Berlin (7.15)  
21 January 1944 - Magdeburg (7.40)

Nine trips to Berlin rounded off this officer's very efficient tour of operations. On his last trip he was engaged for a quarter of an hour by an enemy fighter. Continual bursts of fire were maintained on both sides and damage was inflicted by both combatants. Flying Officer Turnbull is a United States citizen who joined the RCAF before the USA declared war. His gallantry is well appreciated by the members of his squadron.

\* \* \* \* \*

TURNER, P/O Alvin Clinton (C17967) - **Mention in Despatches** - No.419 Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born Lajord, Saskatchewan, 24 June 1919 in ; home in Codette, Saskatchewan; foreman at General Motors; enlisted in Saskatoon, 24 July 1940 as Airframe Mechanic. To St. Thomas,

12 August 1940. Promoted AC1, 21 December 1940. To No.6 Repair Depot, 27 December 1940. Promoted LAC1 April 1941. To "Y" Depot, 21 January 1942. To RAF overseas, 8 February 1942. Remustered to aircrew as Flight Engineer, 22 November 1942. Aircraft shot down over Holland, 5 March 1943; he baled out. Evaded capture; left Gibraltar 27 June 1943; arrived Hendon 28 June 1943. Commissioned 23 July 1943. Repatriated to Canada, 19 October 1943. To No.2 ITS. 1 January 1944. Promoted Flying Officer, 23 January 1944. To No.6 EFTS, 29 March 1944. To No.8 Repair Depot, 4 July 1944. To No.12 SFTS, 29 September 1944. Qualified as pilot, 2 March 1945. To "Y" Depot, 6 March 1945. To United Kingdom, 15 April 1945. Repatriated 23 October 1945, To No.6 Release Centre, 30 October 1945. Retired 26 November 1945. Died in Nipiwini, Saskatchewan, 28 October 1958. No citation in AFRO. See G.A. Brown, **Those Who Dared**. Public Records Office Air 2/5025 has recommendation for a Military Cross (War Office suggested British Empire Medal).

On the night of 6th March, 1943, Pilot Officer Turner was the flight engineer of an aircraft detailed to bomb Essen. After bombing the target the aircraft was hit by anti-aircraft fire and Pilot Officer Turner sustained a severe cut in his right eye. Later, while crossing the Zuider Zee, the bomber was attacked by fighters and set on fire. The captain ordered the crew to escape by parachute. Pilot Officer Turner became unconscious during his descent. On regaining consciousness after landing he disposed of his parachute and other equipment and, with the aid of a pocket compass, he commenced to walk southwards towards Amsterdam. Here he hid in doorways when necessary and, after daybreak, left the city, remaining in a small wood near Diemerburg for the rest of the day. He was subsequently able to evade a number of German patrols and reached Utrecht on 8th March. He avoided a German camp but was later accosted by a German guard whom he managed to deceive by making guttural noises when challenged. Pilot Officer Turner then hid in a hay stack and later continued his journey, reaching Tricht on 9th March. He had obtained food by stealth and managed to board a train on the 10th March which he left between Wicjk and Aachen. He proceeded southwards on foot and ultimately some helpers gave him food and a civilian suit. He found his way into Belgium and reached Liege on 12th March. Here he obtained help from a waiter in a restaurant who took him to his house. Pilot Officer Turner's subsequent journey to this country was arranged for him.

NOTE: Air 2/5025 also has recommendation submitted 27 September 1943 by his CO, noting he had flown ten sorties (56 hours 50 minutes). Recommended for DCM; G/C A.D. Ross supports this (30 September 1943); A/V/M G.E. Brookes notes (14 October 1943) that Turner has been commissioned and suggests a Military Cross.

Sergeant Turner has completed ten operational sorties against the enemy and enemy occupied territory as Flight Engineer. At all times he has shown himself to be efficient, keen and determined in the face of grave dangers.

On the night of 6th March 1943, Sergeant Turner's aircraft failed to return. He returned himself, however, after some 15 weeks. The details of his escape from enemy territory as outlined in MI.9 MOST SECRET REPORT M.I.9/S/P.G.-1273, show outstanding fortitude on his part. His determination to avoid capture and to return to friendly territory deserves nothing but the highest praise.

FURTHER NOTE: Public Record Office WO 208/3313 has his MI.9 report drawn up when he was a Sergeant. He had left Gibraltar on 27 June 1943, arrived in Hendon on 28 June 1943, and been interviewed on the day of his arrival.

I was a member of the crew of a Halifax aircraft which left Middleton St. George at approximately 1900 hours on 5 March 1943 to bomb Essen. The other members of the crew were:

Sergeant Bakewell (Captain and pilot, believed PoW)  
FS Scowen, RCAF (navigator, fate unknown)  
FS Marvel, RCAF (bombardier, fate unknown)  
Sergeant Clark, RCAF (mid-upper gunner, fate unknown)  
FS, (RAF, name unknown, rear gunner, fate unknown).

We reached our target and dropped our bombs. Directly afterwards the aircraft was badly hit by flak, and my right eye was severely cut. On our way home, about 2230 hours, while crossing the Zuider Zee, we were attacked by night fighters. The aircraft was set on fire and the captain gave the order to bale out.

I baled out through the rear escape hatch. I did not see any of the others bale out before I left. I must have been knocked unconscious during my descent. When I regained consciousness I was lying in a grass field near a hedge at 0230 hours on 6 March 1943. I knew that I was in Holland, and I now think that my landing place must have been near Buiksloot, about two miles north of Amsterdam, or possibly Zaandam (GSGS 4052 Northwest Europe 1:250,000, Sheet 3A).

My eye was bleeding copiously, and my parachute, upon which I was lying, was saturated with blood. I tore off a clean piece from it and applied it to my eye to staunch the wound. I then buried my parachute and Mae West at the edge of a nearby canal. I tore off my "wings" and left tunic pocket in order to extract a compass I had hidden in my tunic. I did not remove my chevrons nor the titles "CANADA" from my shoulders. I was still wearing my flying helmet and my flying boots, over which I pulled my trousers. My flying boots were of Canadian pattern, and I was wearing a pair of ordinary walking shoes within them.

At 0300 hours, with the aid of my compass, I began walking south. Very soon I came to the Noordzee Canal, at a point where it was spanned by a big steel bridge which led into a large city, which I now know to be Amsterdam.

I walked along the side of the canal for a time, and came to three E-Boats moored to the bank. There was a great deal of singing coming from these boats and I presumed that the German crews were occupied with festivities of some kind. Alongside the E-boats I saw two small rowing boats. These were chained to a steel post. I approached the post and found that the chains were merely tied to it. I loosened the chain of the smaller of the two boats, got into the boat, and pushed it quietly into the stream. I let the current carry me downstream till I was well clear of the E-Boats before I took up the oars. I then rowed across and landed on the far side of the bridge. I climbed on shore and pushed the boat out into the stream. I then crawled up a sloping stone wall about ten feet high, and continued walking south.

I saw several people on the streets and a number of cyclists, but I kept to the shadows, and hid in doorways when I thought it necessary. After about two hours the day began to break, and I found myself clear of the city. I then walked into a small wood, northwest of Diemerbrug, where I remained for the rest of the day. I opened my escape aid box and ate one Horlick tablet. I also opened my purse and took out my maps. I did not think of removing my badges and flying helmet.

About 2000 hours that night, 6 March 1943, I began walking southeast, parallel to the main railway line from Amsterdam to Hilversum. In a little while I came to a point (west of Weesp ?), where I turned due south, and walked until I reached the main railway line from Amsterdam to Utrecht. I saw a number of German patrols, but was able to evade them. My flying boots had rubber soles, and as I was walking along a bicycle path beside the railway track I made very little noise. I filled my water bottle on the way, and continued walking until about 0600 hours of 7 March, when I hid in a haystack. Here I ate another Horlick's tablet from my box and studied my map. I was not, however, able to locate my precise position, nor did I then know that I had passed through Amsterdam.

About 2000 hours that night [7/8 March] I continued walking along the railway line, and about midnight came to the outskirts of Utrecht, which I recognised by means of a signpost. I walked cautiously through the streets. About 0200 hours on 8 March, on the southern outskirts of the city, about 200 German soldiers, unarmed, came out of what must have been a camp of some kind quite near me. I avoided them, and soon came to a number of railway lines about which guards were posted. I was still wearing my flying helmet, flying boots, chevrons, and the titles "CANADA" on my shoulders, as I had not thought of discarding any of

them.

Suddenly a German guard flashed a torch upon me and asked me something in German. At that time I could speak no language other than English, though I could read a very little French. I said something like, "Na". The guard came up to my right side and flashed his torch upon me, but the light did not fall upon my shoulders. He then spoke to me for some time, and I think he must have taken me for a German NCO. I replied to his remarks with some guttural noises. Finally he pointed down a railway track towards the south, and I walked on in the direction which he indicated. When I was out of his sight I got off the railway track and ran as fast as I could for about an hour through some bushes. I then hid in a haystack where I remained for most of the day. I ate another Horlicks tablet from my aids box.

About 200 hours [8 March] I again began walking south along the railway line from Utrecht to s'Hertogenbosch (Sheet 3A. About 2300 hours I came to a canal just short of Culemborg. I noticed that the railway bridge here was guarded by two soldiers, and I could see no boats on the canal. I therefore took off my flying boots and threw them in the water, retaining my walking shoes. I am a fairly strong swimmer. I took off my clothes and tied them and my shoes in a bundle which I took upon my shoulders. I then swam across the canal. The water was extremely cold. During the crossing I lost the compass which I had been using, and for the rest of the journey I use that contained in my escape aids box.

When I got to the other side of the canal I dressed and walked through Culemborg. At daylight on the 9 March I hid again in a haystack. Here I took off my clothes and dried them in the sun. This haystack was near a farmhouse, and I noticed some chickens about it. After dark that night I broke open the lock of a henhouse and stole two eggs, which I ate to supplement my diet of Horlicks tablets. I also saw here some bicycles in a locked shed. I did not think of using my hacksaw, and was unable to break the lock, so was unable to remove one of them.

That night I continued walking south. At this time my only idea was to reach Paris somehow. I had heard from various people in England that a number of Dutchmen in Holland were not sympathetic to the Allies, and I resolved not to ask for help in Holland unless it was absolutely necessary.

Eventually [9 March] I reached Tricht (Sheet 3A). Just south of Tricht the railway line forks. I took the west fork (on the line to Zaltdommel). My right shoulder was extremely painful - later I learned from a doctor that I must have displaced a vertebra in my back when landing - and I could not now lift my right

arm. I therefore found another haystack near the railway line, in which I hid. There was much traffic on this line and I eventually decided to try to jump on a train. At the point where I was the trains were all moving fast, so I turned back along the line towards Tricht, near which I hoped to find a stationary train.

About midnight [9/10 March] I boarded a stationary goods train. I got into a small empty compartment in the middle of the train, which shortly afterwards moved off towards the south. The train passed through several small towns and stopped many times. At one stop I got out and walked up and down a deserted station platform trying to find the name of the station, which I failed to do. I then got back onto the train. At another stop the guard of the train suddenly entered my compartment. I heard him coming, left quickly by a door, and crawled underneath the train. I then remembered that I had left my water bottle in the compartment. The train then began to move off. At the next stop I managed to get back to the compartment, which was empty. The water bottle had apparently not been disturbed.

I rode on this train for the whole of the 10 March. After a time it appeared to be heading southeast, and I began to be afraid that it would enter Germany. At about 0430 hours on 11 March I got off the train, which had stopped just outside a small station, the name of which I do not know. I think that this station must have been somewhere on the line between Wijk and Aachen (CSGS 4042, Northwest Europe 1:250,000, Sheet 3).

I then walked south, using my compass, until daybreak. I had now no idea where I was, and my right shoulder was extremely painful. I decided therefore that I must ask for help, and I called at a farmhouse. The occupants were Dutch. The farmer, by signs, indicated that he could not help me, but that I should go on further.

I walked on for about three miles. I was still wearing my flying helmet, but by now had acquired a heavy growth of whiskers. My uniform and face were covered with dried blood. I approached a house and after a time the occupants admitted me. I pointed to the words "CANADA" on my shoulders. The people in the house held up a mirror so that I could see my face, which looked most disreputable, and then gave me some food. One of them, a man, then went out of the house. I felt certain that I was about to be betrayed, but about ten minutes later he returned with a man who spoke English. My helpers did not ask to see my identity disc, but they asked me a few questions. In particular they wished to know whether I had escaped from German hands, and whether the Germans were following me. They then gave me a raincoat and a hat, and the English-speaker then took me to his house. Here I was given a bath and allowed to shave. My

helpers also gave me some food and a suit of civilian clothes.

In a little while they told me that someone must have talked about me, and that the Gestapo had arrived in the village to look for me. They were very scared, and the man who spoke English took me at once into the country in a car and hid me in a haystack.

About 1900 hours that night (11 March) he fetched me in the car and drove me to a point in the country which he said was within one mile of the Dutch-Belgian frontier. He showed me an electric cable, and told me that if I followed this cable I should come to Liege. He then gave me an attache case filled with food, and left me. My shoulder was still hurting me very much, but I walked in the direction indicated for about seven hours. I then hid in another haystack near a farm.

About midday (12 March) someone stuck a pitchfork into the haystack and touched me. This proved to be the owner of the farm. He spoke Flemish only. I showed him my maps, and on them he indicated that I was now in Belgium. He did not offer me help.

I then continued walking, following the electric cable. After a time I met an old woman and a girl pushing a cart. They spoke French. I got them to write a few words in French on a card, and from these I managed to make out that I should find my way to a village called Barchon nearby (Sheet 3). They took me to this village, where there was a tram stop.

I boarded a tram, handed the conductor a 50 franc note from my purse, and said "Liege". He gave me a ticket and my change. About 1500 hours I arrived in the centre of Liege. I walked about the town for a couple of hours, and then tried to make my way towards Mons. On my way out of the town I passed a small restaurant, and I noticed the words "English spoke here" written on the window. I entered this place and asked for a cup of tea, hoping thereby to arouse the waiter's curiosity. In this I was successful. I then wrote on a piece of paper, "Parlez Anglais ?" In a few minutes a man who spoke English was brought to me. He took me to his house.

From this point my subsequent journey was arranged for me.

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TURNER, Corporal David George (R105610) - **Medal of Merit, Second Class (Czechoslovakia)** - No.12 Communications Squadron - Awarded as per **Canada Gazette** dated November 2nd, 1946 and AFRO 1075/46 dated 15 November 1946. Born in Calgary, 28



February 1921. Tractor repair mechanic. Enlisted in Edmonton, 22 May 1941 as Aero Engine Mechanic and posted to No.2A Manning Depot, Penhold. To Technical Training School, St. Thomas, 18 June 1941. Promoted AC1, 29 November 1941. To No.9 BGS, 7 January 1942. Promoted LAC, 1 March 1942. Promoted Corporal, 1 June 1943. To Lachine, 3 September 1943. To No.168 (Heavy Transport) Squadron, 1 December 1943. He is thereafter on frequent overseas temporary duty until February 1946. Promoted Sergeant, 1 October 1944. Promoted Acting Flight Sergeant, 1 August 1945. To No.12 (Communications) Squadron, 14 March 1946. Reverted to Corporal, 1 October 1946. To Station Trenton, 3 February 1947. Retired 7 February 1947. Routinely described as reliable and conscientious crewman and flight engineer on overseas flying; award listed as being for Meritorious Service, "Non Operational, Non Flying, Not in Conflict." A partial record of his flying indicates that as of 31 May he had flown 435 hours ten minutes with No.168 Squadron, rising to 797 hours as of 31 December 1945 and some 900 hours by the date he was posted from No.168 Squadron (which was disbanding) to No.12 Squadron. At the time of his discharge it was noted that he had flown 1,246 hours and 25 minutes. Although the record is missing prior to September 1944, his flying times are worth noting - September 1944 (33.15), October 1944 (46.40), November 1944 (74.20), December 1944 (66.15), January 1945 (43.20), February 1945 (42.20), March 1945 (37.50), April 1945 (34.00), May 1945 (46.30), June 1945 (69.50), July 1945 (10.05), August 1945 (53.35), September 1945 (83.15), October 1945 (63.50), November 1945 (59.50), December 1945 (21.25), January 1946 (46.45), February 1946 (44.50), March 1946 (21.10), April 1946 (31.50), May 1946 (12.30), June 1946 (49.10), July 1946 (7.30), August 1946 (52.25), September 1946 (32.40), October 1946 (74.45), November 1946 (14.20) and December 1946 (37.35). As of the end of 31 May 1945 his total hours were 435.10; as of the end of December 1945, 797.00, and when moving from the disbanded No.168 Squadron to No.12 Squadron, it was about 900 hours. At retirement he had flown 1,246 hours 25 minutes. Died 27 July 1987 in Westlock, Alberta as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of December 198/January 1988.

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TURNER, F/O Geoffrey (J7326) - **Distinguished Flying Cross** - No.75 Squadron - Award effective 1 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born 30 July 1913 in Middlesbrough, Yorkshire; home in Minaki, Ontario (optical instrument maker). Private in Kenora Light Infantry, 1928-1930; bandsman in Winnipeg Grenadiers, 1938-1940; enlisted in Winnipeg, 16 December 1940. Posted to No.7 Equipment Depot, 15 January 1941. To No.2 ITS, 4 March 1941; graduated 4 April 1941; promoted LAC 8 April 1941; to No.18 EFTS, 8 April 1941; graduated 6 June 1941; reported to No.12 SFTS, 19 June 1941; graduated 29 August 1941 and commissioned. To Halifax, 2 September 1941; to RAF overseas 21 September 1941; to No.218 Squadron, 26 April 1942; attached to No.16 OTU, 15 June 1942; attached to No.1654 Conversion Unit, 8 August 1942. The lists of postings do not show him going to No.1651 Conversion Unit at this time, but on 24 August 1942 he was shown as flying Stirling N6044 on a non-operational day mission when the undercarriage collapsed on

landing (no injury); promoted Flying Officer, 1 September 1942. Admitted to hospital, RAF Ely with fractured jaw and concussion following a crash at Station Feltwell on 14 September 1942; medical reports indicated he was still with No.1651 CU and had flown seven operational sorties.. While in hospital he developed lumbago. Posted to Station Waterford, 1 November 1942; knee operated on, 9 November 1942 for an old peace-time injury; to Medical Rehabilitation Unit, Loughborough, 16 January 1943; to No.12 OTU, 28 February 1943. Involved in heavy, damaging landing of Wellington X3463, 2 May 1943 while doing circuits; cause given as "failure by the pilot to attempt to clear the windscreen and open the clear vision panel, thereby endangering his crew and aircraft." Logbook endorses as "Gross carelessness". At that time he had flown 126 hours as captain on Wellington (61 hours at night) and 367 hours as captain on all types (122 at night). Posted to No.1651 Conversion Unit, 27 May 1943; to No.75 Squadron, 26 June 1943; promoted Flight Lieutenant, 1 September 1943. Killed in action, 23 September 1943 (Stirling EH936, "W"); buried in Germany. Award presented to next of kin, 16 December 1944.

This officer has taken part in numerous sorties and has proved himself to be a fearless and skilful pilot. On one occasion he was severely injured as the result of a crash landing but, on recovery some months later, resumed operational flying with undiminished zest. One night in July 1943, Flying Officer Turner piloted an aircraft detailed to attack Hamburg. Whilst over the target area, the aircraft collided with an enemy fighter which struck and broke off some four feet of the starboard wing. Other damage was sustained, making the bomber difficult to control. Nevertheless, Flying Officer Turner flew back to base and effected a safe landing. He displayed outstanding skill and determination throughout.

NOTE: Public Record Office Air 2/4995 has recommendation drafted 24 July 1943 when he had flown twelve sorties (65 hours five minutes).

Flying Officer Turner has taken part in twelve successful operational sorties. His seventh sortie was concluded by a crash landing after three engines failing at 200 feet on the approach to land. In the crash he sustained numerous injuries, including a broken jaw, and was unfit for flying duties for seven months. This unpleasant experience did not deter Flying Officer Turner, who when finally passed fit for flying was as keen as ever to take part in operational sorties against the enemy.

On the night of 24<sup>th</sup> July 1943 during an attack on Hamburg the aircraft of which Flying Officer Turner was captain came into collision with an enemy night fighter over the target. The nighter, which is claimed as destroyed, appeared to be making a head on attack and struck the starboard wing of Turner's aircraft, tearing off more than four feet of the wing and damaging the aileron and aileron controls.

Flying Officer Turner had extreme difficulty in controlling the aircraft and could

not keep it on an even keel without the assistance of the bomb aimer. In spite of this he kept it under control for the three hours return flight to base, where he executed a successful landing.

The safe return of this aircraft and its valuable crew is undoubtedly due to Flying Officer Turner's skill and fearless determination and it is recommended that he should be rewarded by the immediate award of the Distinguished Flying Cross.

The website "Lost Bombers" has the following on his final sortie. Stirling EH936 of No.75 Squadron (JN-W), target Mannheim, 23/24 September 1943. The aircraft was delivered to "C" Flight, No.75 Squadron on 7 July 1943. EH936 was one of three No.75 Squadron Stirlings lost on this operation (the others were BF459 and EH935). Airborne at 1926 hours, 23 September 1943 from Mepal. Cause of loss not established. Crashed at Dirmstein, 8 km NW of Frankenthal. Crew (all killed) was F/L G.Turner, DFC, RCAF, F/O K.Albiston, Sergeant J.S.Thomson, Sergeant A.H.Cleghorn, F/O A.D.Howlett, RNZAF, Sergeant M.V.Bloxham, Sergeant R.Wilks, and Flight Sergeant C.F.McRae, RCAF.

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TURNER, F/L Gordon Chester (C10033) - **Mention in Despatches** - Station Croft - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Home in North Simcoe, Ontario; enlisted in Hamilton, 6 February 1942 in Aeronautical Engineer Branch and posted to No.1 Manning Depot; commissioned on enlistment. To No.8 SFTS, 27 February 1942. To "Y" Depot, 4 January 1943. To RAF overseas, 2 February 1943. Promoted Flying Officer, 1 May 1942. Promoted Flight Lieutenant, 11 December 1943. Repatriated by air, 8 June 1945. Retired 18 September 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation drafted 26 July 1944.

This officer was appointed on 6th February 1942, and has served in the United Kingdom for sixteen months. He has been employed as Engineer Officer in charge of Daily Servicing Squadron since this station became operational in December last. During that time he has displayed the utmost in the way of initiative and resourcefulness in an attempt to weld the ground crews of two thoroughly disorganized squadrons into competent and efficient servicing organizations.

His assignment throughout has been a most difficult one and for many months he was faced with the problem of trying to effect flight maintenance while staffed with a high percentage of untrained personnel.

He has consistently displayed a keenness and unswerving conscientiousness that is characteristic of very few officers. His thorough knowledge of the work in hand and his personal example in the way of ceaseless self endeavour have made

themselves felt, not only throughout the whole of the Maintenance Wing, but by the aircrew as well, who have implicit faith in Flight Lieutenant Turner's ability and in the quality of the maintenance work being done on the aircraft.

TURNER, F/L Gordon Chester (C10033) - **Mention in Despatches** - Station Croft - 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. DHist file 181.009 D.4364 (RG.24 Vol.20648) confirms unit and gives recommendation (for an MBE) dated 2 May 1945, when he was in charge of Daily Servicing Section.

Showing ability, drive and determination, Flight Lieutenant Turner has been an outstanding officer at this unit. In charge of the Daily Servicing Section, he has, by his organizing ability and force of character, secured a high standard of efficiency in his section. A good leader, he is respected by his men and is able to get the best results from them. He holds the confidence of squadron personnel and has thus contributed both to the efficiency and morale of operational efforts from this unit.

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TURNER, W/C Percival Stanley, DSO, DFC (20426) - **War Cross, 1939 (Czechoslovakia)** - **Canada Gazette** dated 24 January 1948, AFRO 81/48 dated 6 February 1948.

TURNER, W/C Percival Stanley, DSO, DFC (20425) - **Medal for Bravery (Czechoslovakia)** - **Canada Gazette** dated 24 January 1948, AFRO 81/48 dated 6 February 1948.

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TURNER, S/L Samuel Ashton (C6739) - **Member, Order of the British Empire** - No.5 Release Centre - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Enlisted in Saskatoon, 25 July 1941 in Administration Branch and commissioned as Flying Officer. To Recruiting Centre, Saskatoon, 16 August 1941. To No.5 Manning Depot, 24 September 1942. To No.3 Manning Depot, 9 January 1943. Promoted Flight Lieutenant, 1 March 1943. To Recruiting Centre, Saskatoon, 31 May 1943. To No.7 ITS, 30 April 1944. To No.7 BGS, 30 June 1944. Promoted Squadron Leader, 1 January 1945. To No.7 Release Centre, 11 February 1945. To No.5 Release Centre, 27 May 1945. Retired 5 April 1946. Award presented 6 November 1948.

This officer has always displayed initiative and devotion to duty far beyond the average. His untiring efforts have set an example for the staff which has been largely responsible for the continued high morale considered most essential at a Release Centre where personnel get their final and lasting impression of Air Force

life.

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TURNER, F/O Stewart Douglas (C4456) - **Distinguished Flying Cross** - No.160 Squadron - no details of training; he is evidently a pilot. Award effective 28 November 1945 as per **London Gazette** of 11 December 1945 and AFRO 212/46 dated 1 March 1946. Born 19 September 1916 in Toronto. Employed by Canadian Westinghouse, Hamilton before the war. Enlisted in Hamilton, 19 March 1941, commissioned that date and posted to No.1 Manning Depot, Toronto. To Aero Engineer School, Montreal, 28 March 1941. To AFHQ, 8 September 1941. Promoted Flying Officer, 30 September 1941. To No.1 ITS, Toronto, 5 October 1941 where he was employed as the engineer at the Clinical Investigation Unit, directly interested in the research problems to be solved using the accelerator. On 11 March 1942, in a letter to the Commanding Officer, No.1 CIU, he wrote (in the third person), "The care and operations of the accelerator have reached such a point that his work as an engineer is very, very limited. It is felt that his services to the Royal Canadian Air Force would now be far more useful doing aeronautical engineering work at a flying station. A transfer back to aeronautical engineering is hereby requested." To AFHQ again, 30 March 1942 although it appears that he was detached to No.2 SFTS to play on their rugby team, for which he was the subject of a commendatory letter by G/C F.A. Sampson, 2 December 1942. To No.3 ITS, Victoriaville, 20 March 1943. Reclassified as Pilot Under Training, 28 May 1943. To No.5 EFTS, High River, 31 May 1943. To No.3 SFTS, Calgary, 25 July 1943. Reverted to Pilot Officer at his own request, 12 November 1943, the date he qualified for his flying badge. To No.1 GRS, Summerside, 20 November 1943. Promoted Flying Officer, 12 May 1944. To "Y" Depot, Lachine, 11 June 1944. To No.111 OTU, 28 June 1944. To No.45 Group, Dorval, 8 October 1944. Emplaned from Dorval, 17 November 1944. Arrived in United Kingdom, 20 November 1944. To No.354 Squadron, 13 January 1945. To No.160 Squadron, 10 February 1945. By sea to United Kingdom, 3 October 1945. Repatriated 3 December 1945. Retired 16 January 1946. Postwar he was a distinguished lawyer and judge. Died in Toronto, 27 September 1990.

This officer has completed a tour of operational duty during which he has displayed outstanding courage, determination and devotion to duty. On one occasion his aircraft was forced down on the sea but despite this trying experience he has continued to show undiminished enthusiasm for operational flying. Flying Officer Turner is an excellent captain of aircraft who has consistently set a high standard and an inspiring example to his crew.

NOTE: Public Records Office Air 2/9138 has original recommendation dated 13 September 1945 when he was credited with 25 sorties (450 operational hours); text expands somewhat on the above (published) citation:

Throughout his operational tour Flying Officer Turner has shown outstanding

determination and devotion to duty. During his first operational sortie he carried out a successful ditching. In spite of attendant shock, he was flying operationally within ten days of the incident and went on to complete a most successful tour. In all his work he has consistently set a high standard and as captain of aircraft he is beyond reproach. He is cheerful, enthusiastic, and an example to his comrades.

**Notes:** Application for Operational Wing dated 6 August 1945 stated he had flown 22 sorties (502 hours), 18 February to 29 July 1945. However, another form dated 18 August 1945 gives dates as 30 March to 31 July 1945 (25 sorties but still 502 hours). Form filed on repatriation (14 November 1945) states he arrived overseas 20 November 1944 and had flown one operational tour (22 sorties, the last one on 29 July 1945). He stated further he had flown 457.30 operationally overseas and 28.45 non-operational overseas (total of 486.15). Non-operational duties described as "testing aircraft at squadron."

**Training:** Course at No.3 ITS was 22 March to 28 May 1943; graduated eighth in a class of 111.

Course at No.5 EFTS was 31 May to 23 July 1943 - Cornell aircraft. Flew 9.25 dual to first solo and totals as follows: day dual - 34.15; day solo - 37.10; night dual - 1.10. Flew 10.10 on instruments. Placed 13<sup>th</sup> in a class of 49. "Above average ground school. A very hard worker. A good average pilot - has a thorough knowledge of all sequences with the exception of 13 and 22 - is very conscientious - conduct and attitude very good." (F/L J.E. Palmer).

Course at No.3 SFTS was 25 July to 12 November 1943 in Crane and Anson aircraft (7.05 to first day solo, 76.25 total day dual, 66.10 day solo, 2.10 dual to first night solo, total 14.05 night dual and 9.05 night solo. Flew 25.40 as passenger, 12.55 in formation, 30.45 on instruments and logged 20 hours in Link. "Average pilot. Slow to start but retains knowledge."

The course at No.111 OTU was 10 July to 30 September 1944. Ground courses in Armament (245/300), Navigation (151/200), and Signals (68/100). Flying Tests in General Flying (269/300), Applied Flying (130/200), Instrument Flying (170/250), Night Flying (67/100) and Link (36/50). S/L V.J. Clarkson wrote, 25 November 1944, "Keen and conscientious, will improve with experience." Flying times in Mitchell were as follows: Dual to first day solo (7.05), Total day dual (21.25), Total day solo (30.45), Second Pilot by Day (3.05) and Instruments (2.00). Dual to first night solo (2.30), Total night dual (2.30), Total night solo (14.40), Second Pilot by Night (5.50). Flying times in Liberator were as follows: Dual to first day solo (5.05), Total day dual (11.15), Total day solo (25.00), Second Pilot by Day (2.50) and Instruments (2.45). Dual to first night solo (2.20), Total night dual (3.10), Total night solo (5.20).

### **The Accelerator**

Although he played a small part in this, correspondence in his file throws light on the project.

On 28 September 1941, Dr. H.W. Price (University of Toronto) wrote to A/V/M Ernest Stedman regarding "Sir Frederick Banting's Project - the Accelerator, N.R.C. Project AM4."

Dear Sir;

The writer is H.W. Price, Professor of Electrical Engineering, University of Toronto, and Head of that Department.

Sir Frederick Banting was your friend. I know because he often talked to me about you and always in a highly appreciative manner. He was my friend too. In his absence I am carrying on to completion the construction of "The Accelerator". Immediately afterward will follow operation for studying blackout in all its complications, and for making it possible to quickly find, if required, which men in training can resist the greatest G values, and therefore be best adapted to fighter flying if also otherwise suitable.

The equipment is now nearing completion. We badly need, and cannot find, a good electrical and mechanical man to operate and assist in adapting this apparatus to meet all situations developed by Squadron Leader (Dr.) W.R. Franks and his assistants studying the problems of suits and variations in men undertaking fighter and other flying requiring high G manoeuvring. Dr. Franks went to England to try to do what Dr. Banting set out to do. He is now back, to return to England in a few weeks with results of suit tests which can be done only in this machine, "The Accelerator". England wants it, as I know definitely and independently from Mr. Matthews, the English Farnborough expert, now over here who saw much of the work with suits, and the great interest they have in it.

From one of his classmates (Mr. Bruce) who called today, I discovered that Pilot Officer S.D. Turner has recently gone to Ottawa, to your organization I understand. He is the only man I have been able to find trace of who is in [the] R.C.A.F. and suitable in experience for our very technical needs.

We are beginning the electrical connections tomorrow to permit getting into operation within a week. The man who joins the strength of No.1 I.T.S. here to assist in this Banting work should take part in the extensive electrical circuiting and mechanical adjustments to gain an inside understanding of the equipment. With all the other difficulties you have in hand, can you possibly help us by transferring Doug Turner to us at Toronto. Our need is real and urgent.

To this, Price added a hand-written post-script:

C.W. Billingsly, National Research Council, Ottawa, Air Commodore R.W.

Ryan, Ottawa, Colonel Duncan Graham, Ottawa and Banting Institute, F/L Ferguson of the low-temperature low-pressure medical lab at No.1 Initial Training School, Toronto, all know of this work. I have not ventured to discuss the matter with the Commanding Officer of No.1 I.T.S.

Stedman may have responded in the negative, for on 28 September 1941, Dr. Price wrote to him again, this time "Re Pilot Officer S.D. Turner":

It was good of you to reply so completely and promptly to my request for transfer of this officer for duty at the Accelerator Hut, No.1 Initial Training School, Toronto, 1107 Avenue Road, phone MO (Mohawk) 4403.

I know, as you have found, that he is a good student, particularly at examinations. I also know in detail his electrical and mechanical experience. It suits our need. Therefore I think it best to request transfer of Pilot Officer Turner at the earliest possible moment, rather than avail myself to your kind offer to search for another to meet a written specification.

If you can do so, I would appreciate your assistance by phone or otherwise to the Personnel Department regarding the real urgency of my need to quickly get the information England wants without delay.

This was duly expedited; on 30 September 1941, A/V/M Harold Edwards instructed transfer of Turner to No.1ITS "in connection with the completion of the 'Accelerator' and other equipment in the low pressure chamber."

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TURNER, F/L (now S/L) Sydney Desmond (C1577) - **Mention in Despatches** - No.162 Squadron (Canada) - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Vancouver, 26 January 1911. Home in Victoria, British Columbia; enlisted in Vancouver, 31 January 1929; qualified as NCO pilot, 27 May 1937. To No.8 (BR) Squadron 27 August 1939. Promoted Flight Sergeant, 1 September 1939. Commissioned at North Sydney, Nova Scotia, 15 November 1939. Promoted Flight Lieutenant, 1 January 1941. To No.10 (BR) Squadron, 18 June 1941. To No.162 (BR) Squadron, 18 May 1942. Promoted Squadron Leader, 1 October 1942. To Eastern Air Command Headquarters, 31 August 1943. Promoted Wing Commander, 1 December 1943. To War Staff College, Toronto, 30 November 1944. To Eastern Air Command Headquarters, 6 March 1945. To No.1 Air Command, 8 August 1945. Reverted to Squadron Leader in postwar RCAF, 1 October 1946. Immediate postwar posting incomplete. To AFHQ, 21 October 1949. Promoted Wing Commander, 1 September 1951. To SHAPE in Europe, 29 September 1952. To No.5 Air Division, 1 August 1953. To Tofino 10 September 1955. Retired 3 March 1960. Governor



General's Records (RG.7 Group 26, Vol.57, File 190-I) has citation.

This officer has flown 390 hours on anti-submarine sweeps and convoy duty over a period of eight months. He has at all times displayed a conspicuous devotion to duty and has faithfully completed, often under adverse conditions, all operational tasks assigned to him. He has organized his unit well and has maintained within it a high standard of morale and efficiency.

TURNER, W/C Sydney Desmond (C1577) - **Distinguished Flying Cross** - Eastern Air Command Headquarters - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Governor General's Records (RG.7 Group 26, Volume 57, file 190-I) has citation; notes indicate that as of recommendation he had flown 2,325 hours (925 of them on operations, 154 sorties). Award presented 9 April 1945.

This officer has been employed continuously on anti-submarine operations over the Northwest Atlantic since September 1939. Throughout this service he has displayed coolness and courage in hazardous circumstances and conspicuous devotion to duty. His outstanding ability and successful leadership has been an inspiration and very praiseworthy.

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TURNER, S/L William Ronald David (C1369) - **Commended for Valuable Services in the Air** - No.1 Training Command Headquarters - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born at Carmen, Manitoba, 19 August 1915; educated in Manitoba public schools and University of Manitoba. Enlisted in Winnipeg, 6 November 1939; trained at No.1 SFTS (wings on 20 May 1940; graduated 17 July 1940) and Central Flying School, Trenton. To No.1 EFTS, 21 August 1941. Promoted Flight Lieutenant, 15 December 1941. To No.1 Training Command Headquarters, 16 March 1942. Promoted Squadron Leader, 15 September 1942. Promoted Wing Commander, 1 May 1943. To War Staff College, Toronto, 31 March 1944. To No.1 Training Command Headquarters, 7 June 1944. To No.5 SFTS, 11 June 1944. Taken on strength of No.3 PRC overseas, 18 December 1944. Repatriated 16 November 1945. To No.2 Air Command, 24 November 1945. To No.5 Release Centre, 28 January 1946. Retired 4 February 1946. Rejoined postwar RCAF Auxiliary; Queen's Coronation Medal, 23 October 1953 (Group Captain, No.17 Wing, Auxiliary Air Force). Photo PL-46231 (ex UK-23582 dated 5 November 1945) taken following AFC investiture at Buckingham Palace. Governor General's Records (RG.7 Group 26, Volume 57, File 190-I) has citation.

This officer has shown outstanding qualities and exemplary application to his duties as a flying instructor at the Central Flying School, and subsequently as Assistant Chief Supervisory Officer at an Elementary Flying Training School and

generally in continued efforts to the furtherance of Flying Training. In the course of 15 months this officer did approximately 1,200 hours instructional flying.

TURNER, W/C William Ronald David (C1369) - **Air Force Cross** - No.1 Training Command Headquarters. Award effective as of 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Described as having flown 1,821 hours, 1,200 hours as instructor, nil flying in past six months. Award presented.

Throughout his tour of duty in the Air Training Plan, this officer has shown the greatest enthusiasm in flying training and its related problems. By his exceptional initiative and flying ability he has been responsible for many helpful and practical suggestions for the betterment of training. His recognized skill as a pilot, combined with his sound judgement and co-operative spirit, have made notable his excellent and faithful work.

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TURNOUR, FS Noel Cecil (R62270, later J16718) - **Distinguished Flying Medal** - No.408 Squadron - Award effective 26 December 1942 as per **London Gazette** dated 29 December 1943 and AFRO 232/43 dated 12 February 1943. Born 11 December 1919 in Alberta; home in Vancouver (student); enlisted in Saskatoon, 19 July 1940. To No.22 M Depot, 16 August 1940. To No.1 ITS, 12 October 1940; graduated and promoted LAC, 13 November 1940; posted that date to No.12 EFTS; ceased training, 2 January 1941 and posted to No.1 Manning Depot; to No.5 AOS, 31 January 1941; graduated 26 April 1941 when posted to No.4 BGS; graduated and promoted Sergeant, 9 June 1941 although he had been posted on 7 June to No.1 ANS; graduated 8 July 1941 when posted to Embarkation Depot. To RAF overseas, 9 August 1941. Commissioned 17 September 1942. Repatriated 26 December 1942. Posting record missing for remainder of the war but he did qualify as a pilot, 13 July 1945. Promoted Flying Officer, 17 March 1943. Promoted Flight Lieutenant, 17 March 1944. Award presented 20 March 1944. Postwar service with number 206759 from 3 July 1952 in Medical Branch (Flight Lieutenant). To London, Ontario, 1 August 1952. Retired 1 June 1960 in Toronto. Died 1987.

Flight Sergeant Turnour has taken part in attacks on most of the principal targets in Germany and German occupied territory and has also participated in many successful mining operations. One night in August 1942 he was a member of the crew of an aircraft detailed to attack Kassel. On the outward journey the aircraft was attacked by a Junkers 88. After a hard battle the enemy bomber was shot down and Flight Sergeant Turnour navigated his aircraft to the target which was bombed successfully. Throughout, this airman's zeal, courage and outstanding work have been an example to all and his cool confidence and determination have always been of the highest order.

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TURPIN, P/O John Alfred (J92863) - **Distinguished Flying Cross** - No.102 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 29 June 1924 in Quebec City; home there (student); enlisted there 20 July 1942 and posted to No.5 Manning Depot. To No.4 Manning Depot, 28 August 1942. To No.3 ITS, 7 November 1942; graduated and promoted LAC, 23 January 1943 but not posted to No.11 EFTS, Cap de la Madeleine until 6 February 1943; soloed after 13 hours; ceased pilot training on 18 March 1943 with 22 hours 25 minutes dual and seven hours 20 minutes solo; to No.5 Manning Depot that date; to No.4 BGS, 1 May 1944; graduated 24 July 1943 when posted to No.9 AOS; graduated and promoted Sergeant, 13 September 1943; to Embarkation Depot, 17 September 1943; taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Further trained overseas as No.3 (O) AFU (graduated 22 February 1944) and No.20 OTU (graduated 22 April 1944). Commissioned 16 October 1944. Repatriated 23 March 1945. To No.1 Air Command, 3 April 1945. Promoted Flying Officer, 16 April 1945. To No.16 SFTS, 6 May 1945. To No.2 Release Centre, 28 May 1945. Retired 7 June 1945. Attended Bishops University and graduated in 1949 with a degree in Education. Began his teaching career at Hudson High School in Hudson, Quebec, teaching English and Math while coaching the senior boys' hockey team. Obtained his Masters in guidance counselling from Harvard University. Set up the guidance counselling program for the English language school system in the Eastern Townships of Quebec. Active in local events that included at one point President of Rotary Club, involvement in the Lennoxville Curling Club and various charities. Instrumental in converting an abandoned rail-bed in Lennoxville into a walking trail. Died in Halifax, 10 February 2017. 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." Public Records Office Air 2/9070 has recommendation dated 10 February 1945 when he had flown 30 sorties (168 hours), 8 August 1944 to 22 January 1945.

8 August 1944 - Belle Croix les Bruyeres (3.40) - Hit by flak; starboard outer feathered; landed Shepherd's Grove.

11 August 1944 - Somain (4.00)

15 August 1944 - Eindhoven (3.50)

18 August 1944 - Sterkrade (4.30)

25 August 1944 - Wemers Capel (3.15)

27 August 1944 - Homberg (2.55) - Early return; port outer feathered

31 August 1944 - Lumbers (3.40)

14 September 1944 - Wilhelmshaven (2.15) - Group recall

7 October 1944 - Cleve (4.20) - Army co-operation

9 October 1944 - Bochum 5.55)

14 October 1944 - Duisburg (5.25) - Diverted to Foulsham

22 October 1944 - GARDENING, Kattegat - Starboard outer feathered over Denmark (6.25)

25 October 1944 - Essen (5.40)  
28 October 1944 - Cologne (4.45)  
31 October 1944 - Cologne (5.25)  
2 November 1944 - Dusseldorf (5.10)  
6 November 1944 - Gelsenkirchen (5.10)  
21 November 1944 - GARDENING, Oslo Fiord (6.45)  
27 November 1944 - GARDENING, Horten (6.20)  
30 November 1944 - DUISBURG (5.49)  
5 November 1944 - Soest (6.15)  
6 December 1944 - Osnabruck (6.05)  
24 December 1944 - Mulheim (4.55) - Diverted to Carnaby  
26 December 1944 - St.Vith (4.45)  
28 December 1944 - Munchen-Gladbach (5.25)  
29 December 1944 - Koblenz (6.25)  
30 December 1944 - Cologne (6.20)  
2 January 1945 - Ludwigshaven (6.50)  
13 January 1945 - Saarbrucken (6.40)  
14 January 1945 - Dulmen (7.10)  
16 January 1945 - GARDENING, Kattegat (6.25)  
22 January 1945 - Gelsenkirchen (5.15)

Pilot Officer Turpin has completed a first tour operations in Bomber Command as an Air Bomber. During his tour of 30 sorties he has carried out 23 attacks on German territory by day and night, three sea mining operations and four attacks on occupied territory. Among the German targets he has attacked in the heavily defended area of the Ruhr are Bochum, Duisburg, Gelsenkirchen (twice), Essen, Dusseldorf, and Cologne (three times).

Pilot Officer Turpin has shown a very high standard of efficiency as an air bomber and crew member throughout his tour. He has obtained an aiming point photograph on every occasion where cloud conditions permitted his camera results to be plotted.

By his splendid record and quiet but dogged determination this officer has proved himself to be an outstanding member of a gallant crew. I consider that his fine operational record fully merits for him the award of the Distinguished Flying Cross.

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TURPIN, Sergeant Muriel Joyce (W316801) - **British Empire Medal** - RCAF Overseas Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO

660/46 dated 5 July 1946. Born in Winnipeg, Manitoba, 3 July 1922, Enlisted in London, England, 19 October 1943 as "Tradeswoman" in rank of AW2. Graded as Clerk, 6 March 1944 when promoted AW1; Secretary to the Director of RCAF Medical Services, Air Commodore A.G. Corbett; repatriated to Canada, 8 May 1946; promoted Sergeant, 1 December 1945; to No.5 Release Centre, 17 May 1946; to AFHQ, 28 May 1946; to No.2 Air Command, 15 December 1946; released 19 December 1946 but as a civilian she continued to serve in the RCAF until transferred to Rideau Hall in 1951 as clerical secretary to Field Marshal Lord Alexander of Tunis and then the Right Honourable Vincent Massey. She then served as Massey's private secretary when he retired to Batterwood near Port Hope. Returned to Rideau Hall when the Order of Canada was established in 1967 as the first permanent member of the honours secretariat staff. Retired in 1992 having served under eight Governors General. Appointed as a Member of the Order of Canada (17 December 1973; invested 3 April 1974) "For her dedication throughout her service at Government House during the tenure of five Governors General." In later life she gained a passion for writing and would author two books, *Slender Threads; A Memoir* (2007) and *Changes, Challenges and Chats* (2015). Married Bertram Bryant. Died in Ottawa, 4 November 2017. Award presented by Governor General, 10 December 1947.

This non-commissioned officer has carried out outstanding work in the Directorate of Medical Services during the past two and one-half years. Her loyalty and integrity have been unimpeachable and her diligence and interest in the Service have been far in excess of what is normally expected of a non-commissioned officer. She is extremely efficient and conscientious and has been of great assistance in maintaining a co-operative spirit in the Orderly Room at the Directorate of Medical Services.

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TURVEY, F/L David Lloyd George (J7424) - **Distinguished Flying Cross** - No.417 Squadron - Award effective 31 August 1944 as per **London Gazette** dated 8 September 1944 and AFRO 2231/44 dated 13 October 1944. Born 14 January 1919 in Toronto; home there; enlisted there 9 December 1940 and posted to No.1 Manning Depot. To No.31 ANS (guard), 4 January 1941. To No.1 ITS, 29 March 1941; graduated and promoted LAC, 4 May 1941 when posted to No.7 EFTS' may have graduated 21 June 1941 but not posted to No.6 SFTS until 3 July 1941; graduated and commissioned 13 September 1941. To "Y Depot, 25 September 1941; to RAF overseas, 27 September 1941; to No.131 Squadron, 8 March 1942; to No.244 Wing, Middle East, 20 May 1942; to No.238 Squadron, 25 August 1942; promoted Flying Officer, 13 September 1942; to No.92 Squadron, 1 March 1943; promoted Flight Lieutenant, 13 September 1943; to No.417 Squadron (date uncertain). Following victory list from RCAF records and Chris Shores, **Those Other Eagles** (Grub Street, London, 2004): **29 April 1943**: one MC.202 destroyed, Cap Bon (No.92 Squadron, Spitfire ER872); **29 March 1944**: one FW.190 destroyed, Anzio (No.417 Squadron, Spitfire JF931, AN-X); **14 May 1944**: one Bf.109 damaged, Cassino (No.417 Squadron, Spitfire JG475, AN-Z); invested with award by King George 10 October

1944. Repatriated 28 October 1944; to No.1 Training Command, 4 December 1944; to No.1 Wireless School, 8 January 1945; promoted Squadron Leader, 1 May 1945; released from RCAF on 10 October 1945. RCAF Photo PL-27171 (ex UK-9691 dated 17 May 1944) shows S/L Wellington B. Hay (new CO of No.417 Squadron) talking to one of his flight commanders, F/L George "Topsey" Turvey. Photo PL-27172 (ex UK-9692 dated 17 May 1944) shows him. RCAF Photo PL-27171 (ex UK-9691 dated 17 May 1944) shows S/L Wellington B. Hay (new CO of No.417 Squadron) talking to one of his flight commanders, F/L George "Topsey" Turvey. Photo PL-27172 (ex UK-9692 dated 17 May 1944) shows him. Photo PL-33449 (ex UK-15753 dated 11 October 1944) shows him and wife outside Buckingham Palace following recent investiture. Photo PL-34008 shows him. Died in Sunnybrook Hospital, Toronto, 7 October 2001.

Now on his second tour of operational duty, this officer has proved to be a skilful leader and courageous pilot who, by his fine fighting spirit and devotion to duty, has contributed in no small way to the successes attained by his squadron. On several occasions he has led formations of fighters which have successfully intercepted much larger formations of enemy aircraft. In February 1944, when over the Anzio beachhead, Flight Lieutenant Turvey, who was leading eight aircraft, engaged and successfully broke up a formation of twenty enemy fighters and a month later accomplished a similar feat against a force of thirty enemy aircraft. He has destroyed at least two enemy aircraft and damaged others. TURVEY, F/L David Lloyd George (J7424) - **Distinguished Flying Cross** - No.417 Squadron - Award effective 31 August 1944 as per **London Gazette** dated 8 September 1944 and AFRO 2231/44 dated 13 October 1944. Born 14 January 1919 in Toronto; home there; enlisted there 9 December 1940 and posted to No.1 Manning Depot. To No.31 ANS (guard), 4 January 1941. To No.1 ITS, 29 March 1941; graduated and promoted LAC, 4 May 1941 when posted to No.7 EFTS' may have graduated 21 June 1941 but not posted to No.6 SFTS until 3 July 1941; graduated and commissioned 13 September 1941. To "Y Depot, 25 September 1941; to RAF overseas, 27 September 1941; to No.131 Squadron, 8 March 1942; to No.244 Wing, Middle East, 20 May 1942; to No.238 Squadron, 25 August 1942; promoted Flying Officer, 13 September 1942; to No.92 Squadron, 1 March 1943; promoted Flight Lieutenant, 13 September 1943; to No.417 Squadron (date uncertain). Following victory list from RCAF records and Chris Shores, **Those Other Eagles** (Grub Street, London, 2004): **29 April 1943**: one MC.202 destroyed, Cap Bon (No.92 Squadron, Spitfire ER872); **29 March 1944**: one FW.190 destroyed, Anzio (No.417 Squadron, Spitfire JF931, AN-X); **14 May 1944**: one Bf.109 damaged, Cassino (No.417 Squadron, Spitfire JG475, AN-Z); invested with award by King George 10 October 1944. Repatriated 28 October 1944; to No.1 Training Command, 4 December 1944; to No.1 Wireless School, 8 January 1945; promoted Squadron Leader, 1 May 1945; released from RCAF on 10 October 1945. RCAF Photo PL-27171 (ex UK-9691 dated 17

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TUSTIN, F/O Thomas George (J35513) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1085/45 dated 29 June 1945. Born 12 July 1919 in Brandon, Manitoba; home in Bonnyville, Alberta; educated at University of Alberta (sampler and labourer, COTC and ex-Royal Canadian Artillery); enlisted in Edmonton, 17 July 1942. To No.3 Manning Depot, 31 July 1942. To No.7 ITS, 7 November 1942; graduated and promoted LAC, 22 January 1943 but not posted to No.6 BGS, Mountain View, until 6 March 1943; graduated 30 April 1943 and posted next day to No.10 AOS; graduated and commissioned 17 September 1943. To No.1 GRS, 1 October 1943. To "Y" Depot, 27 November 1943. Taken on strength of No.3 PRC, Bournemouth, 13 December 1943. Promoted Flying Officer, 17 March 1944. Repatriated 8 June 1945. To No.7 Release Centre, 20 June 1945. Retired 25 July 1945. Award sent by registered mail 7 June 1950. RCAF photo PL-40886 (ex UK-17330 dated 9 December 1944) has following caption: "Discussing their recent adventure when the entire crew of a Halifax bomber, with the exception of the pilot, were forced to bale out southwest of Aachen during an attack on Dusseldorf, are these two airmen from the Tiger Squadron of the RCAF Bomber Group in England. On the left is F/O J.L. King, Toronto, Ontario, who crash-landed the aircraft at Laon, France, and walked away from it, and F/O T.G. Tustin, Big Valley, Alberta, his navigator, who 'hit the silk' with the rest of the crew and were returned safely to England."

Flying Officer Tustin has participated in many operational sorties against a wide

range of vital targets. He has shown himself to be a cool and skilful navigator and has set an excellent example of gallant and unselfish devotion to duty. In November 1944 his aircraft was detailed for a mission against Dusseldorf. On the return flight from the target damage was sustained from anti-aircraft fire and a fire broke out in the aircraft. Flying Officer Tustin calmly directed the pilot by the shortest route to a landing in friendly territory, when it became necessary to abandon the aircraft by parachute. This officer gave valuable assistance in leading the other members of the crew to safety.

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627) has the original recommendation dated 19 December 1944 when he had flown 20 sorties (110 hours 40 minutes).

This officer, the navigator of a four engined heavy bomber detailed to attack Dusseldorf on the night of November the second, 1944, displayed such an excellent example of coolness and courage under trying circumstances that he is worthy of the highest praise. Returning from the target, the aircraft was hit by flak and caught on fire. Flying Officer Tustin directed the pilot by the shortest route to where they could be sure of landing in friendly territory if the need arose. When the captain deemed it necessary that the crew should abandon the aircraft, Flying Officer Tustin was of great assistance in the remarkable display of leadership given to the other members of the crew to the end that all made their way safely out of the aircraft.

For his gallant and unselfish devotion to duty under extremely trying conditions, I recommend Flying Officer Tustin for the immediate award of the Distinguished Flying Cross.

The website "Lost Bombers" gives a slightly different account as follows:

Halifax MZ922, No.424 Squadron (QB-F), 2 November 1944. This was one of two aircraft of No.424 Squadron lost on an operation to Dusseldorf (the other was LW131). Airborne at 1612 hours, 2 November 1944 from Skipton-on-Swale. Bombed the aiming point at 1929 from 20,000 feet, reducing height soon after to 16,000 feet. At 1938 the Halifax was struck by flak which severely damaged the port rudder and elevators and started a fire behind the port outer bulkhead. As ordered, six baled out over Allied held territory, but then the blaze died down and with the aid of his landing-lights F/O J.L. King (later awarded DFC) force-landed in a ploughed field near Grandlup-et-Fay (Aisne), 14 km NE of Laon. F/O W.E. Harris (RCAF) was treated at the 98th American General Hospital. Most of the crew were home within a week and F/O Harris was not badly injured. Others in crew were Sergeant M.McI W.Grant (RCAF), F/O T.G.Tustin (RCAF, awarded DFC), F/O F.H.Moss (RCAF), Sergeant A.D.Jopp (RCAF), and Sergeant J.L.Warwicker (RCAF).



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

RCAF Photo PL-42855 (27 March 1945) has the following caption: "A navigator with the Tiger Squadron of the RCAF Bomber Group in Great Britain, F/O T.G. Tustin, Honneyville, Alberta, has been awarded a non-immediate DFC. On one occasion the bomber he was flying in was caught in predicted flak over the target. The port outer engine caught fire and the tailplane, elevator and rudder riddled. After extinguishing the fire, F/O Tustin got the aircraft back to friendly territory by keeping his skipper on track, which enabled the entire crew to bale out with the exception of the pilot, who crash-landed the Halifax in a nearby field."

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TUTTON, FS Francis Mark (R86544, later J85495) - **Distinguished Flying Medal** - No.83 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 13 August 1943 and AFRO 1849/43 dated 10 September 1943. Born in Edmonton, 18 March 1914; home there (salesman); member of 19<sup>th</sup> Alberta Dragoons, 28 February 1929 to 5 June 1930. Enlisted in Edmonton, 27 December 1940 and posted to No.2 Manning Depot. To No.2 WS, 3 February 1941; promoted LAC, 3 April 1941; to No.5 BGS, 18 July 1941; graduated and promoted Sergeant, 18 August 1941; posted next day to Embarkation Depot; to RAF overseas, 17 September 1941. Promoted Flight Sergeant, 12 August 1942. Promoted WO2, 1 November 1942; promoted WO1, 1 May 1943. Commissioned 4 April 1944. Repatriated 1 May 1944. To No.3 WS, 12 June 1944. Promoted Flying Officer, 4 October 1944. To No.5 AOS, 30 December 1944. To No.7 Release Centre, 15 September 1945. Retired 18 October 1945. Invested with award by King George 8 February 1944. Died 1987.

The majority of the operational missions in which this airman has participated have been raids on the enemy's most heavily defended targets. On two occasions his skill in giving directions to his pilot has caused enemy fighters to break off their attacks. On one occasion, when returning from a raid at a low altitude, this airman's aircraft was illuminated by several searchlights which Flight Sergeant Tutton extinguished by skilful gunnery. Later, when crossing the French coast, he engaged light anti-aircraft batteries with success. Flight Sergeant Tutton has invariably displayed coolness and efficiency of a high order.

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TWAMLEY, F/L Bruce Elwood (C7316) - **Commended for Valuable Services in the Air** - No.8 AOS - 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 Listowel, Ontario, 10 September 1909. Attended Ontario Agricultural College, 1929-1933 where he was in COTC.

Home in Listowel (farming, 1934-35; teacher, 1935-1940). Served in Militia (Middlesex and Huron Regiment), 1938 onwards, volunteering for active service, 1 July 1940 and instructing in Army Schools. Commissioned as Flying Officer in RCAF, London, Ontario, 22 August 1941 as navigation instructor and posted to No.2 Manning Depot. To No.1 ANS, Rivers, 28 August 1941; to No.5 ITS, Belleville, 9 November 1941; promoted Flight Lieutenant, 1 December 1942. To No.8 AOS, Ancienne Lorette, 6 April 1942. Qualified to wear Navigator Badge, 6 July 1943. To No.4 Release Centre, 30 January 1945. Retired 23 February 1945. Died November 1988 in Goderich, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of May 1989.

This officer's unselfish devotion to duty and keenness have been extremely valuable in the output of trained observers at this school. His untiring efforts and skill as an Instructor are evidenced by the high standard reached by his pupils. Flight Lieutenant Twamley has flown 225 hours during the last ten months.

Original recommendation raised 22 March 1943 by S/L M.J.S. Innes, No.8 AOS, suggesting an OBE:

This officer has shown an excellent keenness in his work and unselfish devotion to duty. He possesses a fine character and is a good example to all. He is outstanding as a ground instructor, has supervised his trainees in the air 225 hours during the last ten months at this School. An award to this officer, it is felt, would prove extremely popular among all ranks at this unit.

Although routinely assessed as an excellent instructor, the most thorough air force assessment was that of the Recruiting Officer (unnamed) who interviewed him 15 April 1941:

Considering that applicant has had one year at University of Toronto specializing in Mathematics and physics; four years at .A.. Specializing in Chemistry and attaining B.S.A. degree; and one year at O.C. Education specializing in P.T. it is believed that he has the education that fully qualifies him to be an Instructor in Navigation. In addition to this, he has had five years experience as a High School assistant principal, fulfilling this position in a highly satisfactory manner. He is thorough, studious and sincere. He has an attractive personality, commands respect, and a moral character vouched for by a chaplain in the RCAF as being beyond reproach. He is ambitious, anxious to serve, and since he has a good, strong, clear voice, and a real ability to impart knowledge, he is recommended for consideration without reservation.

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TWISS, Corporal Guy Lyndon (R97816) - **British Empire Medal** - RCAF Station Prince Rupert

- Award effective 8 June 1944 as per **London Gazette** of that date and RCAF Routine Order 1380/44 dated 30 June 1944. Born 3 February 1921 at Ganges, Salt Spring Island; educated in British Columbia schools; enlisted in Vancouver, 26 March 1941 for General Duties and posted to No.2 Manning Depot. To No.6 (BR) Squadron, 9 April 1941. Promoted AC1, 26 June 1941. Reverted to AC2, 12 August 1941 on transfer to Marine Branch. Promoted AC1, 3 December 1941. To Alliford Bay, 24 January 1942. To No.3 Repair Depot, 7 June 1942. Promoted LAC, 1 July 1942. To Patricia Bay, 24 August 1942. To Prince Rupert, 29 March 1943. Classified as Seaman, 1 June 1943. Promoted Corporal, 1 November 1943. To No.5 OTU, 5 May 1944. To unclear posting, 14 November 1944. Promoted Sergeant, 1 June 1945. Award presented 15 January 1945. To No.8 Release Centre, 31 October 1945. Retired 5 November 1945.

One night recently when a Canso boat crashed and turned over in the harbour, this NCO rushed to the scene in a dinghy accompanied by another senior NCO. Corporal Twiss boarded the crashed aircraft carrying a lamp and succeeded with great difficulty in extricating the flight engineer, who was injured and trapped in the wreckage. This NCO's act of gallantry was outstanding in that he carried out his purpose with exceptional coolness in the face of danger of an explosion of gasoline. Shortly after the aircraft burst into flames and sank.

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TWIST, W/C Joseph Gainham (C1282) - **Air Force Cross** - Central Flying School - Award effective 26 October 1943 as per **London Gazette** of that date and AFRO 2386/43 dated 19 November 1943. Born 8 September 1902 in Northampton, England. Pilot, Ontario Provincial Air Service, 1929-1936; pilot, General Airways, 1936-1937; pilot, Dominion Skyways, 1937-1939. Took RCAF Radio Range Flying course at Rockcliffe, 1934. Had flown about 5,000 hours as a civilian. Enlisted in RCAF, 3 October 1939, at Sault Ste. Marie, Ontario as Flying Officer. To Camp Borden, 13 October 1939. Attended Flying Instructor School, 8 November to 11 December 1939. To Trenton, 6 May 1940, instructing at Central Flying School. Promoted Flight Lieutenant, 1 November 1940. To RAF, 1 April 1941. Promoted Squadron Leader, 15 August 1941. Ferried Hudson FH260, 24 March 1942 (Montreal to Prequ'ile). Returned as passenger by air, same day. Ferried Hudson FH267 to Britain, 2 April 1942. To Empire Flying School, 8 April 1942. To Station Hullavington, 9 April 1942. Took a Standard Beam Approach course at Vatchfield before being repatriated via Rockcliffe, 27 July 1942. To Trenton, 31 July 1942. Promoted Wing Commander, 1 May 1943. To No.164 (Transport) Squadron, 1 June 1944. To Pennfield Ridge, 28 June 1944. To No.6 OTU, 14 September 1945. To No.9 (Transport) Group, 11 October 1945. To No.2 Release Centre, 17 December 1945. Retired that date. Employed at Edmonton Airport as of June 1950. Award presented 27 April 1944.

Wing Commander Twist has an exceptionally fine record as a flying instructor due to his outstanding ability and enthusiasm for work and has exerted a powerful influence upon the younger instructors and pupils to the benefit of the Service. In

the early stages of training he carried out intense research on the spinning characteristics of Harvard aircraft. The data compiled by him has been included in Air Publications for Flying Instructors and it is considered that these findings have greatly assisted in decreasing the number of fatal accidents due to spinning.

NOTE: DHist file 181.009 D.1721 (RG.24 Volume 20606) refers. As early as 3 November 1942 he was recommended as a Squadron Leader for AFC by A/C F.S. McGill who wrote:

He was one of a class of the original "Bush" pilots who reported to Camp Borden in October 1939, and was commissioned as a Special Reserve Flying Officer in the RCAF, 3 October 1939. His past experience as a pilot made him an ideal type for an instructor, particularly as they were urgently needed at that time. This officer received a "B" category after a minimum of training and was considered especially suitable for instructing and retained on the staff at Camp Borden without any further training being necessary.

He was posted to Trenton 6 May 1940 and assigned to the staff of Central Flying School as an instructor. On 30 September 1940 his above average ability as an instructor and pilot warranted a raise in category to "A.2" and a promotion to Flight Commander. He was promoted to the rank of Flight Lieutenant 1 November 1940 as he continued to do an outstanding job of work. In March 1941, he was placed in command of Visiting Flight and on 18 August 1941, his exceptional ability as an instructor and pilot merited his raise to "A.1" category.

Upon return from Visiting Flight this officer was made an Examining Officer in Central Flying School and on 15 August 1941 [was] promoted to the rank of Acting Squadron Leader and appointed Officer Commanding No.2 Squadron of Central Flying School.

In March 1942 he was selected on account of his exceptional example to all flying personnel on the Station to attend the first Central Flying School Course in England. He proceeded to Royal Air Force Ferry Command, Dorval and ferried an aircraft overseas without incident, reporting to Empire Central Flying School in England in April.

This officer returned to Central Flying School, Canada in August 1942, having obtained an exceptional rating as a pilot and instructor from Empire Central Flying School, England.

Since his return to Central Flying School he has been made Officer Commanding of the Advanced Instructional Flight for Senior Instructors.

In view of this officer's exceptional record as a pilot and instructor, his outstanding ability and enthusiasm for his work and the example he has set for all instructors, it is strongly recommended that he be considered at this time for the award of the Air Force Cross.

**Instructional Experience:** Course at CFS was 8 November to 11 December 1939. Flew Fleet aircraft (13.55 solo, 10.05 dual), Harvard (8.00 solo, 5.35 dual), Oxford (1.00 solo, 35 minutes dual), Lockheed (40 minutes dual), Fairey Battle (one hour solo). "This pilot's flying ability has really improved but still occasionally does a bad turn. He has learnt and understood the sequence well. Instrument Flying - Good. Acrobatics - Good but needs a little more polish. General flying - Average. Recommended for 'B' category." (J.D.W. Willis). "Has a sound knowledge of elementary sequence but demonstrations can be improved. Needs practice in Acrobatics. Intermediate sequence incomplete. Voice clear and interesting. Category recommended, 'B'". (name illegible, CFI). In ground courses scored 1,032 points out of possible 1,300; placed fourth in a class of 30.

Assessed 24-26 September 1940 when he had flown 457 hours ten minutes as instructor. Tested on Fleet and Lockheed 12. Described under following headings - Sequence (Very Good), Voice (Very Good), Manner (Excellent), Ability to Impart Knowledge (Average), Ability as Pilot (Above Average). "Flying Officer Twist has proven in his tests and by his work at CFS to be an above average instructor." (S/L G.D. Macallister). Granted A-2 Category.

Re-examined on a Harvard II, 15 March 1941. Described under following headings - Sequence (Very Good), Voice (Excellent), Manner (Experienced), Ability to Impart Knowledge (High), Ability as Pilot (Above Average). "An above average instructor whose ability and experience warrant the highest category." (S/L P.Y. Davoud). Granted A-1 Category.

Course at Empire Central Flying School was 6 April to 8 July 1942. Flew 25.30 dual, 20.05 solo, broken down by types as follows: Magister (30 minutes day dual, one hour day solo), Master (6.45 day dual, 50 minutes night dual, 9.30 day solo), Oxford (3.15 day dual, 50 minutes night dual, 6.40 day solo, 1.05 night solo). "This officer has unusual experience and is comparatively old for his position. He has plenty of sound common sense but, rather naturally is not very adaptable. He has probably gained more value from the course than he or others may think." (Chief Ground Instructor, Squadron Leader, name uncertain). "A very experienced and competent pilot with an excellent instructional manner, In view of his experience the course may have been too long for him and his interest was inclined to flag at times. Nevertheless he has benefited considerable and his knowledge of operational flying and conditions over here as broadened a great deal." (Chief Instructor, Wing Commander name uncertain). "A very experienced Flying Instructor of exceptional ability. The information he has imparted of training methods in Canada has been of interest to the Course. A practical officer who prefers to go ahead with the job rather than theorise. He had less to learn than most of the others, and it is perhaps difficult for him to retain interest throughout the course which was, from his point of

view, too long, although he displayed great interest the whole time in the flying of operational types and any aspect connected with operational flying. This officer should eventually make a very efficient Chief Instructor.” (Commandant, Empire Central Flying School).

**Notes:** Accident at CFS Trenton, 15 December 1941, Harvard II 2513, S/L J.G. Twist (uninjured), R75845 Sergeant O. Knarr (uninjured). Left wing struck ground while landing, Pupil pulled control column back sharply causing aircraft to stall and drop wing. Error in judgement.

A statement of service dated 15 October 1945 noted he had flown approximately 7,000 hours on 40 types (twin and single engine).

An undated document (probably late 1944) from his work as Chief Instructor, Pennfield Ridge, recommends him for a Mention in Despatches - “This officer has consistently shown great interest in his work and can always be depended upon.” (G/C W.W.S. Ross). Did not find approval further on.

**Selected Assessments:** “Employed in CFS as an Assistant CFI (A-1 category). Has been with the school since 1939 and had contributed greatly to its organization and results obtained by virtue of his efficiency, stability and driving power. Firm and respected in his contacts with others. Considered qualified for promotion to next higher rank.” (S/L G.P. Dunlop, Station Trenton, 15 June 1941).

“Obtained exceptional pass as an instructor and pilot from A-1 course at Empire CFS England, April-June 1942.” (W/C C.Carling Kelly, Trenton, 15 September 1942).

“This officer warrants serious consideration for more important duties. Could easily assume a Chief Instructor position with the end in view of becoming an SFTS Station Commander.” (W/C C. Carling Kelly, 3 January 1943).

“An outstanding officer in the field of flying training. Very well equipped in instructional knowledge and exceptional as a pilot.” (W/C J.G. Stephenson, 3 September 1943). “An excellent officer. Occasionally his personality clashes with other personalities of a certain type with whom he cannot get along, but in general he is extremely popular and highly respected for his knowledge and ability in flying.” (G/C R.E. McBurney, 3 September 1943).

“This officer has a strong will, definite ideas and principles. He is an excellent pilot and good disciplinarian. I do not think he is the type for staff duties and should be left where he is in touch with flying. A popular and respected officer.” (G/C R.E. McBurney, 3 November 1943).

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TYCHO, F/L Norman Ingemar (J23109) - **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 7 September 1921. Home in Smithers, British Columbia; enlisted Vancouver 24 September 1941 and posted to No.3 Manning Depot. To No.15 SFTS, 25 October 1941 (guard). To No.7 ITS, 6 December 1941; graduated and promoted LAC, 30 January 1942 but not posted to No.19 EFTS until 28 March 1942; ceased training and posted to Trenton, 7 May 1942; to No.4 WS, 5 June 1942; to No.7 BGS, 27 December 1942; graduated and commissioned, 25 January 1943. To No.31 Personnel Depot, 14 February 1943. To No.111 OTU, Nassau, 22 February 1943. To RAF Ferry Command, 7 May 1943. To RAF overseas, 23 June 1943. Promoted Flying Officer, 25 July 1943. Promoted Flight Lieutenant, 25 January 1945. Repatriated 8 May 1946, To No.8 Release Centre, 17 May 1946. Retired 3 June 1946. Died June 8, 2007 in Surrey, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008.

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TYLEY, F/L Kenneth (J14835) - **Croix de Guerre (France)** - No.342 Squadron (AFRO gives unit only as "Overseas" - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 28 September 1919 in Peoria, Illinois; home in Chicago; enlisted in Toronto, 7 October 1941. To No.1 Manning Depot, 4 November 1941. To No.1 BGS, 22 November 1941 (guard). To No.5 ITS, 13 February 1942; graduated and promoted LAC, 11 April 1942 when posted to No.20 EFTS; graduated 20 June 1942 when posted to No.1 SFTS; graduated and commissioned, 9 October 1942; to No.1 Flying Instructor School, Trenton, 6 November 1942; to No.6 SFTS, Dunnville, 29 December 1942' promoted Flying Officer, 1 May 1943; to No.1 GRS, Summerside, 3 November 1943; to No.31 OTU, Debart, 28 January 1944; to "Y" Depot, Lachine, 21 May 1944; to No.45 Group, Dorval, 23 May 1944; to "Y" Depot, Lachine, 5 August 1944; embarked Halifax, 29 August 1944; arrived in UK, 5 September 1944; promoted Flight Lieutenant, 9 October 1944; at No.21 (P) AFU, 7 November to 5 December 1944; at No.13 OTU, 5 December 1944 to 28 February 1945 when posted to No.2 GSU; to No.88 Squadron, 15 March 1945; to No.342 Squadron, 6 April 1945, serving with that unit until 30 May 1945; repatriated to Canada, 28 July 1945; to No.4 Release Centre, 3 September 1945; released 10 September 1945; appears to have remained in Canada. Award sent by registered mail 22 July 1946. Public Records Office Air 2/9031 gives citation.

This pilot of the Royal Air Force, although of an unassuming nature, has not been able to hide from his colleagues his first-class professional ability and fighting spirit, which he has constantly shown. Since his posting to No.342 Squadron he has carried out a series of operations against objectives in Western Germany and under all circumstances has shown unquestionable skill and leadership. He particularly distinguished himself on the 18th and 19th April 1945, when he contributed much to the success of important missions and on the 25th April 1945, when the formation in which he was flying was singled out by the enemy

for intense and accurate anti-aircraft fire.

NOTE: On 2 July 1945 he filled out a form outlining his overseas flying. He described this as 50 operational hours (16 sorties, last sortie on 25 April 1945) plus 70 non-operational hours. His overseas types had been Oxford (40 hours), Boston (60 hours) and Mitchell (20 hours).

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TYNAN, F/O Grant Gowan (J20252) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 22 April 1918 in Winnipeg; home in Vancouver; ex-Irish Fusiliers; enlisted Vancouver 3 December 1941. To No.3 Manning Depot, 8 January 1942. To No.1 BGS, 14 March 1942. To No.5 ITS, 25 April 1942; graduated and promoted LAC, 20 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, 30 September 1944, Repatriated 21 January 1945. Ro Western Air Command, 30 January 1945. To No.5 OTU, 6 March 1945. To No.9 Release Centre, 10 September 1945. Retired 12 September 1945. Award presented with Bar, 21 February 1948. No citation other than ".in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Office Air 2/8882 has recommendation dated 20 September 1944 when he had flown 38 sorties (201 hours 20 minutes), 9 August 1943 to 12 September 1944. Appears to have been in the same crew as F/L L.B. Burnand.

\* denotes counted as 1/3 sortie

# not counted as a sortie

9 August 1943 - NICKLING, Creil (4.00)#  
20 January 1944 - Berlin (3.10), DNCO  
21 January 1944 - Magdeburg (7.20)  
15 February 1944 - Berlin (7.15)  
1 March 1944 - Stuttgart (6.55)  
6 March 1944 - Trappes (4.20)\*  
7 March 1944 - Le Mans (4.30)\*  
18 March 1944 - Frankfurt (6.00)  
22 March 1944 - Frankfurt (6.00)  
24 March 1944 - Berlin (1.35), DNCO  
26 March 1944 - Essen (4.50)  
30 March 1944 - Nuremburg (8.15)  
18 April 1944 - Tergnier (4.30)\*  
20 April 1944 - Ottignies (4.15)\*  
22 April 1944 - Dusseldorf (4.55)



24 April 1944 - Karlsruhe (6.35)  
26 April 1944 - Paris (5.10)\*  
27 April 1944 - Montzen (4.35)  
30 April 1944 - Acheres (4.35)\*  
1 May 1944 - Malines (3.40)  
6 May 1944 - Nantes (4.40)  
11 June 1944 - Tours (5.07)  
15 June 1944 - Lens (3.08)  
16 June 1944 - Renescure (2.00)  
23 June 1944 - Coubronne (1.46)  
24 June 1944 - Middle Straete (1.44)  
27 June 1944 - Oisemont-au-Bois (2.23)  
30 June 1944 - Villers Bocage (2.34)  
2 July 1944 - Oisemont-au-Bois (2.13)  
12 July 1944 - Paris/Vaires (3.03)  
15 July 1944 - Nucourt (3.37)  
17 July 1944 - Cagny (2.29)  
22 July 1944 - Acquet (2.35), DNCO  
23 July 1944 - Kiel (5.12)  
24 July 1944 - Stuttgart (6.58)  
25 July 1944 - Stuttgart (7.11)  
27 July 1944 - Boissons (3.19)  
28 July 1944 - Stuttgart (6.18)  
30 July 1944 - Battle area (3.21)  
5 August 1944 - Chaussee (3.06)  
8 August 1944 - Lucheux (2.38)  
10 August 1944 - La Pallice (5.13)  
13 August 1944 - Falaise (2.38)  
16 August 1944 - Stettin (5.13)  
18 August 1944 - Bremen (4.48)  
12 September 1944 - Frankfurt (5.49)

This officer is a keen and efficient navigator in a very successful crew, now on their second tour of operations. The missions in which this officer has participated include as objectives such heavily defended areas as Stuttgart, Frankfurt and Berlin. Much of the success attained by his crew can be attributed to the skill and aptitude displayed by Flying Officer Tynan on all occasions. His courage and determination to make his missions successful have been an inspiration not only to the other members of his crew but to the squadron generally.

**TYNAN, F/L Grant Gowan, DFC (J20252) - 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 two tours of operations Flight Lieutenant Tynan has proved himself to be a very keen and skilful navigator. he has participated in a large number of operational missions against such heavily defended targets as Frankfurt, Essen and Stuttgart. Since the award of the Distinguished Flying Cross, Flight Lieutenant Tynan has continued to display high courage, devotion to duty and a fine fighting spirit which have set an inspiring example to all.

NOTE: Public Records Office Air 2/9050 has recommendation dated 20 December 1944 which lists all sorties. He had by then flown 51 sorties (248hours 30 minutes) including 13 sorties (51 hours 40 minutes) since previous award. The additional trips (and recommended text) as follows:

27 September 1944 - Bottrop (3.15)  
28 September 1944 - Cap Gris Nez (1.50)  
5 October 1944 - Saarbrucken (4.45)  
6 October 1944 - Dortmund (4.45)  
15 October 1944 - Wilhelmshaven (4.10)  
19 October 1944 - Stuttgart (5.15)  
30 October 1944 - Cologne (4.15)  
2 November 1944 - Dusseldorf (3.55)  
11 November 1944 - Dortmund (4.10)  
18 November 1944 - Munster (3.45)  
21 November 1944 - Coblenz (4.15)  
21 November 1944 - Aschaffenburg (5.00)  
20 September 1944 - Calais (2.20)

Flight Lieutenant Tynan is a very keen and efficient Navigator in a highly successful crew which has now completed two tours of operations. He has participated in attacks on such heavily defended enemy areas as Frankfurt, Essen and Stuttgart. Invariably, this officer has displayed a high degree of courage and a fighting spirit which has acted as an incentive to all fellow crew members. He is an excellent leader, with a thorough knowledge of both the theoretical and practical side of his work, and applies himself diligently with the same enthusiasm on any ground tasks allotted to him. His cheerfulness and eagerness to operate on every possible occasion has had an inspiring effect on other Navigators on the squadron, and has done much to keep the standard of their work at a high level.

Public Record Office Air 50/248 has a Combat Report bearing on his career. It involved an

action on the night of 28 July 1944; target Stuttgart; Lancaster N/405 (PB229). Crew consisted of F/L L.B. Burnand (RCAF, captain, awarded DFC on 1 December 1944 and later the Bar to DFC), F/O G.G. Tynan (RCAF, navigator, awarded DFC on 1 December 1944), F/O G.F. Nicholl (RCAF bomb aimer, awarded DFC on 1 December 1944); Sergeant C. Cox (RAF, WOP, awarded DFM, 19 January 1945), Flight Sergeant J. Connolly (Mid-Upper Gunner, no award), Sergeant L.J. O'Hanlon (RAF, rear gunner, awarded DFM, 16 January 1945) and Sergeant P.J. McMonagle (RAF, flight engineer, DFM awarded 16 January 1945).

While returning from operations to Stuttgart on the night of 28<sup>th</sup> July 1944, flying at 16,000 feet altitude on a heading of 240° True and at a position of 48.48° North 08.40° East at 0210 hours, Lancaster "H", Serial No. PB229 of 405 (RCAF)N Squadron was attacked by an enemy aircraft identified by the rear gunner as a Me.410.

Visibility during the encounter was good with no moon and 10/10 cloud below at 7,000 feet.

The rear gunner first sighted the enemy aircraft approaching astern and below at 600 yards range and on calling the pilot found the inter-com to be unserviceable. As the fighter approached to 400 yards the rear gunner opened fire with one long burst of 400 rounds from four guns at the same time calling dive, which was received by the pilot who immediately put the aircraft into a steep dive losing 1,000 feet altitude. The fighter did not press the attack and during the dive and the gunner's burst of fire the range increased to 550 yards after which the fighter broke away on the starboard quarter above at 800 yards range.

No visible damage was sustained by the fighter who did not open fire.